

Figure A1 - A single 180 degree turn without heading acceleration input, deployed flying 0 degrees from desired heading

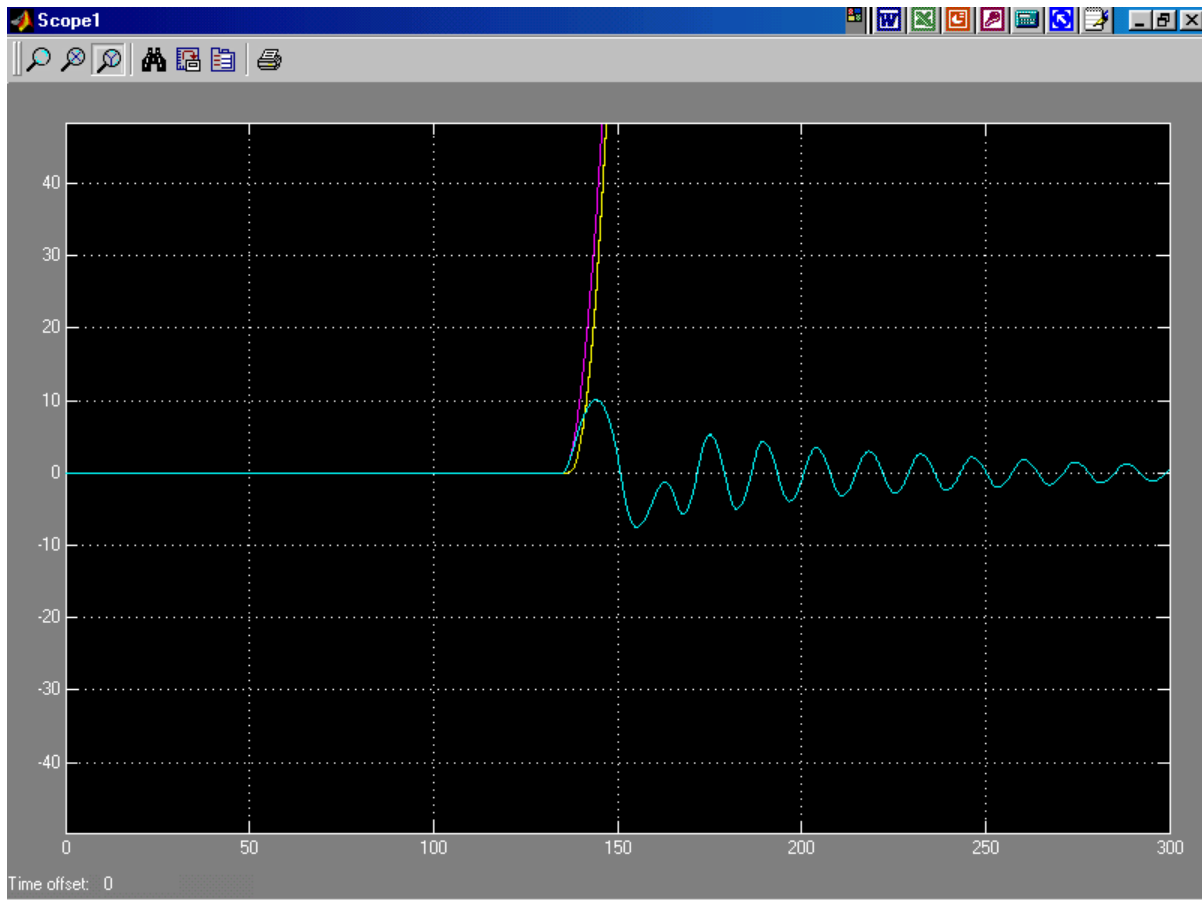


Figure A2 A single 180 degree turn without heading acceleration input, deployed flying 0 degrees from desired heading

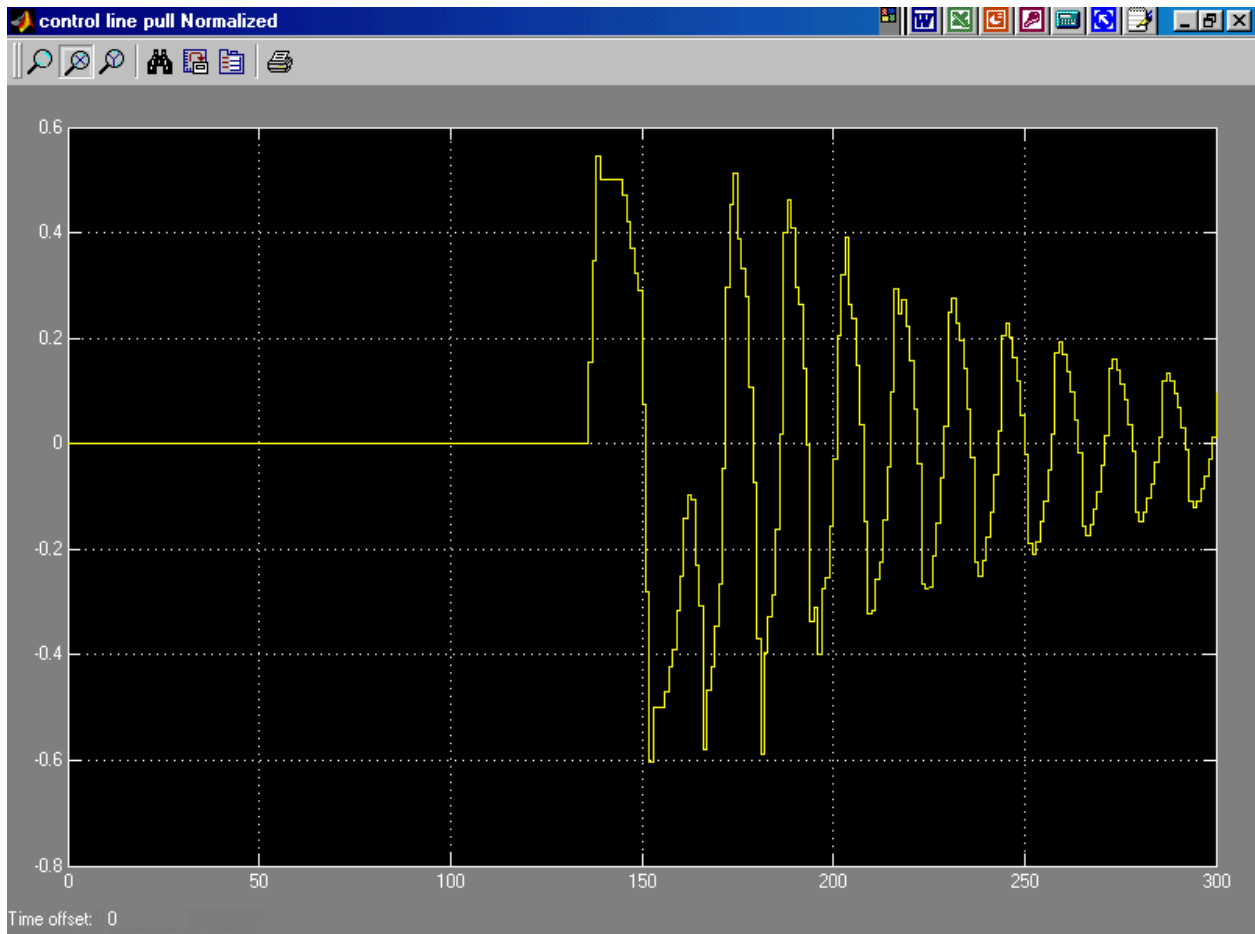


Figure A3 A single 180 degree turn without heading acceleration input, deployed flying 0 degrees from desired heading

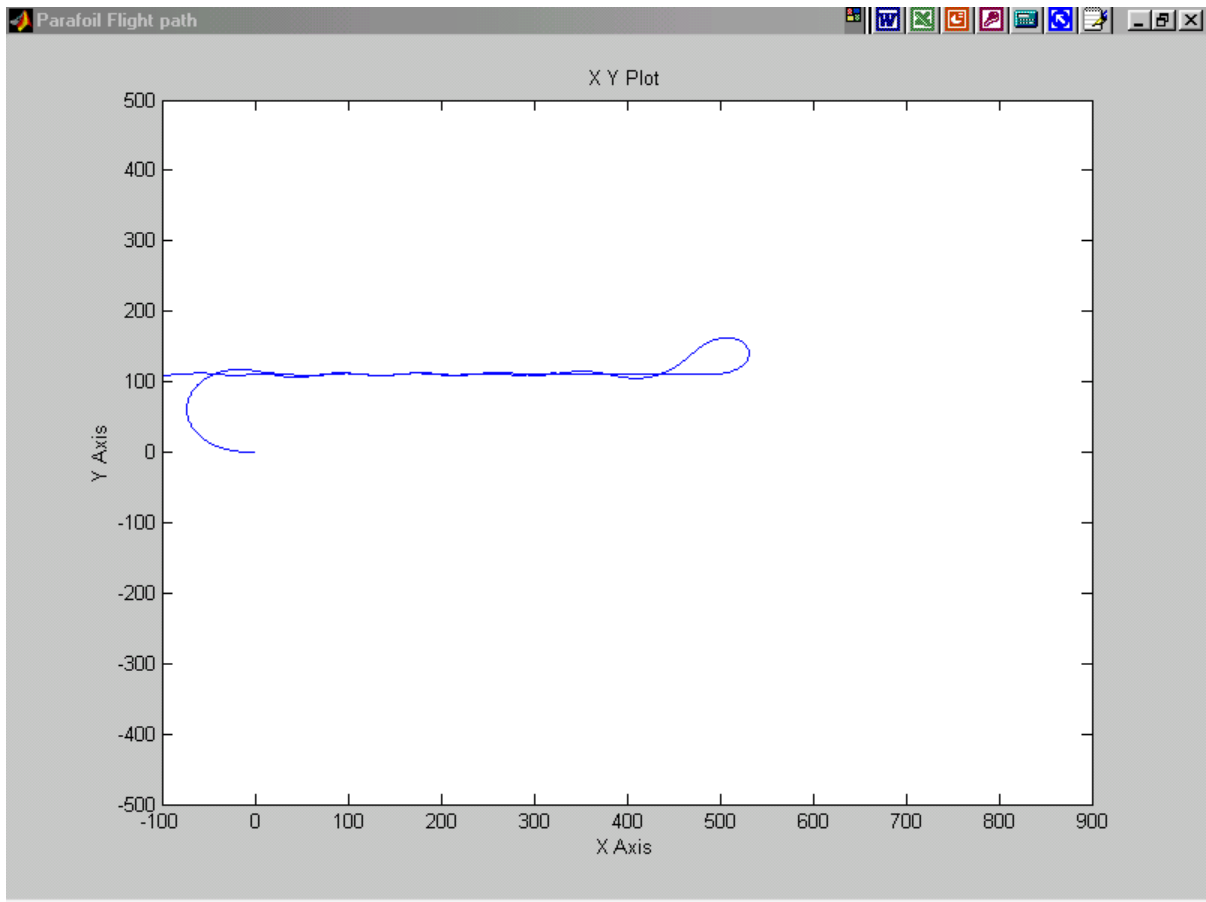


Figure A4 1 180 degree turn without heading acceleration input, deployed flying 180 degrees from desired heading

