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**DEVELOPMENT OF THE WEB PORTAL FOR RESEARCH SUPPORT IN THE AREA OF ELECTRICAL IMPEDANCE TOMOGRAPHY (p. 6-15)****Grayr Aleksanyan**Platov South-Russian State Polytechnic University (NPI),  
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The concept of electrical impedance tomography is considered. Modern software solutions implementing the methods and algorithms of electrical impedance tomography are studied. It is concluded that existing solutions for applied research and development in the field of electrical impedance tomography either do not implement differential reconstruction methods, or do not provide multi-user access. This imposes a number of limitations when conducting research and creates barriers to obtaining new results in the field of electrical impedance tomography. Given the current state of development of scientific and engineering aspects of electrical impedance tomography, as well as arising problems and limitations, it is proposed to develop a specialized web portal that would systematize and accumulate the results already achieved in the field of electrical impedance tomography and offer researchers new opportunities for designing algorithmic and technical tools.

A key feature of the proposed web portal is the ability of users to remotely solve the main task of electrical impedance tomography (reconstruction and visualization of the conduction field) based on the downloaded measurement information by differential reconstruction.

The structure of the developed web portal is presented, including the following services: differential reconstruction service, media content storage service, knowledge base. In addition to using existing algorithms, the web portal has the ability to create and test the algorithm added by the user. The proposed testing algorithm will allow changing the parameters of the image reconstruction method in such a way as to provide the most flexible approach to solving a specific problem. A feature of the testing algorithm is the implementation of algorithms for comparing the accuracy of reconstruction of the conduction field. Comparison can be made both on the data provided by the portal, and on the data downloaded by the user. The results of experiments on the time of solving the problem with various models used for image reconstruction based on the obtained potential values during measurements are presented.

**Keywords:** electrical impedance tomography, software, image reconstruction, medical imaging, conductivity distribution.

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**DEVELOPMENT OF A METHOD OF FUZZY EVALUATION OF INFORMATION AND ANALYTICAL SUPPORT OF STRATEGIC MANAGEMENT (p. 16-27)**

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The method of fuzzy evaluation of information and analytical support of strategic management is developed. A distinctive feature of the proposed method a flexible hierarchical structure of indicators. This allows reducing the task of multicriteria evaluation of alternatives to a single criterion or using the vector of indicators for selection and it provides an opportunity of fuzzy presentation of indicators and compatibility relations between them, which can realize the different nature of relationships. Also, this method allows implementing forward and backward fuzzy evaluation and takes into account the different significance of individual indicators by using the weight of the indicator. The development of the proposed method is due to the need for processing more information and moderate computational complexity.

The research found that the proposed method has a computational complexity 10–15 % less than the methods used to evaluate the effectiveness of strategic management decisions. This method will allow evaluating the state of information and analytical support and identifying effective measures to improve the effectiveness of information and analytical support of strategic management. The method allows increasing the speed of evaluating the state of information and analytical support, reducing the use of computing resources of support and decision-making systems, developing measures aimed at improving the effectiveness of information and analytical support. It is advisable to use this method in decision support systems to evaluate strategic management issues.

**Keywords:** information and analytical support, fuzzy sets, computational complexity, system of indicators, fuzzy models, strategic management.

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**DEVELOPMENT OF THE QUANTITATIVE METHOD FOR AUTOMATED TEXT CONTENT AUTHORSHIP ATTRIBUTION BASED ON THE STATISTICAL ANALYSIS OF N-GRAMS DISTRIBUTION (p. 28-51)**

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The peculiarities of the application of linguo-statistics technologies for the identification of the style of the author of text content of scientific and technical profile are considered. Quantitative linguistic analysis of a text uses the benefits of content monitoring based on the NLP methods to identify and analyze the set of stop words, keywords, set phrases and to study N-gram. The latter are used in the linguometry methods to determine in per cent if the given text belongs to a particular author. The quantitative method for automatic text content authorship attribution was developed based on statistical analysis of the 3-gram distribution. The approach to the implementation of identification of the author of the text in the Ukrainian language of the scientific and technical profile was proposed. Experimental results of the proposed method to determine the belonging of the analyzed text to a specific author in the presence of the reference text were obtained. Application of the linguo-statistical analysis of the 3-grams to a set of articles will make it possible to form a subset of publications that are similar in linguistic descriptions. Imposing additional conditions in the form of statistical and quantitative analyses (a set of keywords, set expressions, stylometric, linguometric analyses, etc.) on a subset will allow a significant reduction of this subset by specifying the list of the most likely author. For qualitative and effective content analysis when determining the degree of authorship of a particular author, we propose to analyze the reference text and the one under consideration at several stages: linguometric analysis of the coefficients of the diversity of the author's speech, stylometric analysis, analysis of set expressions, linguo-statistical analysis of 3-grams. For automated text processing, not only the frequency of occurrence of a certain category, but also its existence in the studied text in general are important. Quantitative computation makes it possible to draw objective conclusions about the orientation of materials by the number of using the units of analysis in the studied texts. Qualitative analysis does the same, but as a result of the study of whether (and in what context) there is a certain important original category in general.

**Keywords:** NLP, content, content-monitoring, stop-words, content-analysis, statistical linguistic analysis, quantitative linguistics, statistical linguistics, linguometry.

