

A solar airplane with extremely long, thin wings is shown in flight over a vast ocean. The sun is low on the horizon, creating a bright, shimmering reflection on the water's surface. The sky is a deep, clear blue. The airplane's wingspan is nearly the width of the frame, and its tail section is visible on the right side.

**SOLARIMPULSE**

AROUND THE WORLD IN A SOLAR AIRPLANE

# Solar Impulse, First Round-The-World Solar Flight

Ralph Paul

Flight Test & Dynamics

Solar Impulse

June 21, 2016

A Solar Impulse solar airplane is shown in flight against a bright blue sky with scattered white clouds. The aircraft has extremely long, thin wings and a small fuselage. The tail section features a vertical stabilizer with a Swiss flag and the text 'SOLAR IMPULSE' and 'ABB'. The wings are covered in solar panels. The aircraft is flying over a vast, hazy landscape of rolling hills and valleys.

**An idea born in Switzerland**

**SOLARIMPULSE**

AROUND THE WORLD IN A SOLAR AIRPLANE



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## **BERTRAND PICCARD**

PSYCHIATRIST-EXPLORER

HANG-GLIDING CHAMPION

GOODWILL AMBASSADOR

1ST ROUND WORLD BALLOON FLIGHT



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## ANDRÉ BORSCHBERG

ENGINEER-ENTREPRENEUR

GRADUATE OF MIT

SWISS AIRFORCE PILOT

WORLD'S LONGEST SOLO FLIGHT



Flight Testing  
Ground Tests and Flight Missions  
Civil Aviation Certification

  
**SOLVAY**

  
**Schindler**

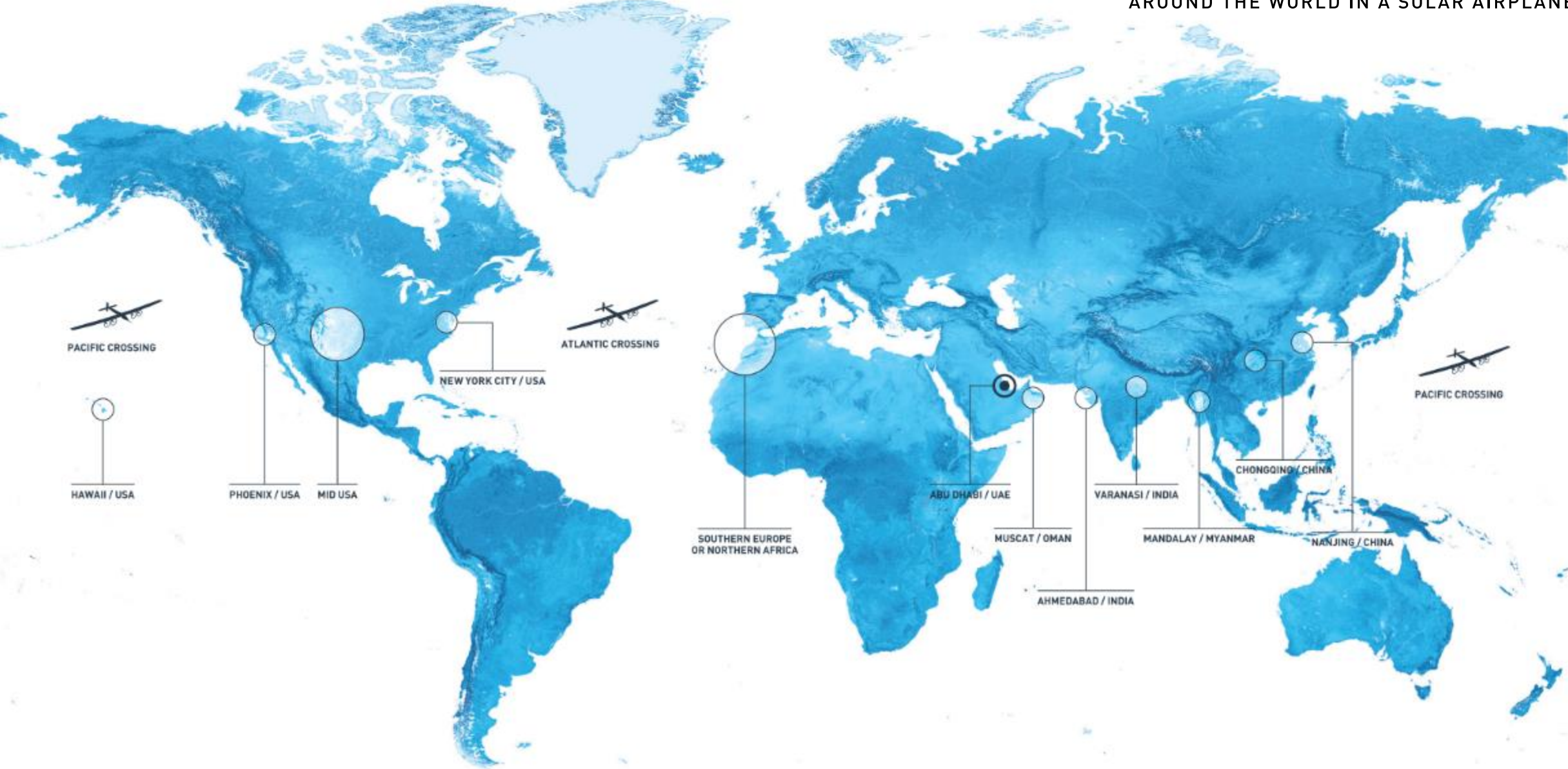
  
**ABB**

  
**OMEGA**

# Challenges and Achievements

# SOLARIMPULSE

AROUND THE WORLD IN A SOLAR AIRPLANE



WEDNESDAY

THURSDAY

FRIDAY



I CAN'T FIT IN THERE, I AM LARGER THAN A BOEING 747!



