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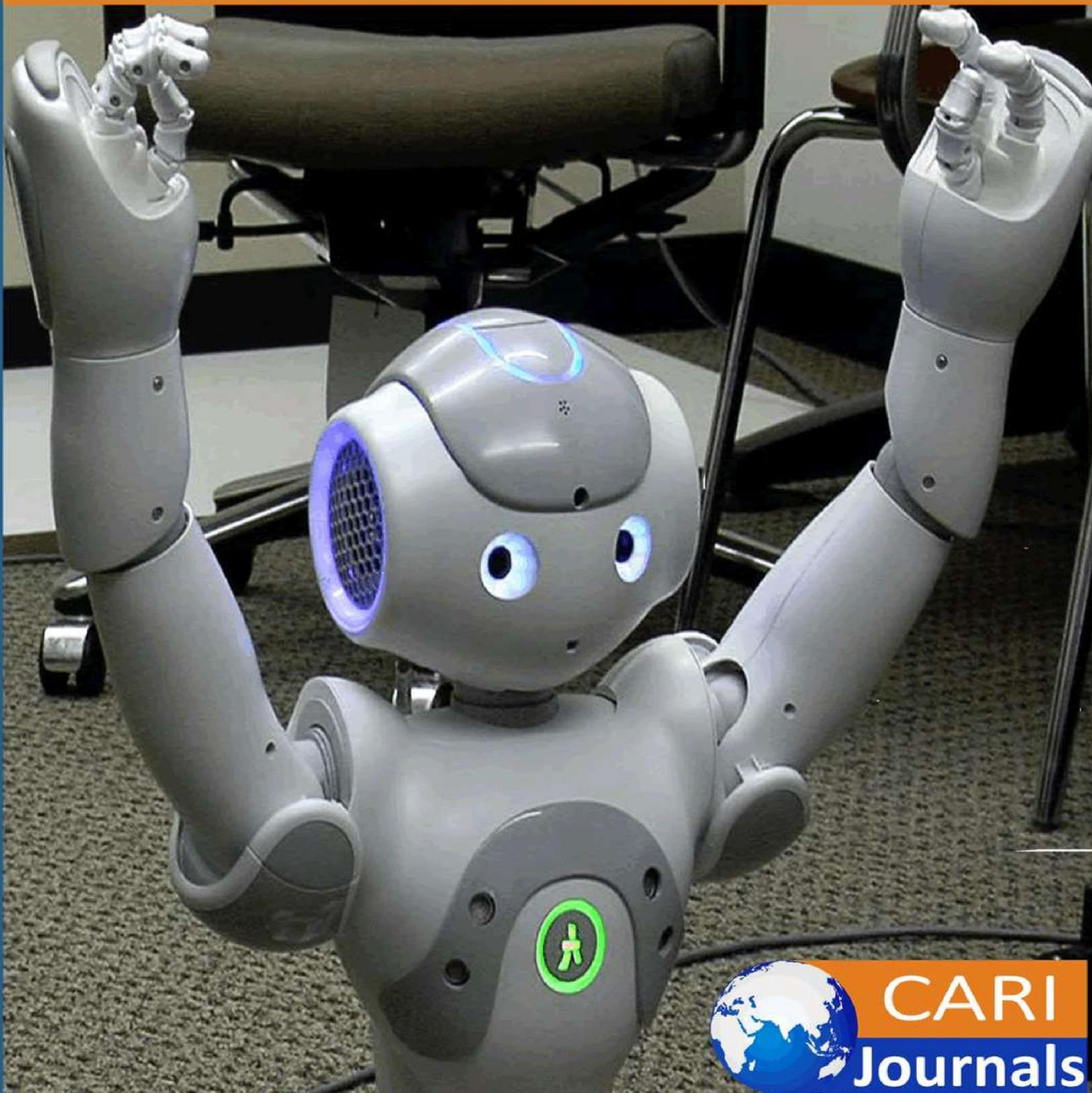

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Geo-Fenced Aerial Fire Response System

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Abstract

Purpose: We aim to create a prototype of a fire extinguisher drone equipped with advanced geo-fencing technology explicitly designed for use in high-rise buildings. This drone will be capable of both ground movement and flight, allowing it to quickly navigate narrow spaces and difficult-to-reach areas.