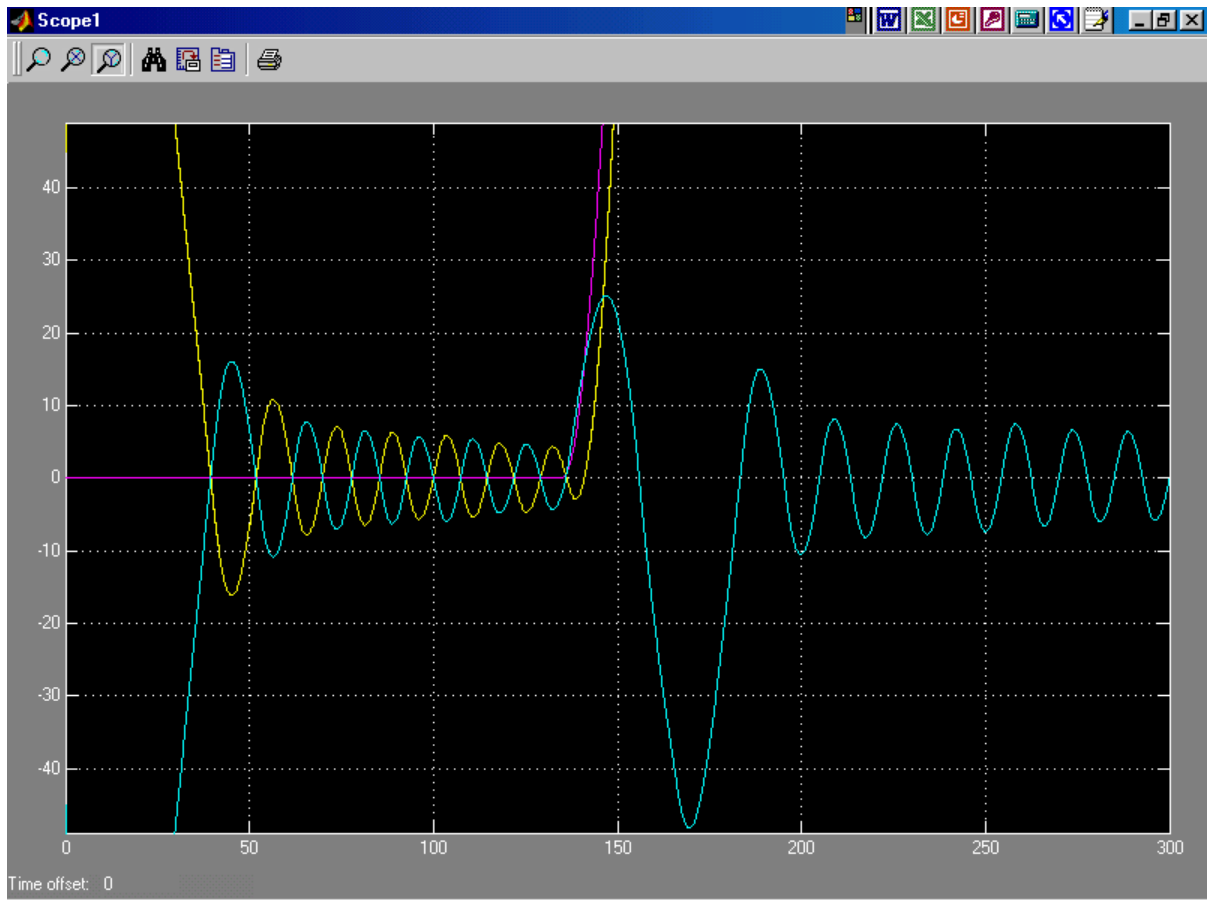


Figure A5 1 180 degree turn without heading acceleration input, deployed flying 180 degrees from desired heading.

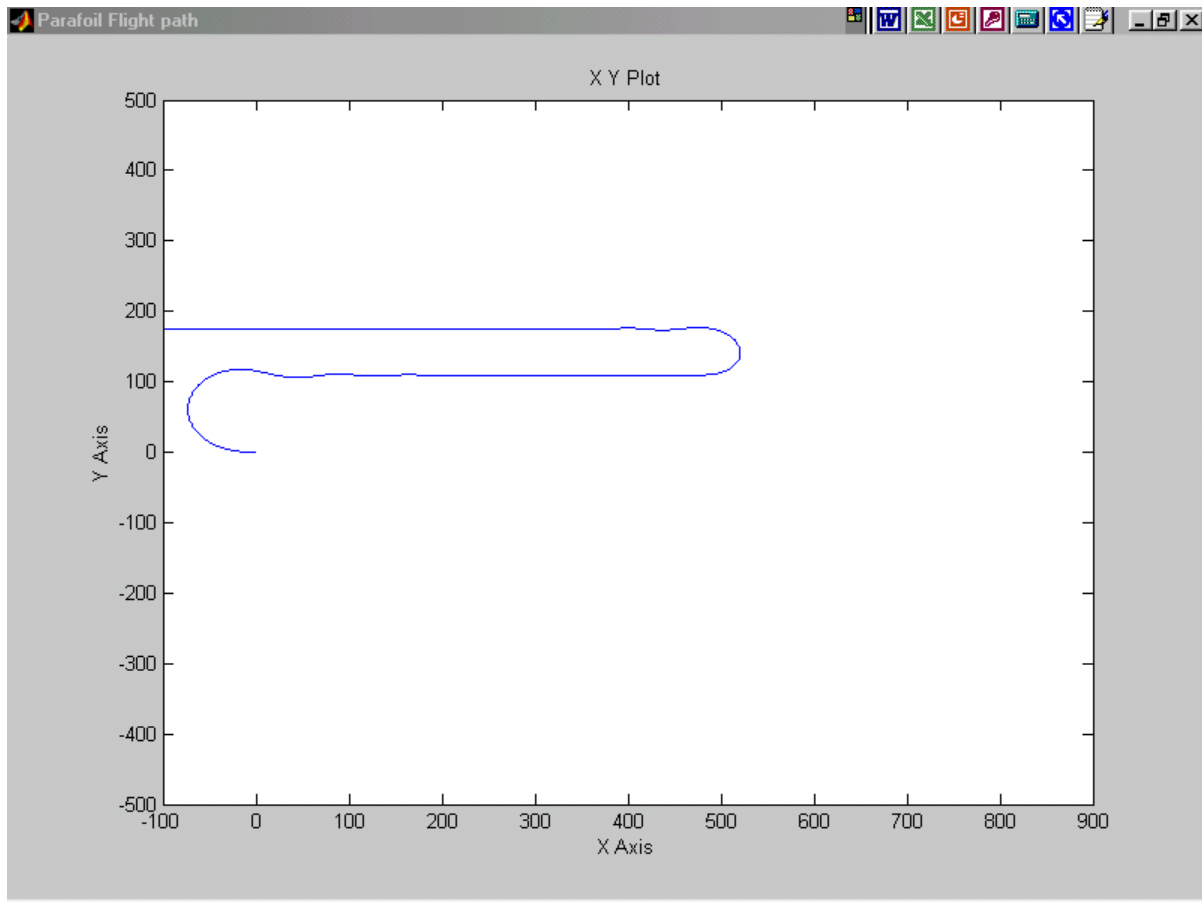


Figure A6 1 180 degree turn with heading acceleration input, deployed flying 180 degrees from desired heading

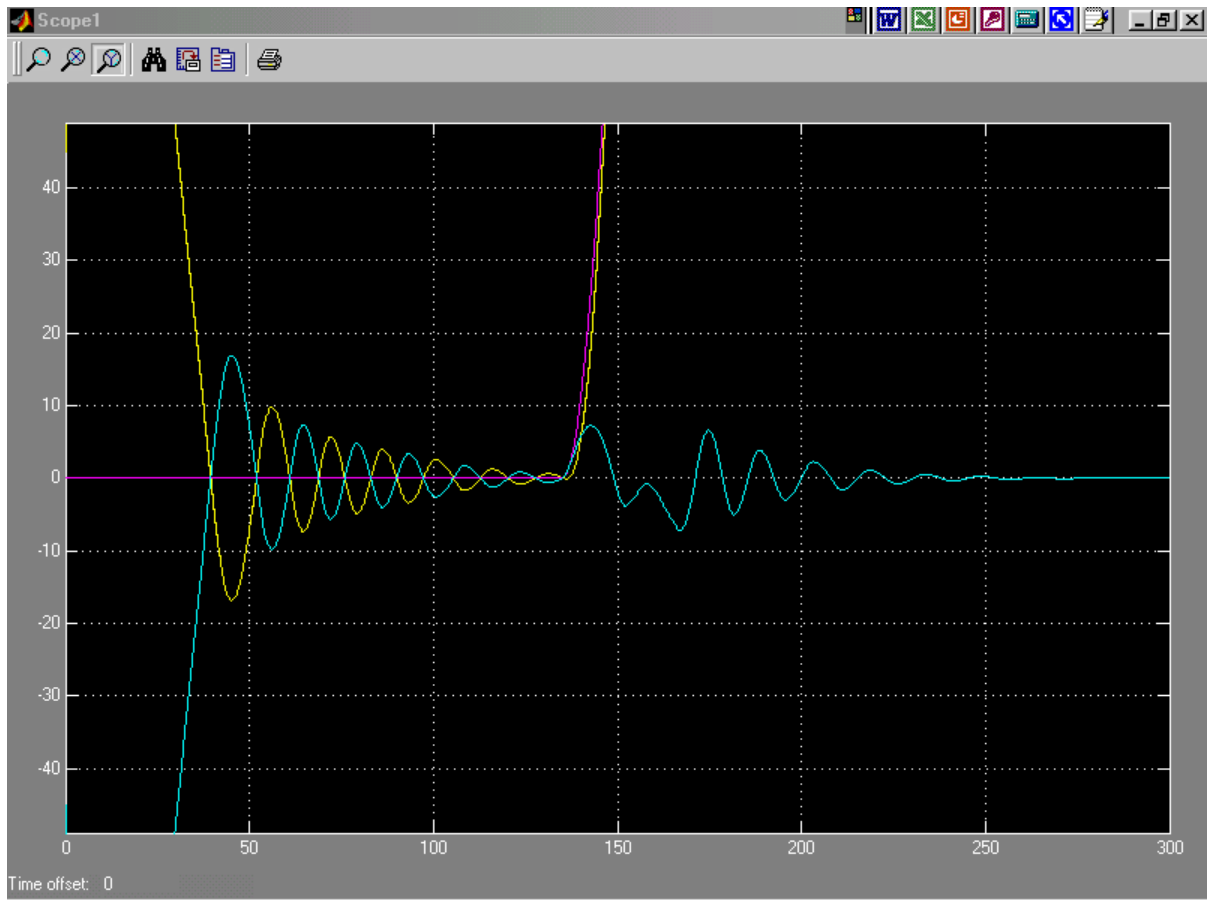


Figure A7 1 180 degree turn with heading acceleration input, deployed flying 180 degrees from desired heading