10 → 11 H. UTC TIME

LANDING SLOT

CROSSWIND SPEED (KNOTS)

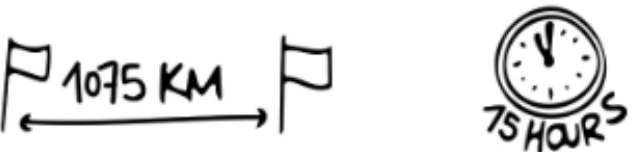


# SOLARIMPULSE

AROUND THE WORLD IN A SOLAR AIRPLANE

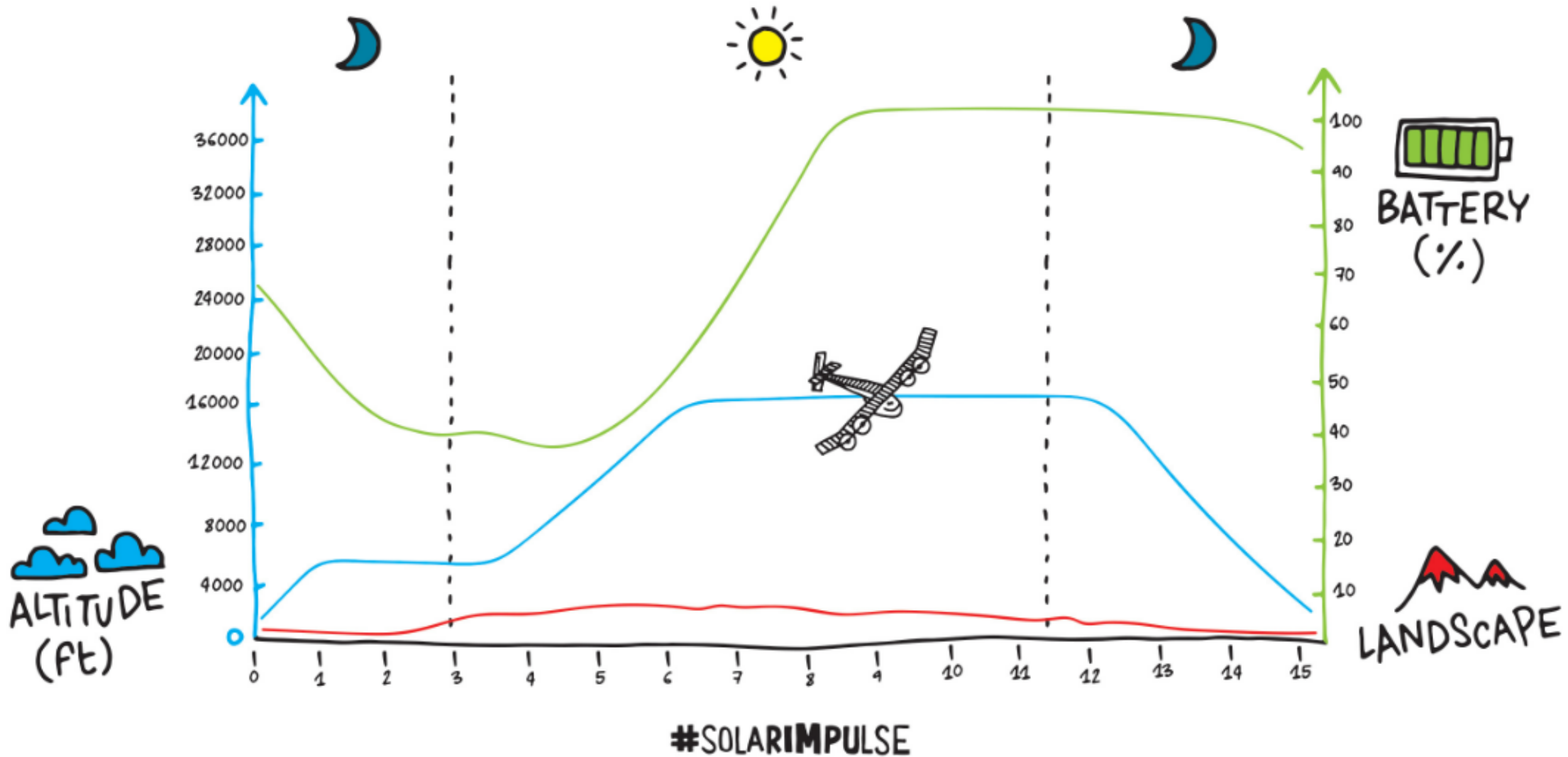
# SOLARIMPULSE

AROUND THE WORLD IN A SOLAR AIRPLANE

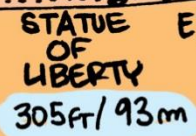
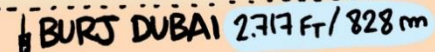


