# Article information:

Active disturbance rejection controller design for alleviation of gust-induced aeroelastic responses - ScienceDirect  
<https://www.sciencedirect.com/science/article/pii/S1270963823000135>

# Article summary:

1. Wind gusts and turbulence can cause structural vibrations that degrade aircraft performance.

2. Active control technology is effective for gust alleviation, and various control strategies have been developed to address this issue.

3. The equivalent input disturbance (EID) approach presents a new framework for active disturbance rejection control that can incorporate aeroelastic effects.

# Article rating:

May be slightly imbalanced: The article presents the information in a generally reliable way, but there are minor points of consideration that could be explored further or claims that are not fully backed by appropriate evidence. Some perspectives may also be omitted, and you are encouraged to use the research topics section to explore the topic further.

# Article analysis:

The article provides an overview of the current state of active disturbance rejection controller design for alleviation of gust-induced aeroelastic responses in aircrafts. It is well-written and provides an extensive review of the existing literature on the topic, as well as introducing a new approach based on the equivalent input disturbance (EID). The article is generally reliable and trustworthy, providing evidence to support its claims and exploring potential counterarguments where appropriate.

However, there are some areas where the article could be improved upon. For example, it does not provide any information on possible risks associated with using active control technology for gust alleviation, such as increased fuel consumption or reduced maneuverability due to additional weight from the controllers. Additionally, while it does explore counterarguments to some extent, it does not present both sides equally; instead, it focuses mainly on the advantages of using active control technology rather than exploring potential drawbacks or limitations. Finally, there is some promotional content in the article which could be removed or toned down in order to make it more objective and impartial.

# Topics for further research:

* Aeroelastic response risks
* Active control technology limitations
* Gust alleviation fuel consumption
* Aircraft maneuverability active control
* Equivalent input disturbance drawbacks
* Aeroelastic response counterarguments

# Report location:

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