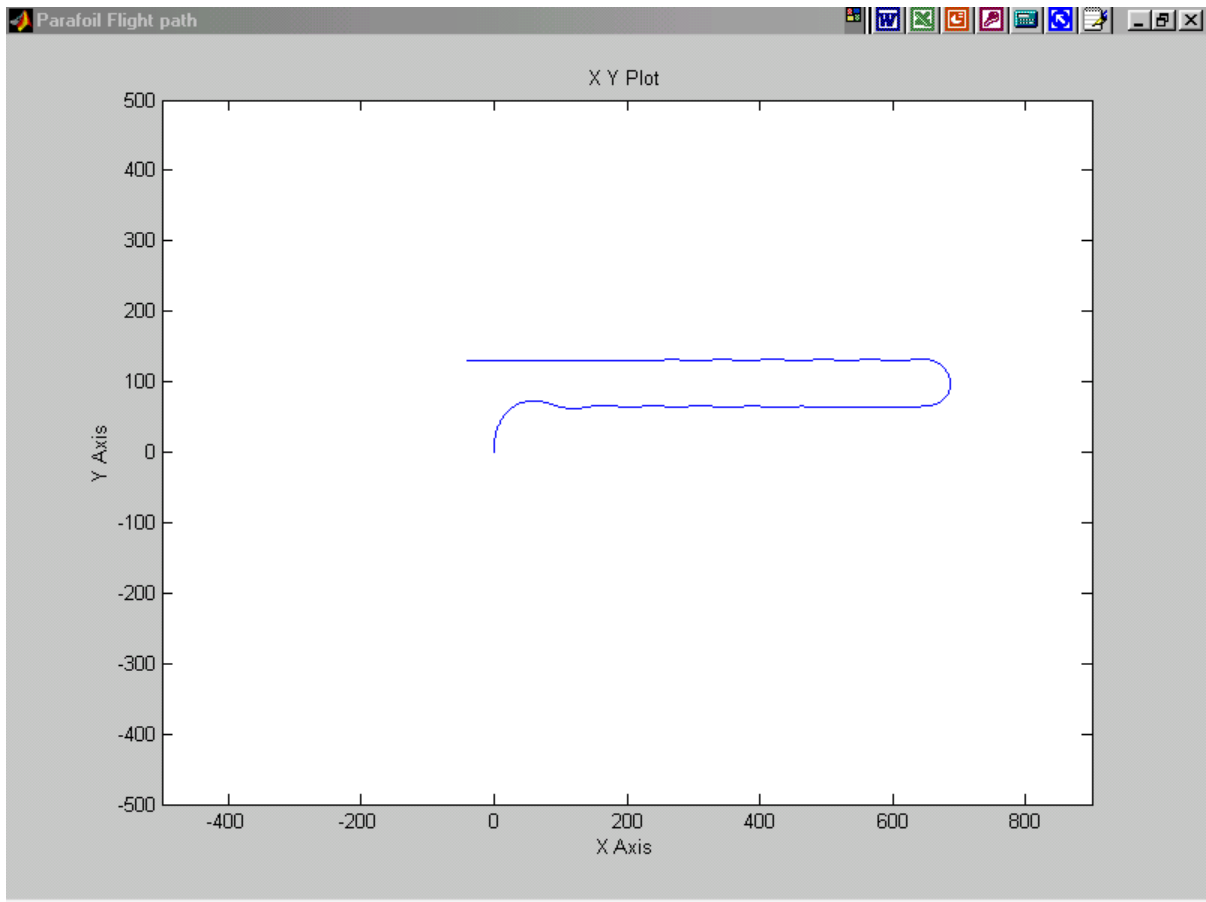


Figure A8 1 180 degree turn with heading acceleration input, deployed flying 90 degrees from desired heading

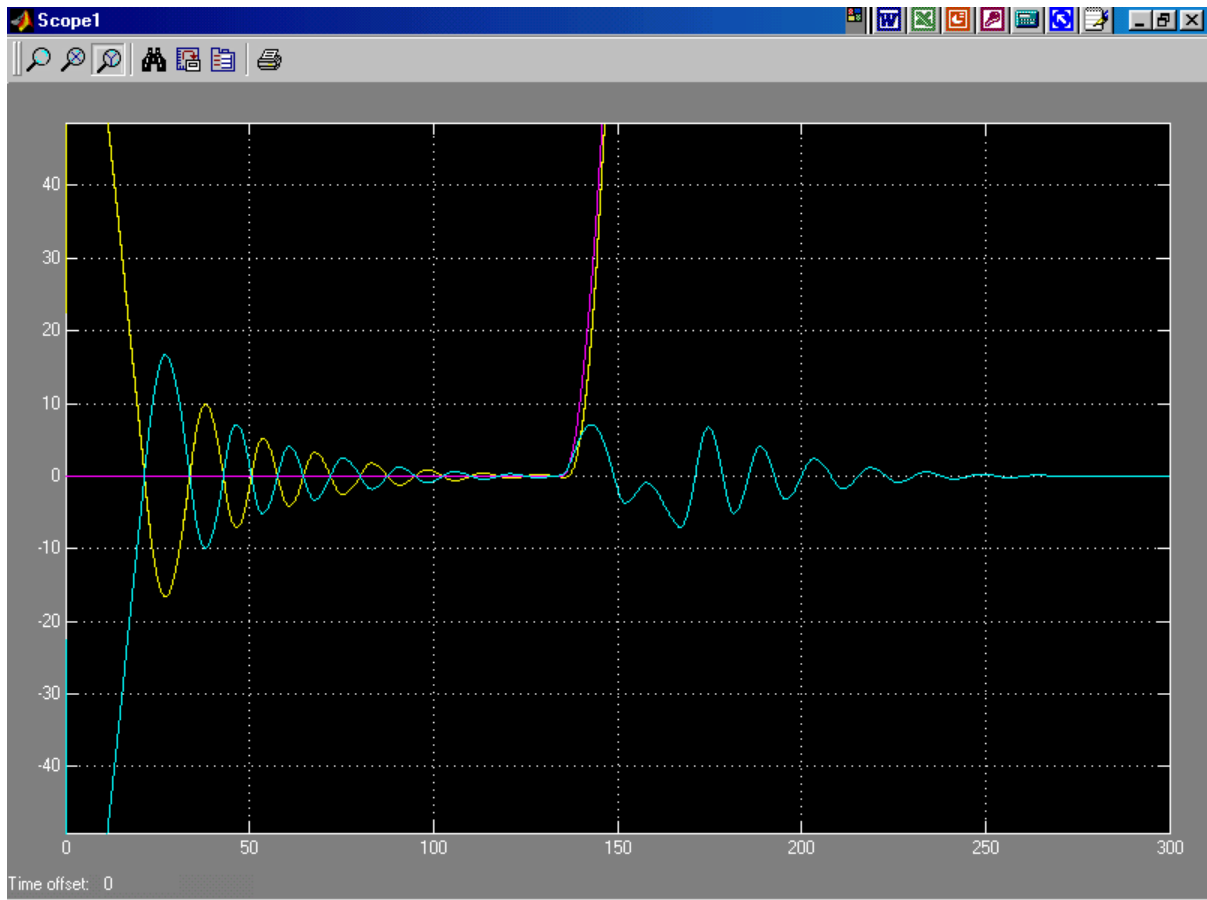


Figure A9 1 180 degree turn with heading acceleration input, deployed flying 90 degrees from desired heading

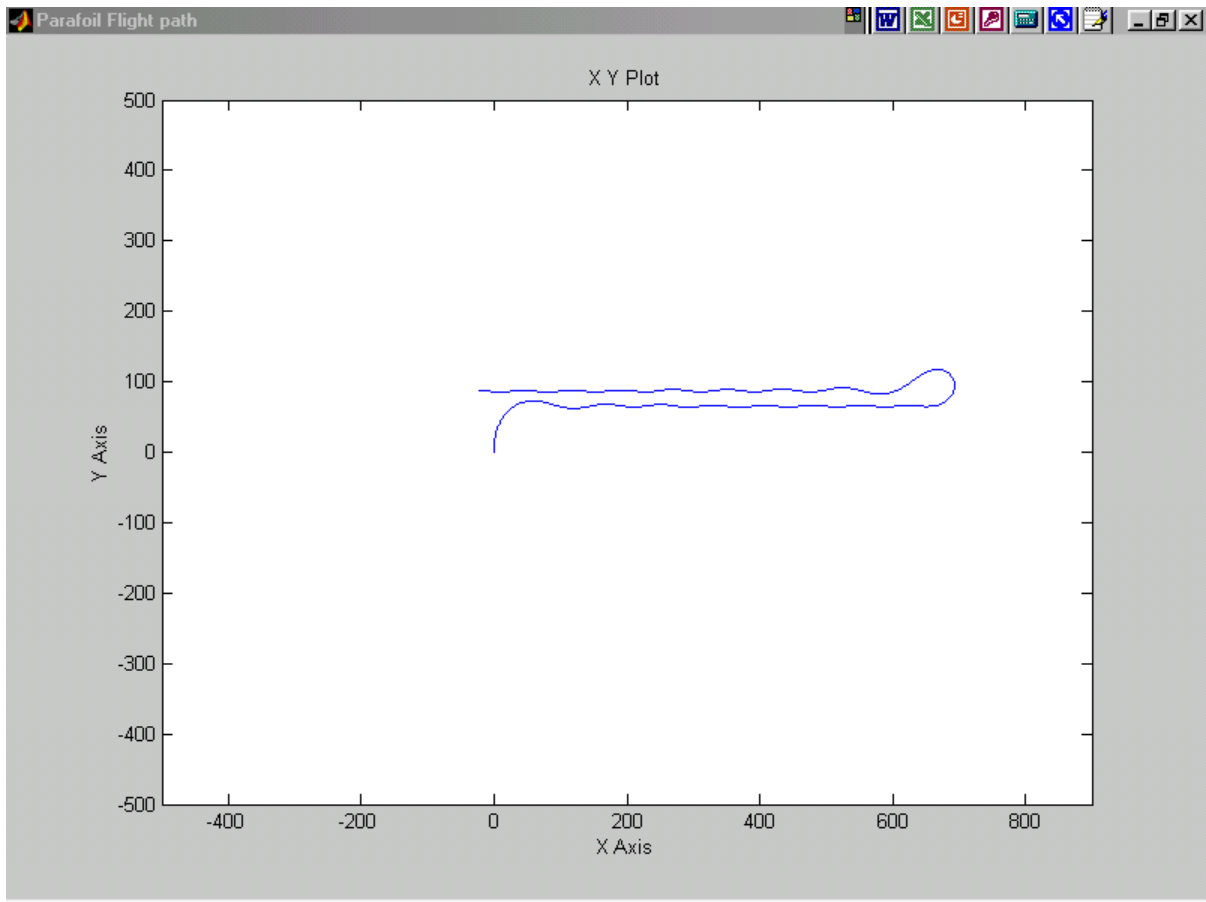


Figure A10 1 180 degree turn without heading acceleration input, deployed flying 90 degrees from desired heading