AHMEDABAD

VARANASI









6 BOTTLES OF OXYGEN



2,5l OF WATER



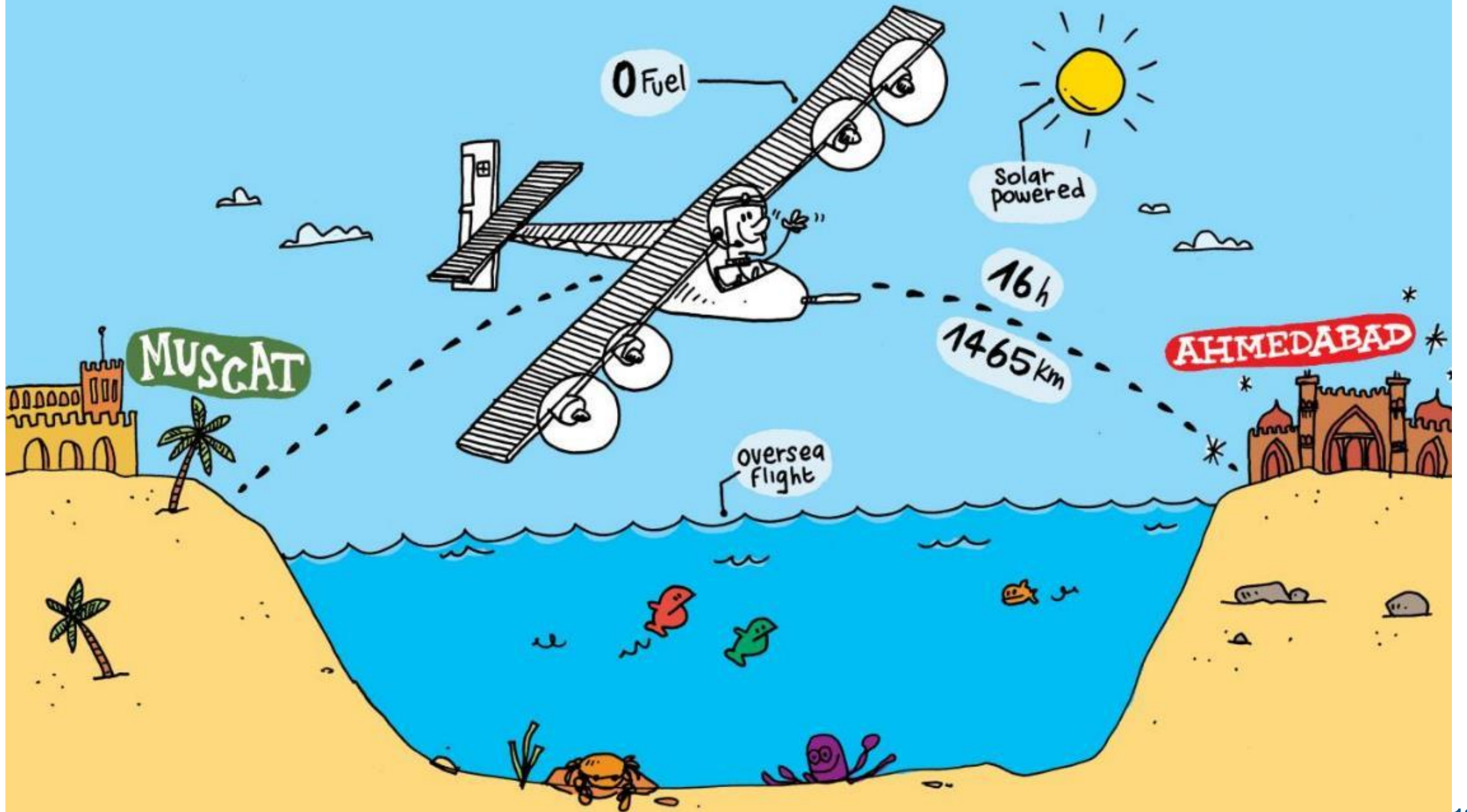
2,4 KG OF FOOD



-20°C

+20°C





# NANJING

8172 KM

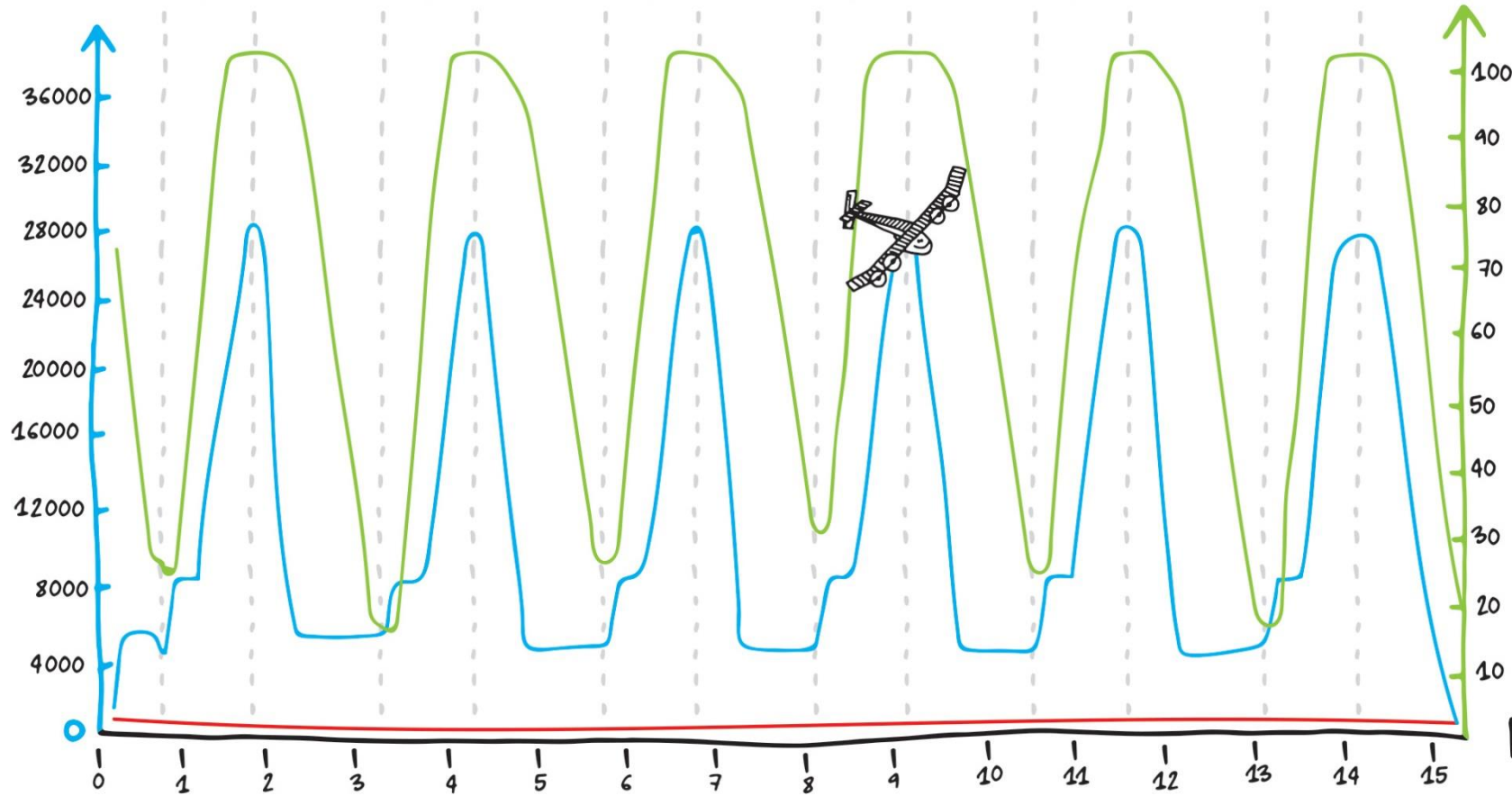
6 DAYS 6 NIGHTS

1 OCEAN

# HAWAII

DAY 1 DAY 2 DAY 3 DAY 4 DAY 5 DAY 6

ALTITUDE (FT)



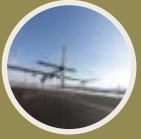
BATTERY (%)