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**DEVELOPMENT OF AN AUTOMATED HYDRAULIC BRAKE CONTROL SYSTEM FOR TESTING AIRCRAFT TURBOSHAFT GAS TURBINE ENGINES (p. 52-57)**

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To absorb the power generated by a free turbine, hydraulic brake systems of various designs are used in ground tests of aircraft turboshaft gas turbine engines. Ground tests of aircraft turboshaft gas turbine engines with the use of such hydraulic brakes can result in emergency modes of automated engine control in the area of operation of a free turbine speed regulator. Mismatch between the hydraulic brake loading characteristics and the loading characteristics of the rotor driven by a free turbine of the engine is the main cause of emergency operation of automated control systems.

The presented experimental loading characteristics of the hydraulic brake and the helicopter rotor show their significant difference in terms of gain. To eliminate this difference, a possibility of modeling dynamic parameters of rotors by simple automation means was considered. To solve this problem, a linear dynamic model and a block diagram of an automated hydraulic brake control system for ground testing of turboshaft gas turbine engines were elaborated. The law of regulation of the hydraulic brake loading was substantiated. A structurally dynamic diagram of the developed automated control system was presented and calculation formulas for determining the regulator parameters were given. Transient characteristics of the hydraulic brake unit without automation means and with the use of an automated loading control system were calculated. The presented calculation results have shown that the use of automation make it possible to fully emulate characteristics of the helicopter rotors.

**Keywords:** hydraulic brake automation, loading characteristic, dynamic parameters, regulation law, transient characteristics.

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**DOI:** 10.15587/1729-4061.2019.187580**ANALYSIS OF OPTIMIZATION CRITERIA FOR THE PROCESS OF SWITCH DISPLACEMENT IN A DC RAILROAD TURNOUT (p. 58-69)****Serhii Buriakovskiy**

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This paper reports a study into the dynamics of displacing a railroad turnout's switches with a direct start of electric motor and a controlled DC electric drive in the MATLAB environment. The emphasis of simulation was the investigation of processes taking place in the kinematic links of a railroad turnout in the dynamics of its switch displacement. The estimation was based on the optimization criteria for a switch displacement process: the pulse of the impact of a switch against the frame rail, elasticity force in the working rod and a switch turning time. The result of the simulation of a non-controlled electric drive in a railroad turnout of switches has revealed that the values of these parameters are unsatisfactory.

Mathematical models of the regulated electric drive for a railroad switch turnout were considered as two-mass electromechanical systems with subordinate regulation of basic coordinates and based on the principle of modal control. The results from mathematical modelling of the switch turning process convince that the numerical values of the optimization criteria for a regulated turning process are improved. Increasing the time of a regulated turning by up to 6 % of direct start results in a decreased impact in the kinematic links. Under the assumption of eliminating a technological gap in the reducer, a decrease in the impact of switches at the turning onset amounts to 6–8 %. At the same time, comparison of impacts at the onset of switch



turning, when taking into consideration a technological gap in the reducer, as well as without it, shows a decrease in the elastic force amplitude by 250 %. The impact (a switch momentum pulse) could be reduced by 20–24 % upon turning completion.

Our analysis of optimization criteria for the switch displacement process has demonstrated efficiency of the regulated electric drive compared to the direct start of an electric motor. That makes it possible not only to extend the operational functionality of a railroad switch turnout, but also to reduce costs for the current technical inspection, repairs in general, as well as to prolong the inter-repair period.

**Keywords:** electromechanical system, DC electric motor, control system, displacement process optimization criteria.

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## CONSTRUCTION OF METHODS FOR ENSURING THE REQUIRED LEVEL OF SAFETY INTEGRITY IN THE AUTOMATED SYSTEMS OF CONTROL OVER TECHNOLOGICAL PROCESSES (p. 70-78)

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The tasks of the study were stated, the theoretical and methodological concept of determining the indicators of reliability and safety of hardware and software (S) for the systems of control of technological processes (ASCTP) was proposed. We presented the aspects of modern approaches to solving the scientific and technical problem of ensuring the necessary safety integrity level (SIL) of technical facilities of the ASCTP for sites of increased danger. As a result of analysis and studying the regulatory framework, the separate methods for determining quantitative indicators of safety control were proposed. It is offered to determine the SIL of the studied hardware of the ASCTP component using the hybrid methods of expert analysis. It is proposed to carry out

the hazards and operability analysis with the use of special protocols, which show the relations between possible causes of faults of source elements, their influence on functioning of control system and effect of a fault on the functions of the system. The existing methods were explored and the original methods for determining the standardized indicators of reliability in the analysis of SIL (safety integrity level) were proposed. Problems of ensuring the required SIL during development of the systems of control of technological processes were considered. The existing models and the methods for determining the safety integrity level of the systems of controlling dangerous sites fully meet modern requirements for certification procedures. Rational methods for assessing the probability of hardware faults include the FTA (fault tree analysis), which determine the probability of initiating dangerous events, and the ETA (event tree analysis) to account for the faults of protection systems and determining the scenarios of consequences of such faults.

**Keywords:** safety integrity level, electronic programmable devices, information technologies.

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