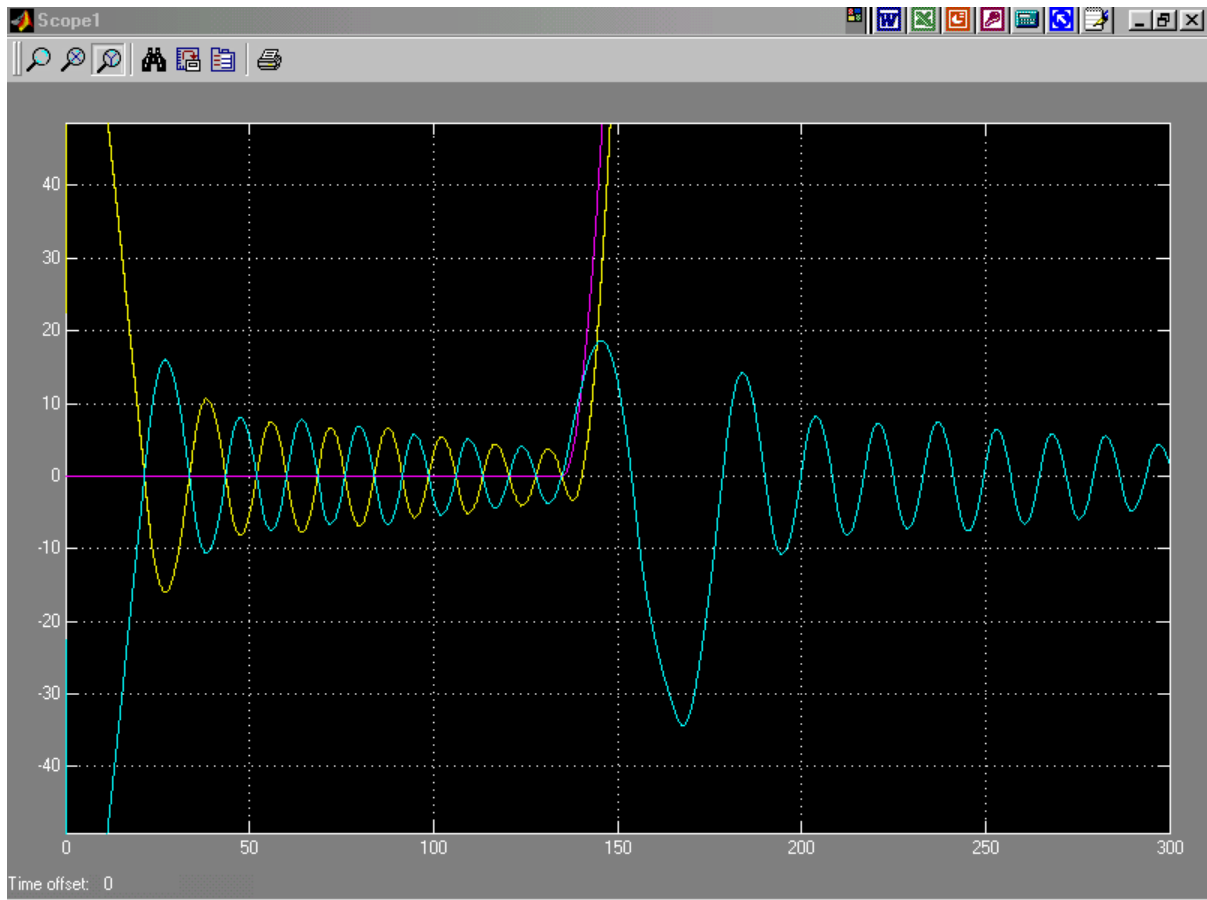


Figure A11 1 180 degree turn without heading acceleration input, deployed flying 90 degrees from desired heading

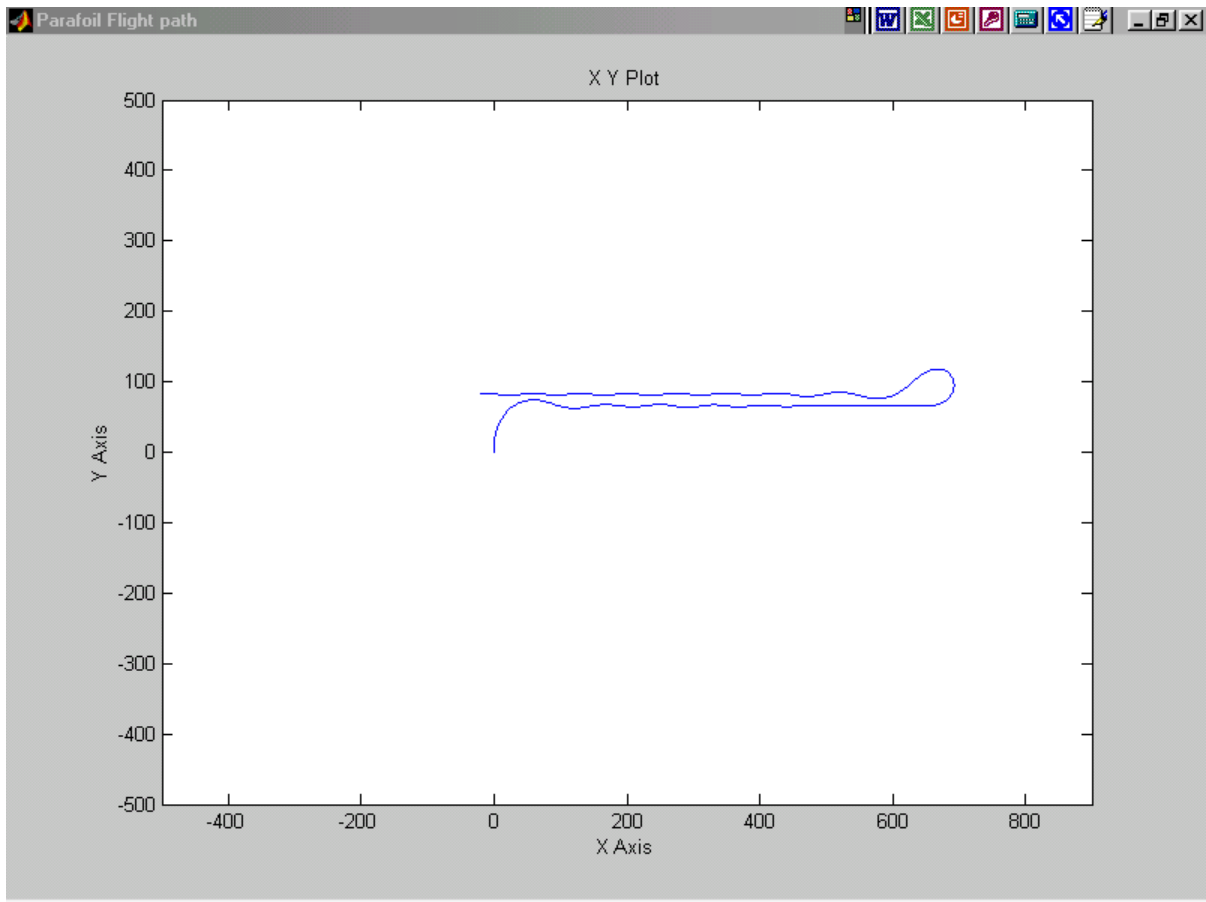


Figure A12 1 180 degree turn without heading acceleration input, deployed flying 90 degrees from desired heading, with wind gusts amp. .1 and freq .5 rad/sec.

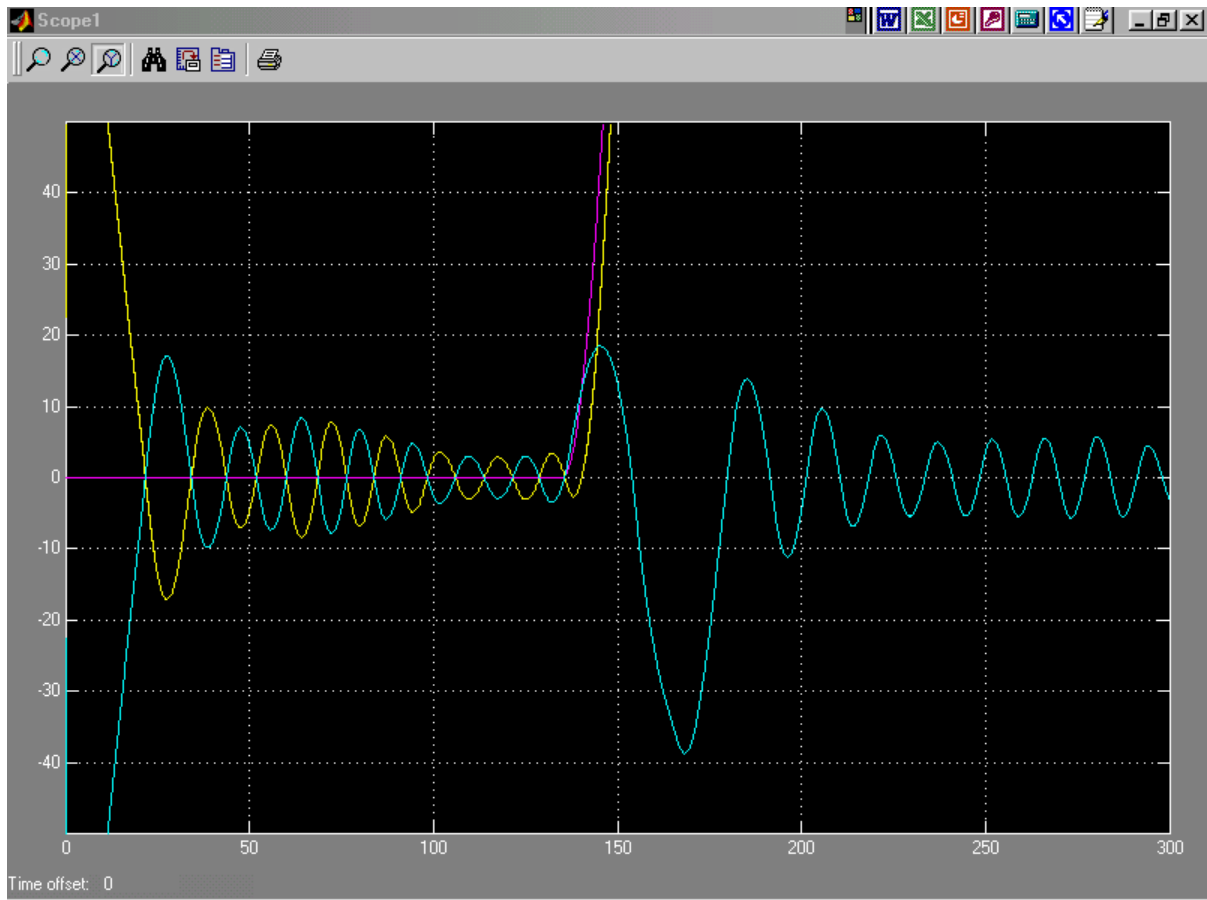


Figure A13 1 180 degree turn without heading acceleration input, deployed flying 90 degrees from desired heading, with wind gusts amp. .1 and freq .5 rad/sec.