LANDSCAPE

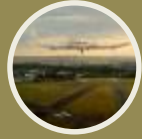
#SOLARIMPULSE #FUTUREISCLEAN

## TIMELINE

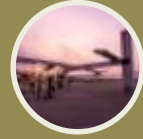
December  
2009 – The  
flea hop



2011  
European  
Solar  
Flights



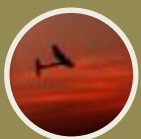
2013 –  
Across  
America



Summer  
2014 –Test  
Flights



July 2010 Solar  
Impulse Night  
Flight



2012 –  
Crossing  
Frontiers



April 2014 –  
Unveiling  
Solar Impulse  
2



2015  
The Round-  
The-World  
Solar Flight



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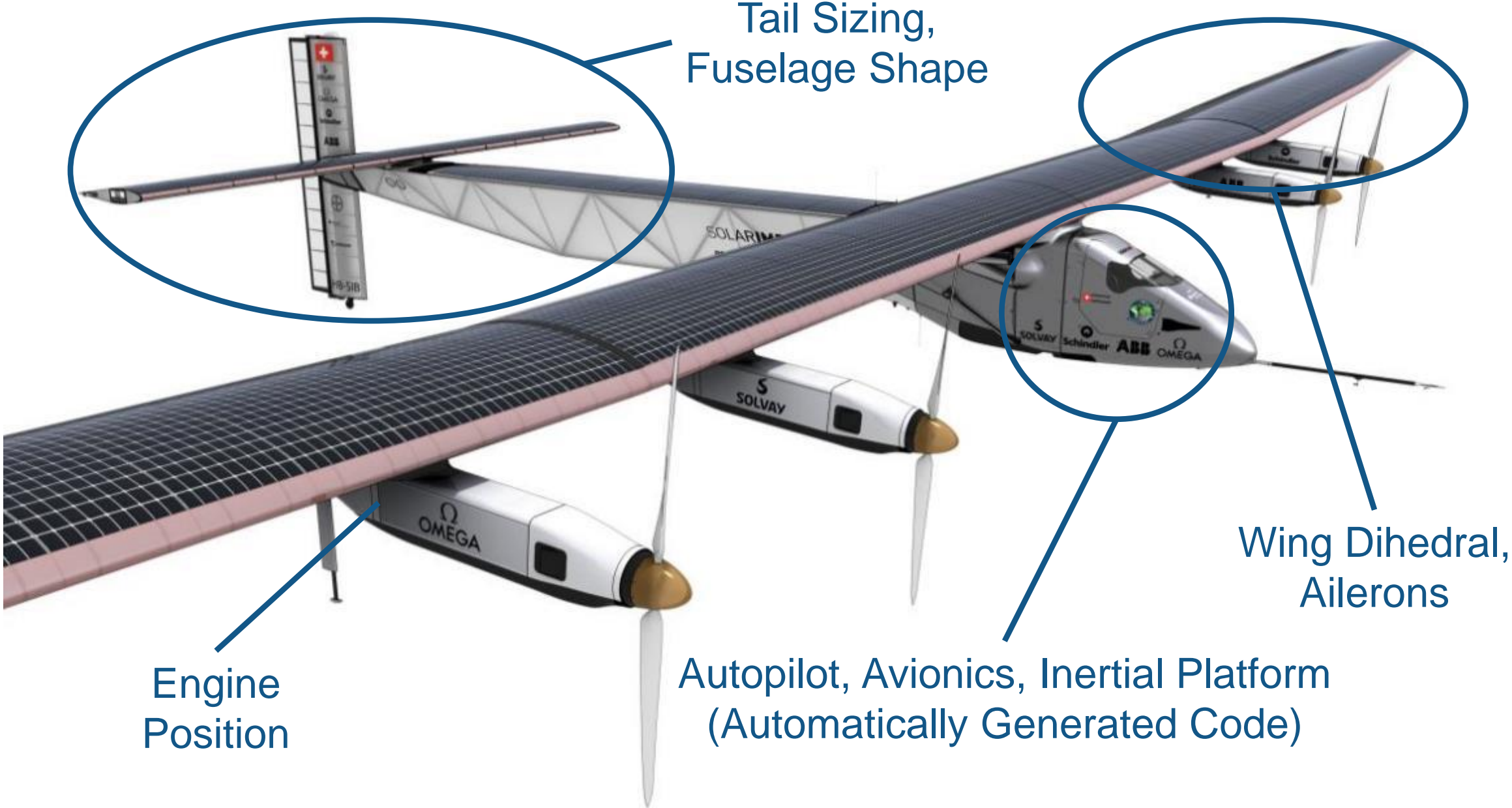
AS WITH ALL MAJOR  
FIRSTS, THERE ARE NO  
PAST REFERENCES TO  
GUIDE US



# Model-Based Design of the Aircraft

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# Where It All Started: Flight Simulation in 2007



# Mission Simulation in 2007



# Flight Simulator in 2008 for 25h Test



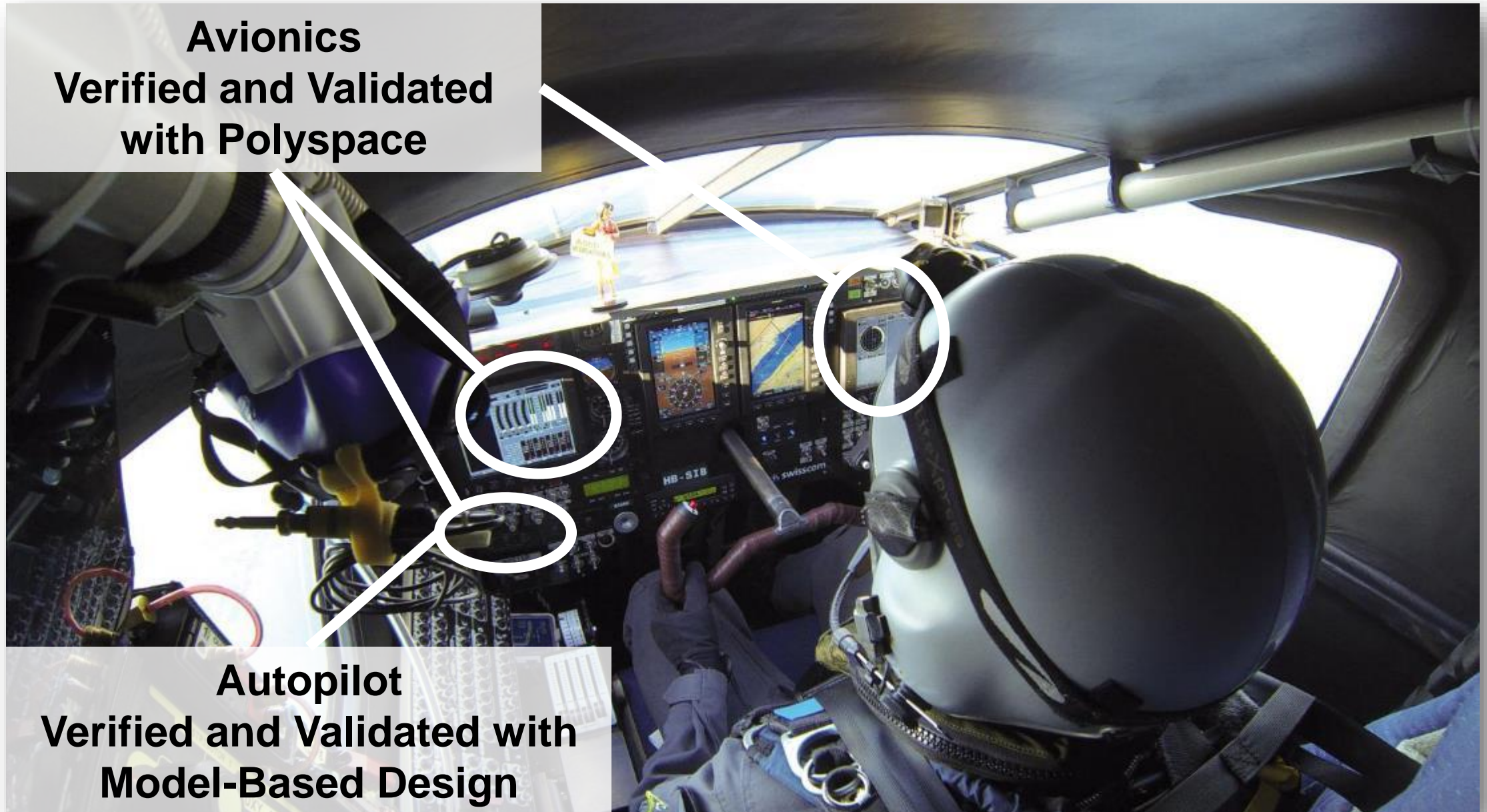
# Combined 72h Mission and Flight Simulation 2012 and 2013



# Combined 72h Mission and Flight Simulation 2012 and 2013



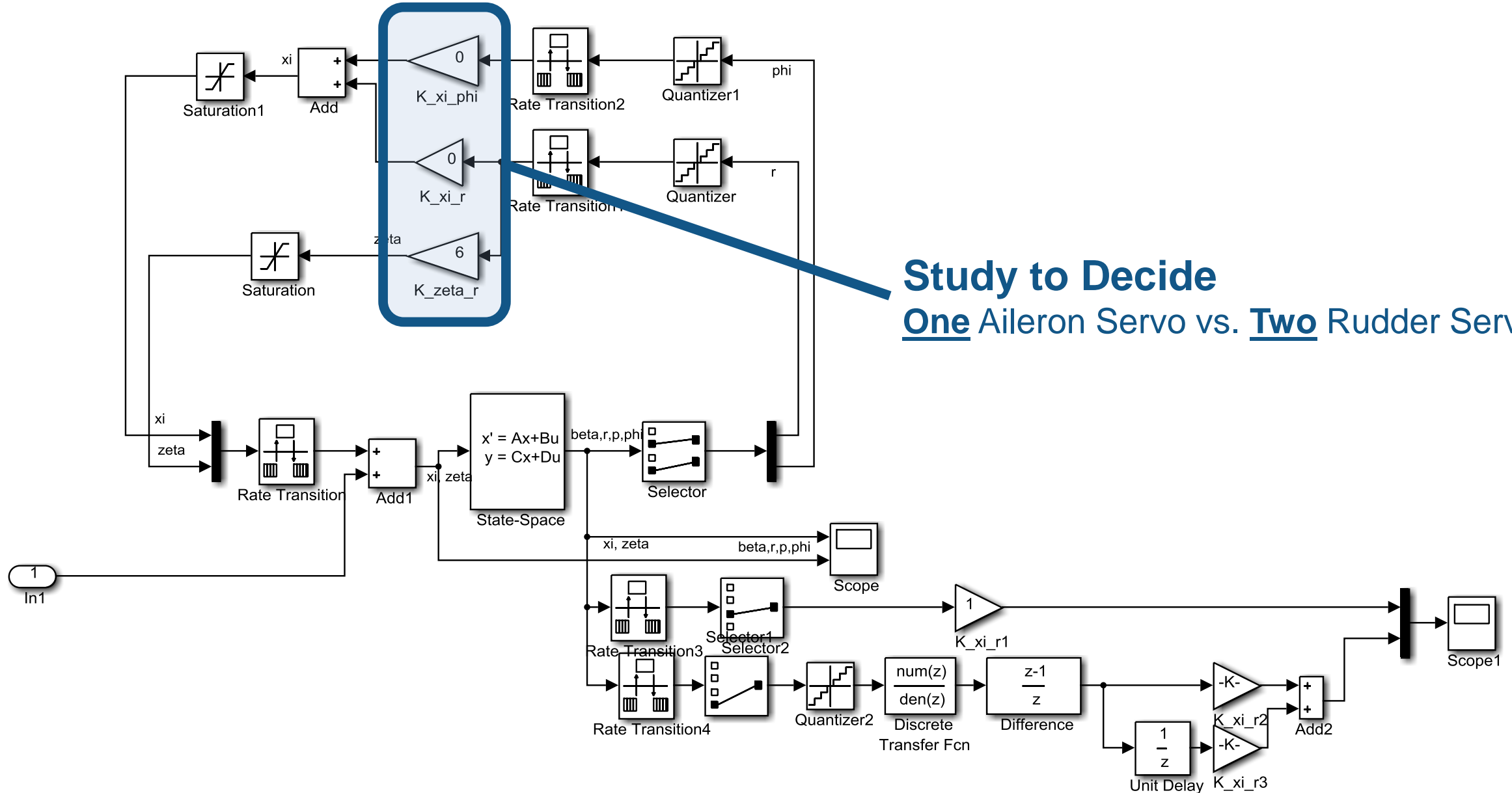
# How did we Leverage MathWorks Design Flows