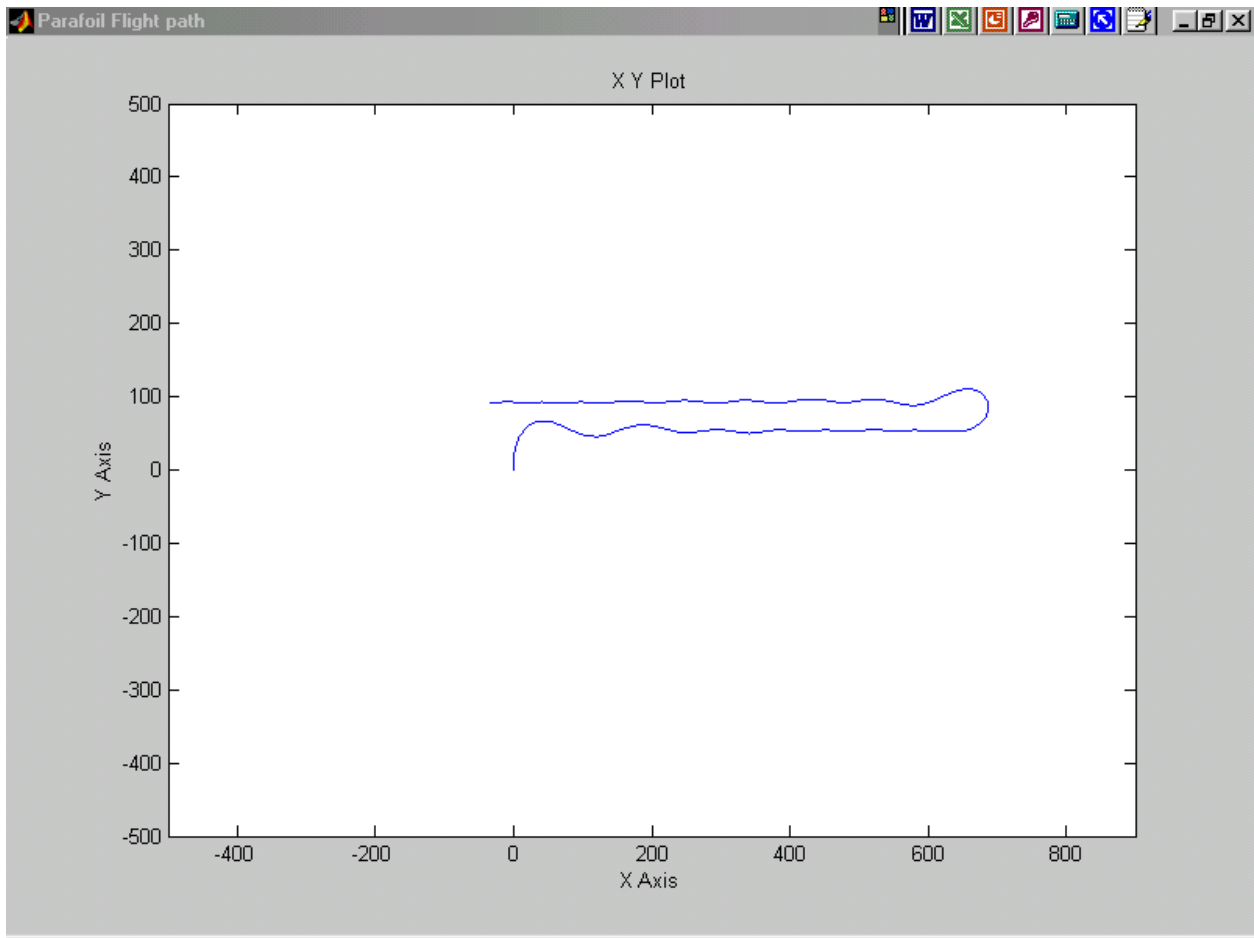


Figure A14 1 180 degree turn without heading acceleration input, deployed flying 90 degrees from desired heading, with noise variance 2.0 degrees

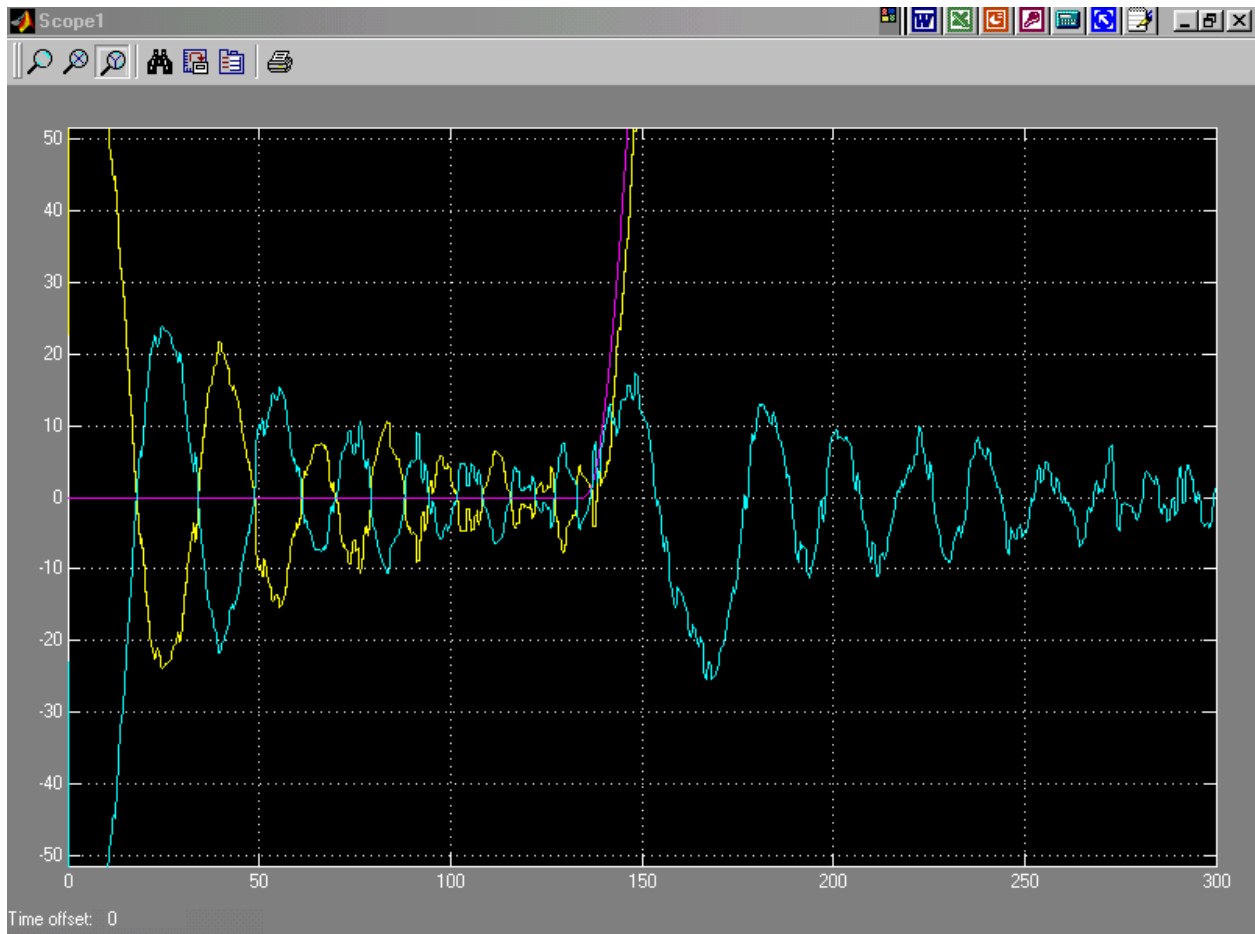


Figure A15 1 180 degree turn without heading acceleration input, deployed flying 90 degrees from desired heading, with noise variance 2.0 degrees

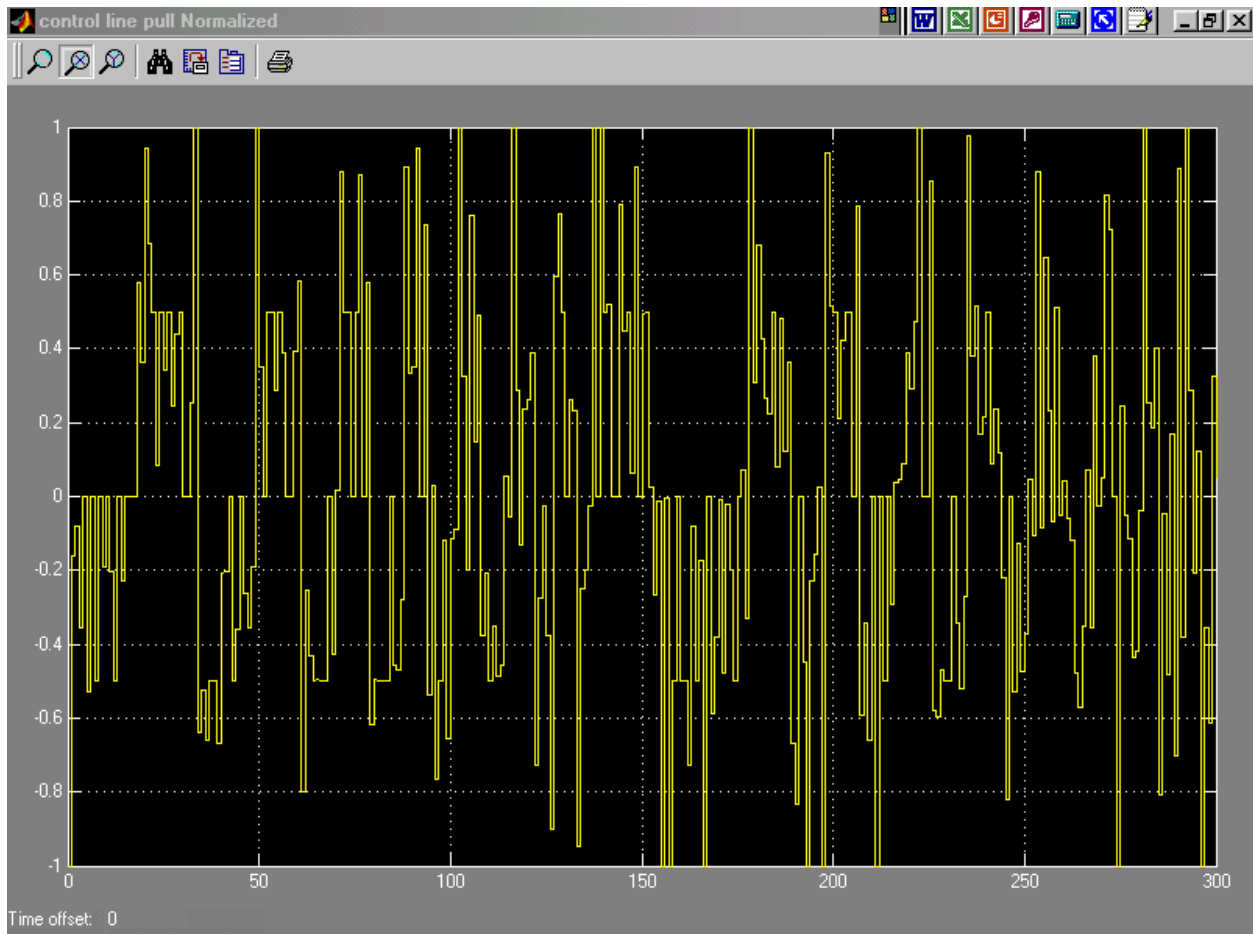


Figure A16 1 180 degree turn without heading acceleration input, deployed flying 90 degrees from desired heading, with noise variance 2.0 degrees

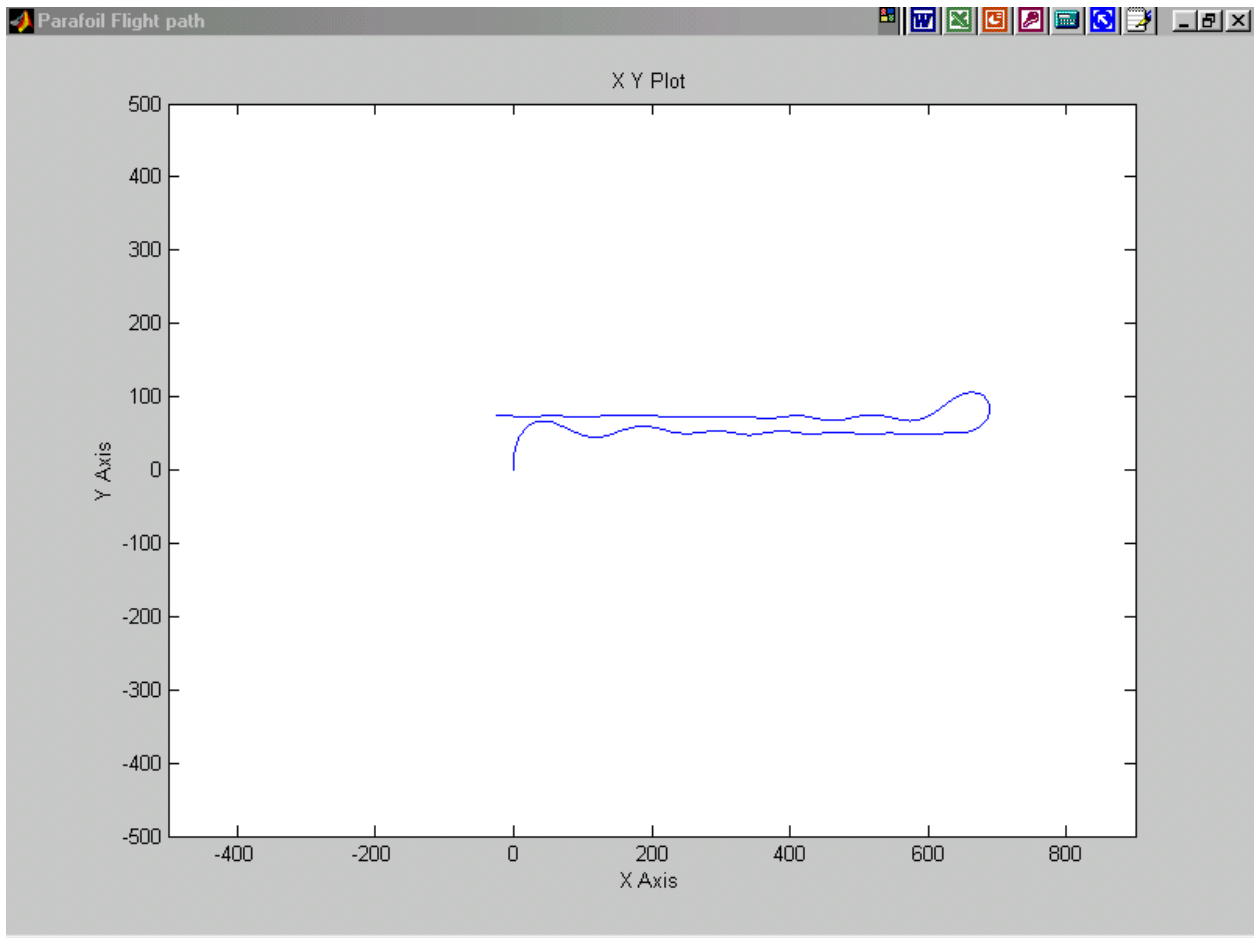


Figure A17 1 180 degree turn with heading acceleration input, deployed flying 90 degrees from desired heading, with noise variance 2.0 degrees

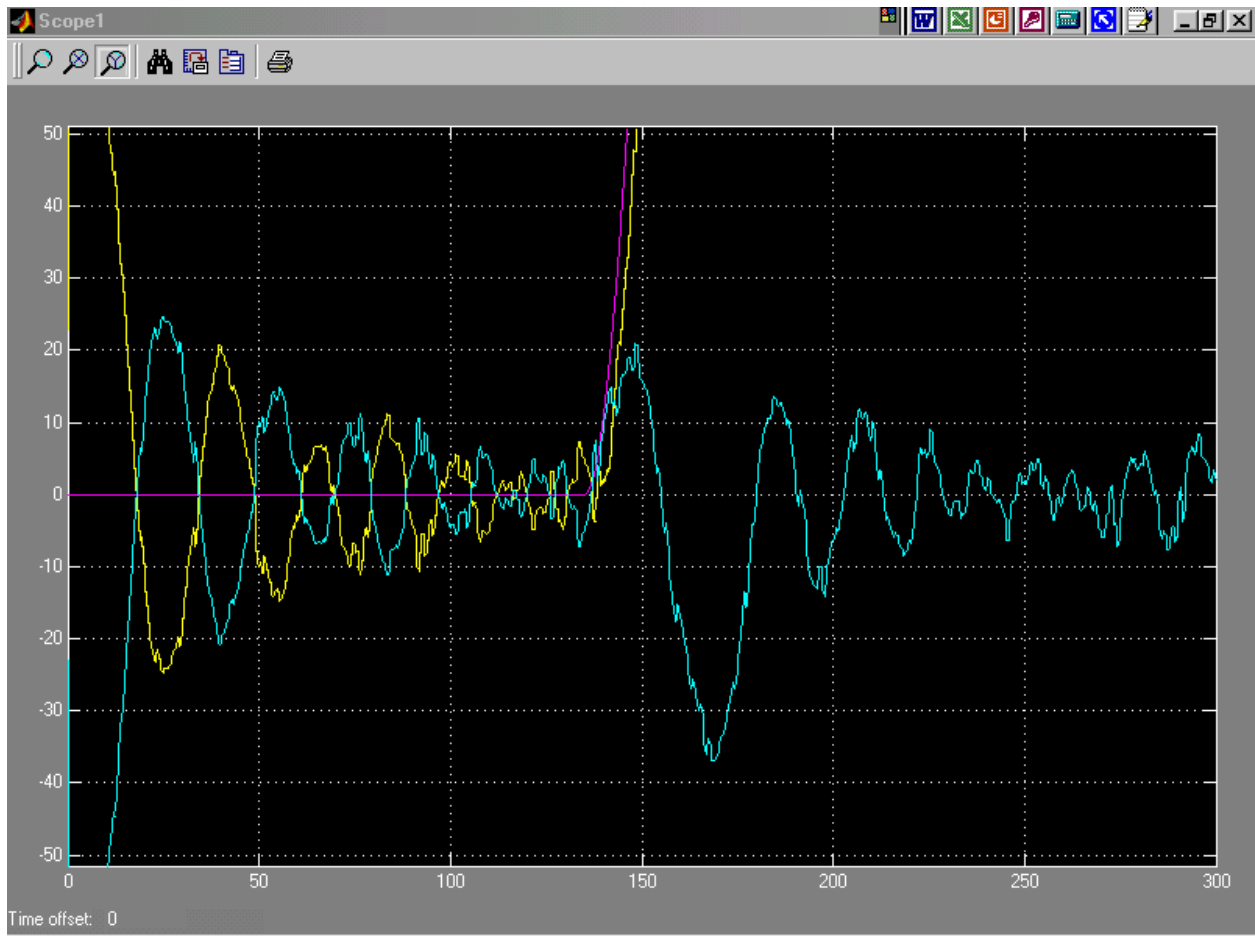


Figure A18 1 180 degree turn with heading acceleration input, deployed flying 90 degrees from desired heading, with noise variance 2.0 degrees