**Avionics  
Verified and Validated  
with Polyspace**

**Autopilot  
Verified and Validated with  
Model-Based Design**

# Autopilot (Basic Loop) in Simulink



# Formal Analysis of Avionic Software to DO-178B

applying Polyspace Bug Finder and Code Prover

- > 290k Lines of Code
- Power Management / Mission Information Computer  
→ QNX on COTS Board (x86, 32 Bit, 500 MHz, UNIX RTOS)
- Throttle Box, Air Data Computer, Independent Display  
→ ATMEL on SI Boards (ATCAN90, 8 Bit, 8 MHz, No OS)
- Monitoring and Alert System  
→ ARM on ALTRAN Board (Cortex-M4F, 32 Bit, 168 MHz, No OS)



## Formal Analysis of Avionic Software to DO-178B

applying Polyspace Bug Finder and Code Prover

- Latent bug or defect hunting, e.g. incorrect temperature in throttle box
- No test cases or compilation needed

```

101 // Enabled ADC
102 ADCSRA |= (1<<ADEN);
103 // --- wait stabilizes Aref rising level after Enable
104 for (i=0; i<(1<<(ADC_WAIT))>>2; i++) asm("nop");
105
106 // Clear Status Trig.
107 // Start ADC
108 ADCSRA |= (1<<ADSC);
109 while((ADCSRA & (1<<ADSC)) == 1);
110

```

```

// Clear Status Trig.
// Start ADC
ADCSRA |= (1<<ADSC);
while(((*(volatile uint8_t *) (0x7A)) & (1<<6)) == 1);

```

```

// Clear Status Trig.
// Start ADC
ADCSRA |= (1<<ADSC);
while(((*(volatile uint8_t *) (0x7A)) & (1<<6)) == 1);

```

Probable cause for 'Dead code':

```

single c
while((ADCSRA & (1<<ADSC)) == 1);
SRA &= ~
ADCSRA |= (1<<ADSC);

```

Press 'F2' for focus

**While((ADCSRA & (1<<ADSC)) == 1)**

# Formal Analysis of Avionic Software to DO-178B

applying Polyspace Bug Finder and Code Prover

- Independent, systematic code reviews, compliance to MISRA-C
- Complexity results to support DO-178B “simple system” argument for case where we had to “re-engineer” design assurance level equivalence
- Bug Finder and Code Prover provided 1-2 Man-Year savings and automated capability in parallel to development which were not available otherwise

## Concluding Remarks

### **Model-Based Design with MATLAB and Simulink helps us**

- Reuse, build, test and fly whilst exploring new ideas and concepts
- Make key design decisions early, saving time and avoiding manually coded errors
- Focus on design and development instead of low-level coding
- Understand the system and its interdependencies
- Validate and verify the final performance including pilot training
- Adapt to new situations in pre- and during- flight

### **Using Polyspace code verifiers**

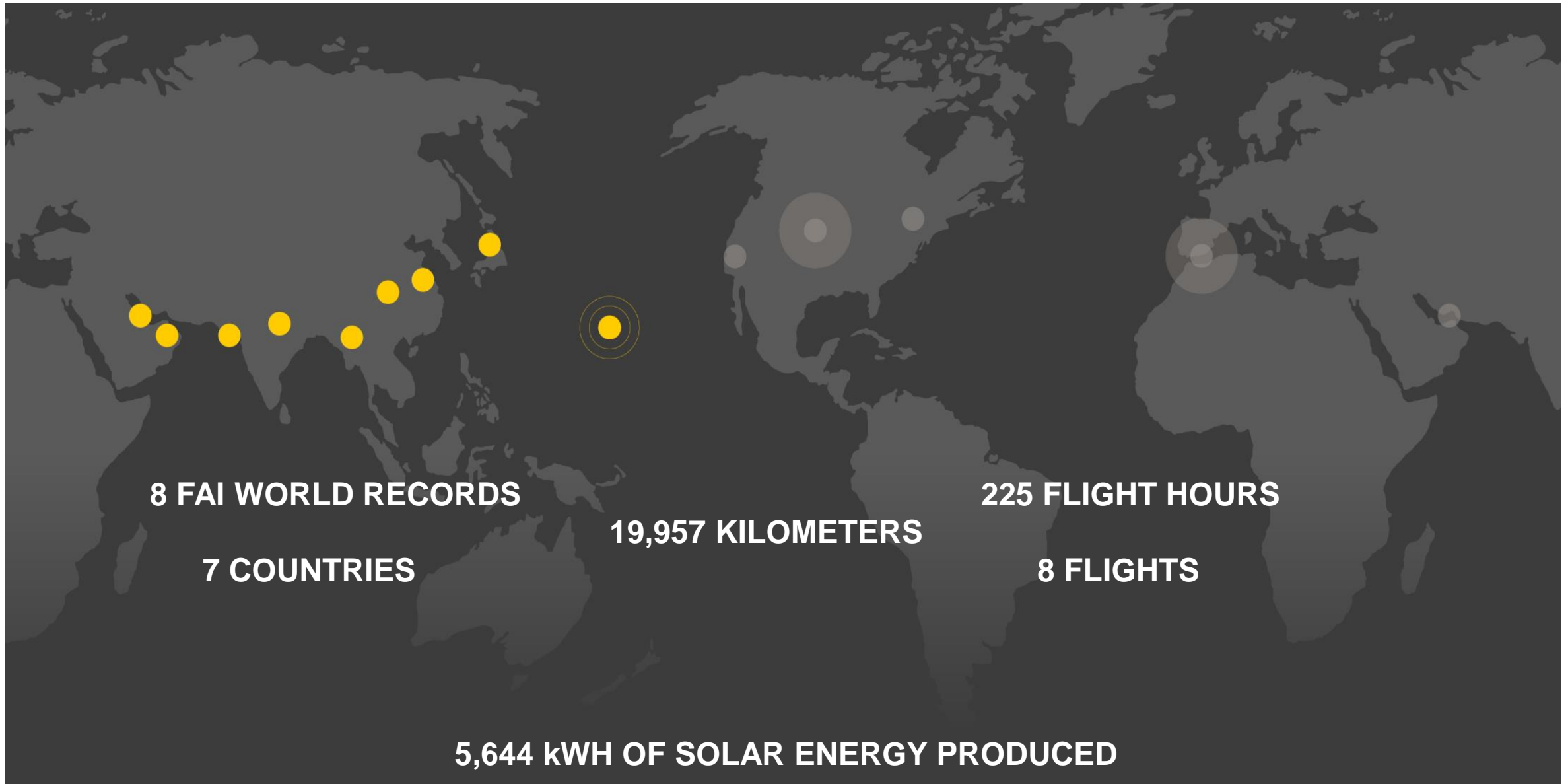
- Identified and fixed potential run-time errors and unsafe code
- Reliably analyzed C codebase early, without test cases and compilation!