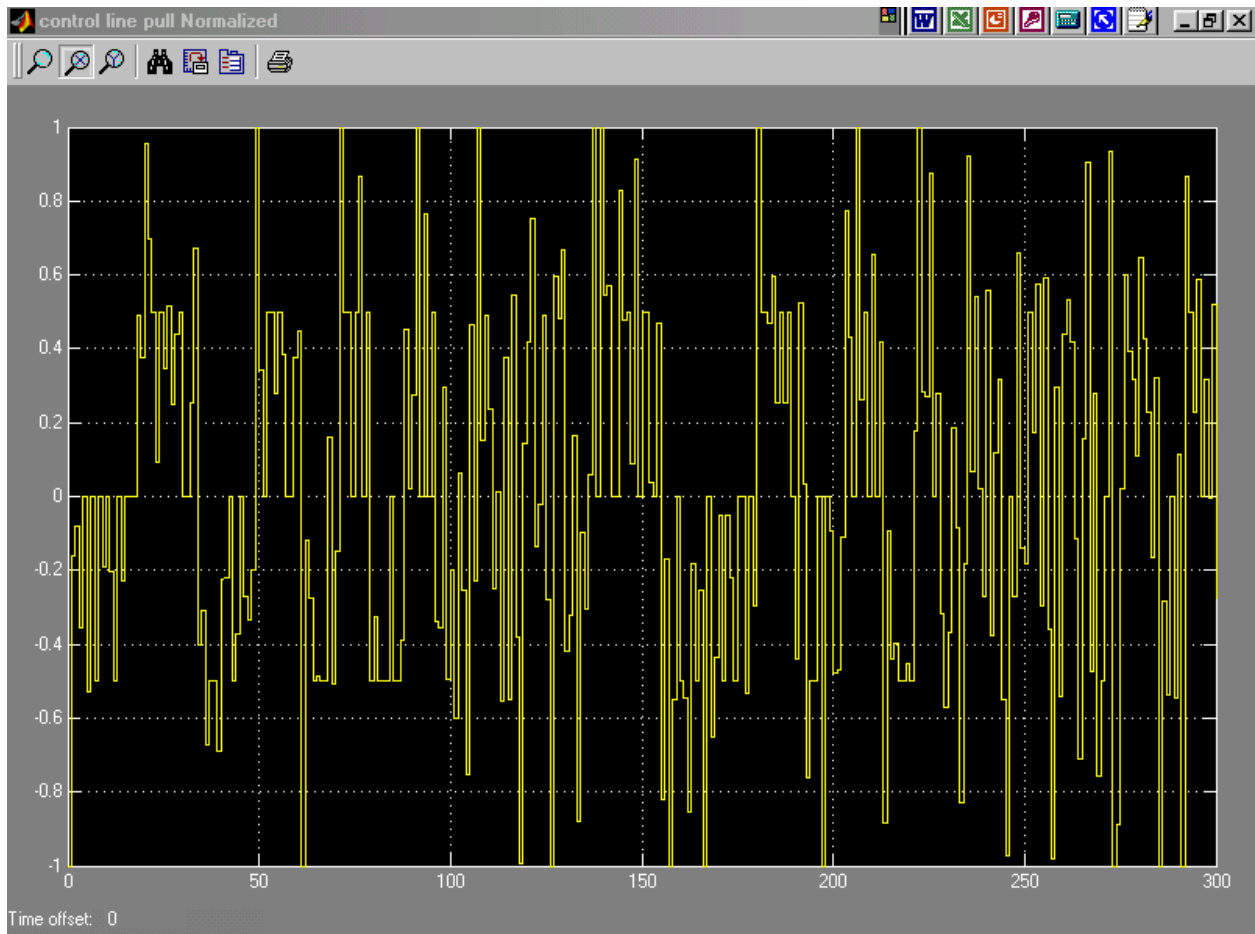


Figure A19 1 180 degree turn with heading acceleration input, deployed flying 90 degrees from desired heading, with noise variance 2.0 degrees

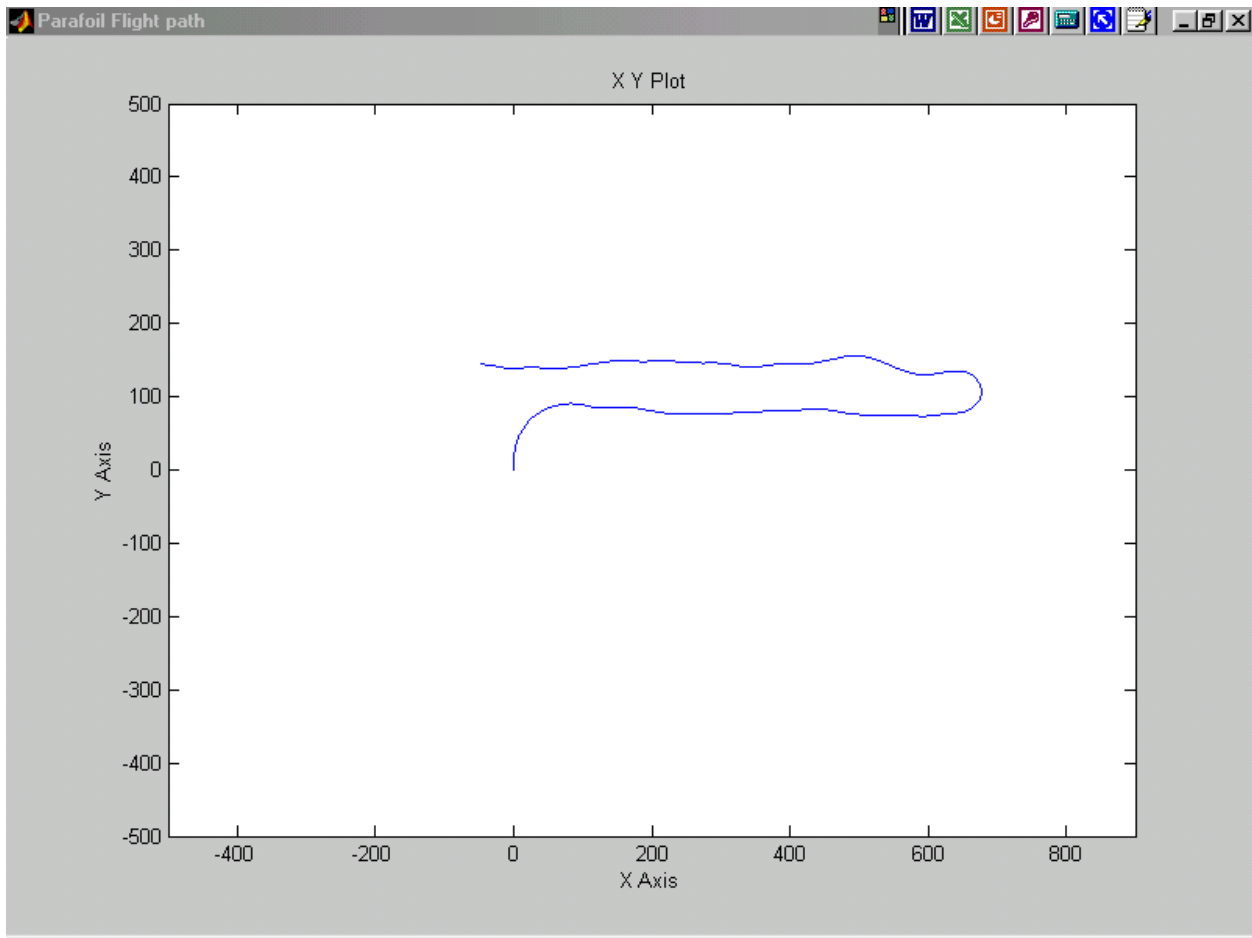


Figure A20 1 180 degree turn without heading acceleration input, deployed flying 90 degrees from desired heading, with wind gusts amp. .1 and freq .5 rad/sec. And noise variance 2.0 degrees

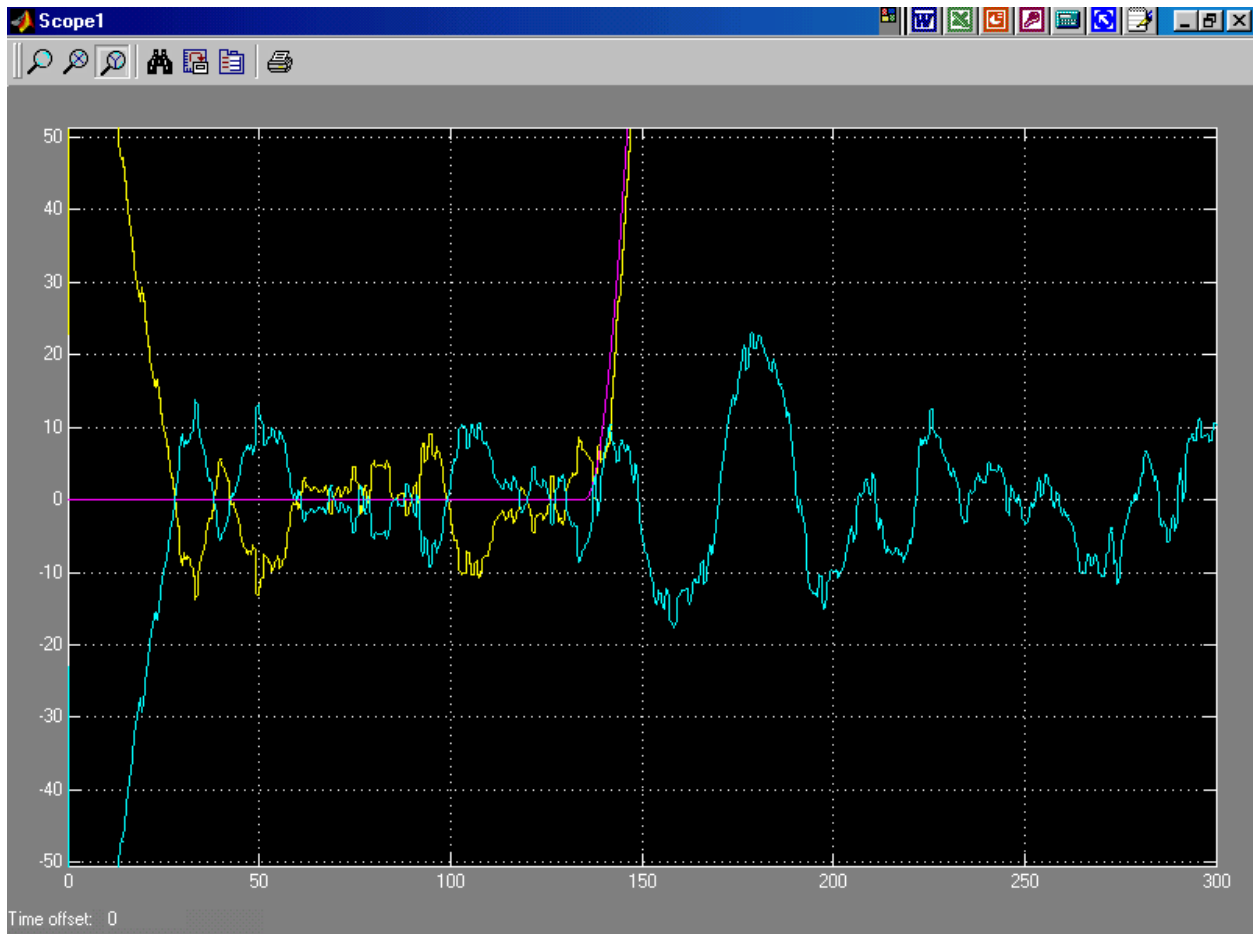


Figure A21 1 180 degree turn without heading acceleration input, deployed flying 90 degrees from desired heading, with wind gusts amp. .1 and freq .5 rad/sec. And noise variance 2.0 degrees

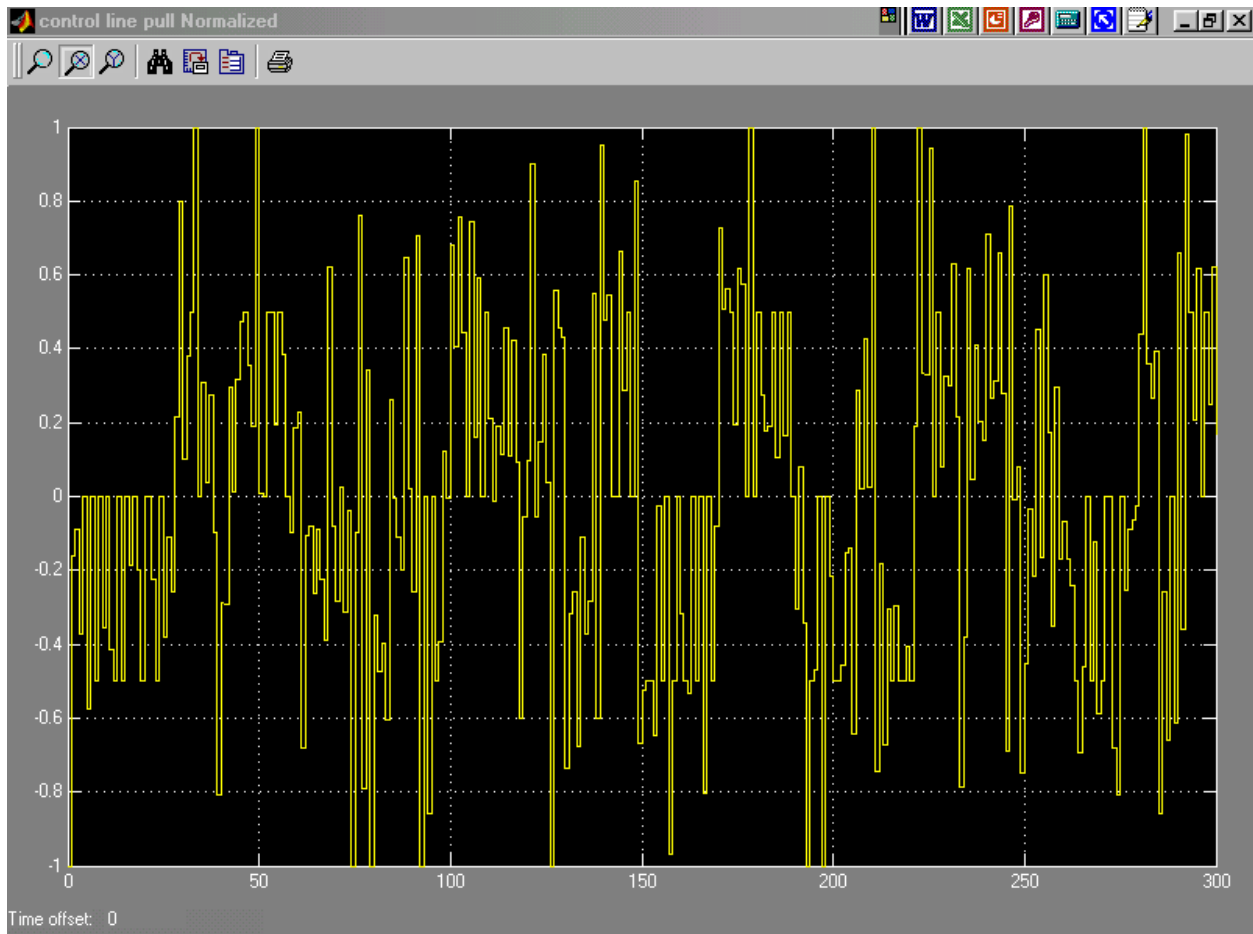


Figure A22 1 180 degree turn without heading acceleration input, deployed flying 90 degrees from desired heading, with wind gusts amp. .1 and freq .5 rad/sec. And noise variance 2.0 degrees

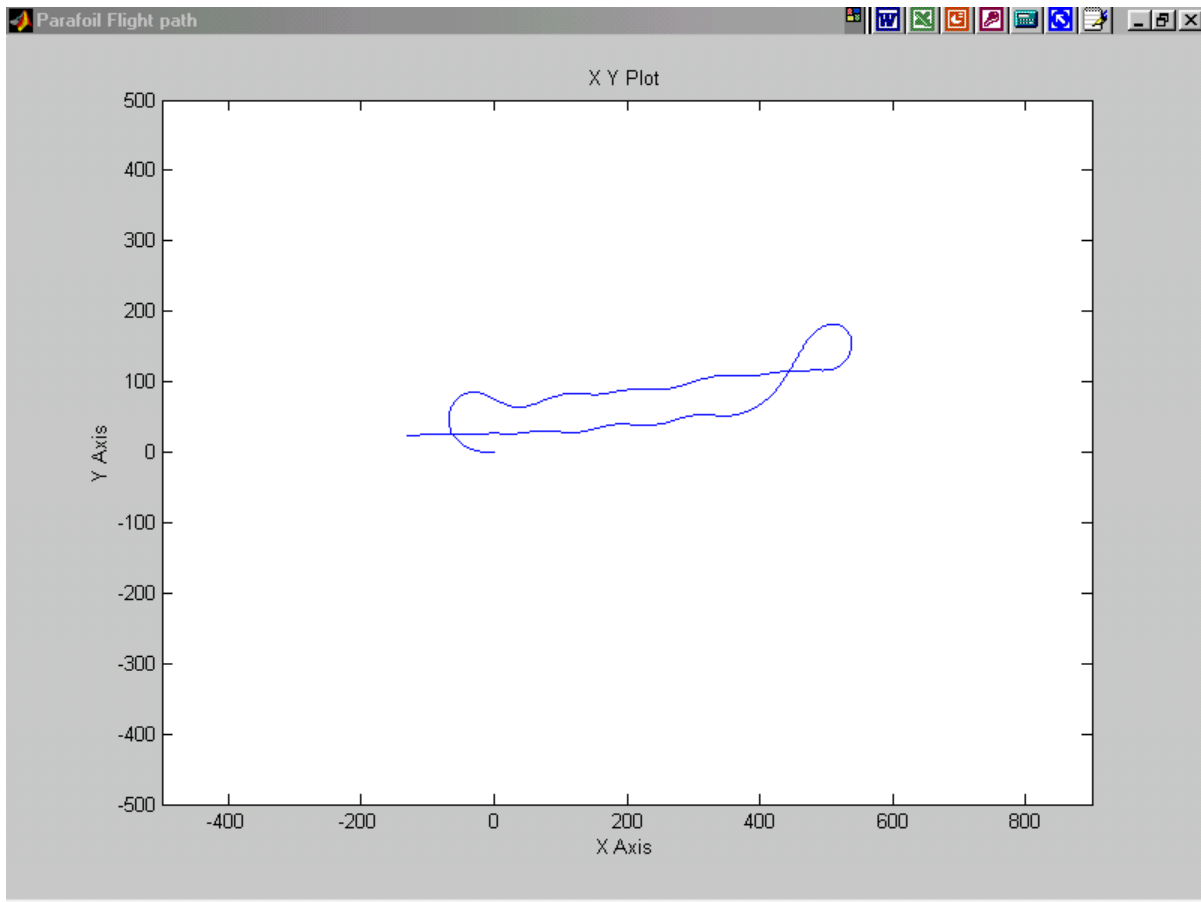


Figure A23 1 180 degree turn without heading acceleration input, deployed flying 180 degrees from desired heading, noise variance 2.0 degrees, with wind gusts amp. .5 and freq .01 rad/sec.

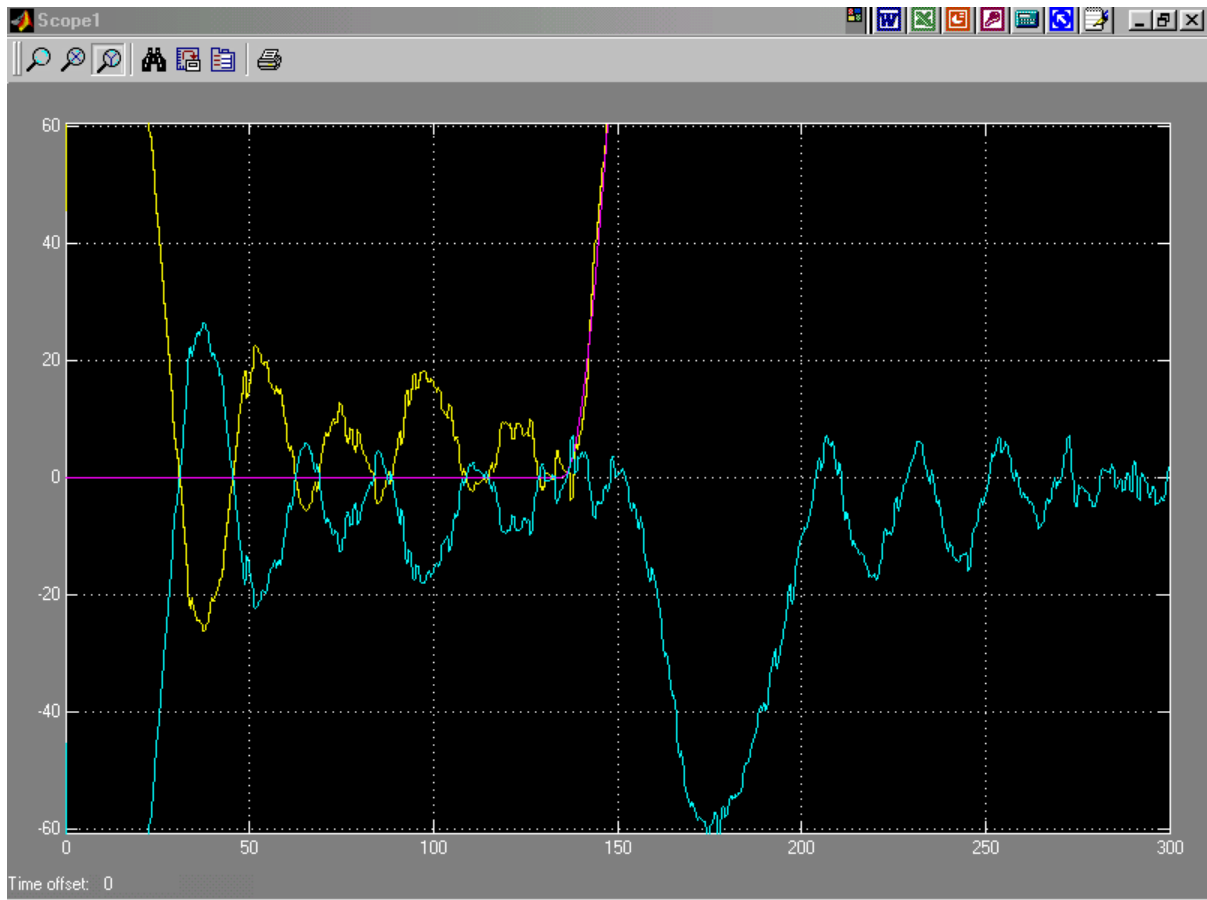


Figure A24 1 180 degree turn without heading acceleration input, deployed flying 180 degrees from desired heading, noise variance 2.0 degrees, with wind gusts amp. .5 and freq .01 rad/sec.