we  
made it!



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## WHAT WAS ACHIEVED IN 2015



# WHAT IS PLANNED FOR 2016

**APRIL 20TH  
2016**

**SUMMER  
2016**

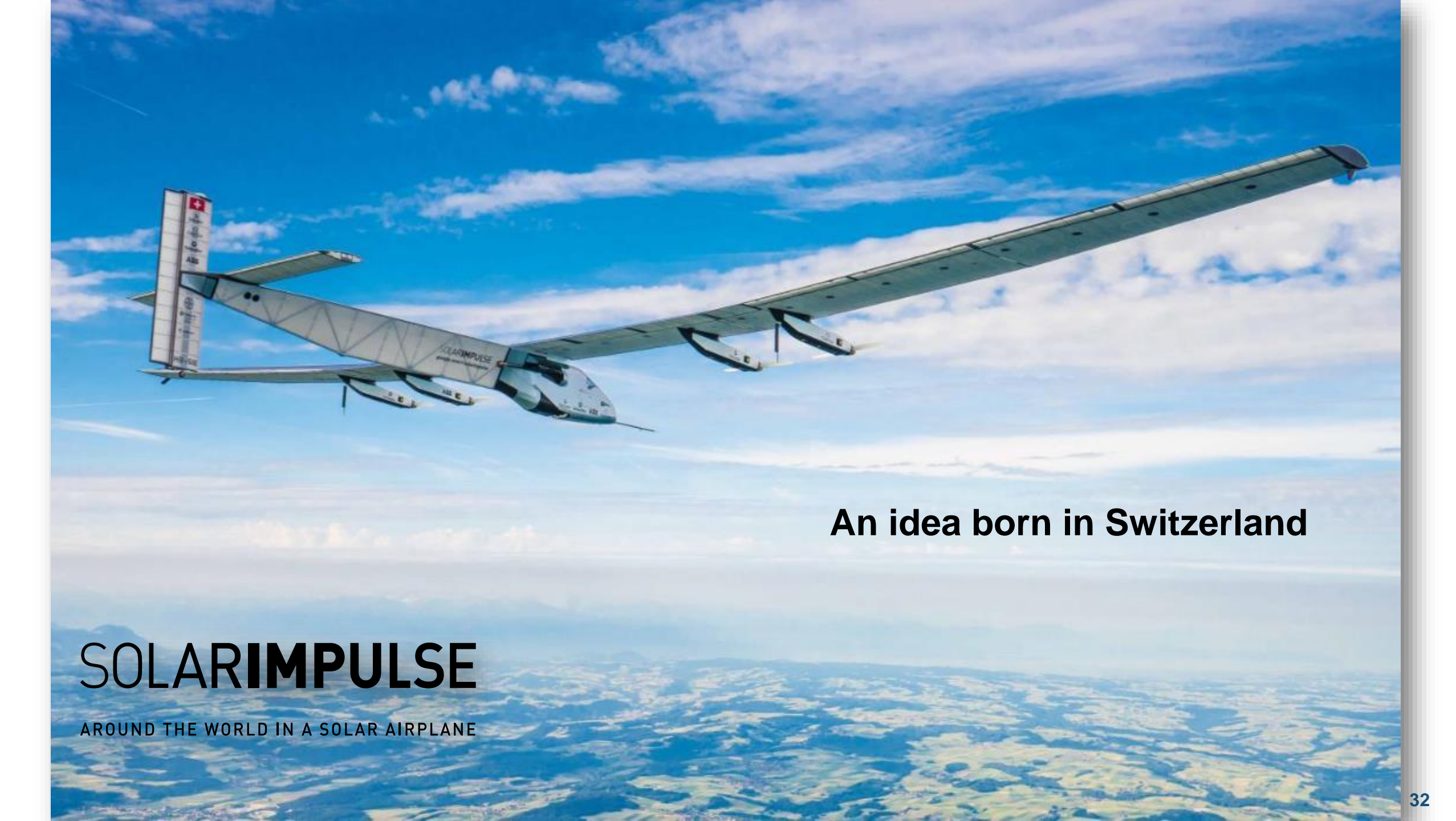


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SOLARIMPULSE.COM



**An idea born in Switzerland**

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