Methodology: The study involves an in-depth analysis of various drones, features, and geo-fencing to develop a prototype for precise and targeted fire suppression. The aim is to minimize the damage caused by fires and improve overall safety by enabling swift intervention, particularly in confined or elevated locations where traditional firefighting methods may face challenges.

Findings: The prototype drone, equipped with geo-fencing capabilities, has demonstrated its ability to be efficiently deployed within specific, pre-defined areas, significantly improving its precision and effectiveness in targeted fire suppression. This feature ensures that the drone operates only within designated zones, reducing the risk of interference or wandering into unsafe areas. The drone is controlled remotely, allowing it to fly freely and access hard-to-reach locations quickly. A small surveillance camera mounted on the drone enhances its effectiveness by providing real-time visuals of the fire's location and intensity. This capability allows operators to assess the situation more accurately and deploy the necessary response measures, making the drone a powerful tool for modern firefighting operations.

Unique Contribution to Theory, Practice and Policy: The findings from this prototype provide valuable insights that can shape the future of fire response mechanisms and drone designs. The drones can target fires while minimizing risks to firefighting personnel, and they can potentially revolutionize emergency response strategies. The ability to remotely control drones, equipped with geo-fencing and surveillance capabilities, reduces the need for human intervention in dangerous situations and improves the speed and accuracy of fire suppression efforts. Furthermore, this technology can be applied to detect and combat wildfires, helping to minimize their destructive impact by enabling quicker detection and targeted responses in remote or difficult-to-access areas. These advancements pave the way for safer and more efficient firefighting methods in the future.

Keywords: *Unmanned Aerial Vehicles (UAV), Geofencing, Fire Extinguisher*

I. INTRODUCTION

Fire accidents often result in severe injuries and significant loss of life and property, typically occurring without warning. According to the World Fire Statistics Report, around 180,000 lives were lost annually globally due to fire-related incidents. Fire incidents not only cause direct fatalities but also leave survivors dealing with long-term injuries, displacement, and socioeconomic challenges. Firefighters often struggle to assess conditions inside burning buildings, but drones can help by identifying the fire's source and guiding the best approach for entry. A drone equipped with fire extinguisher balls, thermal cameras, and water storage tanks can operate in areas where firefighters cannot. When a fireball is dropped into flames, it disperses dry extinguishing powder.

Also, thermal cameras can detect fires and locate trapped individuals, even through heavy smoke, where visibility is limited. Advances in drone technology have made them valuable tools for firefighting, offering early detection and intervention capabilities beyond human eyesight. This project seeks to harness drone technology to aid in fire suppression. A quadcopter with an integrated fire extinguishing system has been designed to meet specific needs, allowing remote operation and monitoring of fire sites through the drone's camera. Once the fire source is identified, the drone can spray an extinguishing liquid to help control the blaze. This project offers an effective solution for suppressing small-scale fires.

II. LITERATURE REVIEW

The development of drones and aerial vehicles has a rich history dating back to the early 20th century. In 1920, Etienne Oehmichen designed a helicopter with four rotors and eight propellers, creating an innovative structure using a steel-tube frame. This design included five propellers for lateral stability and others for forward propulsion, with significant advancements in stability by 1923. His model ultimately set the first official Fédération Aéronautique Internationale (FAI) record in 1924 by flying a distance of 360 meters. This achievement laid the groundwork for modern UAV (Unmanned Aerial Vehicle) development (Prasanna et al. 2017).

Military UAVs have also played a crucial role in the evolution of drone technology. As highlighted in the book Military UAVs – From the War to the Middle East Conflicts, UAVs refer to aircraft controlled remotely or via electronic equipment. These UAVs can operate without an onboard pilot, serving crucial roles in surveillance and operations in conflict zones. The growth of UAV technology in military applications has paved the way for various civilian uses, including firefighting drones (Boyd et al 2017; Manimaraboopathy et al. 2017).

Numerous research papers have focused on firefighting drone technologies. Akhade et al. (2017) designed a firefighting drone platform with a quadcopter that scans surrounding areas to assess fire intensity and extinguish flames at their source. Similarly, Boopathy et al. (2017) developed an autonomous drone equipped with a fire extinguisher tank and a camera to monitor fire situations remotely, reducing the need for firefighters to approach hazardous environments directly. A drone design aims to improve fire response through speed and efficiency. The drone must integrate a quadcopter with an automatic fire-off (AFO) ball and infrared cameras to detect humans. It offers on-demand monitoring services that are faster and more accurate than satellite imagery. In further design by Manuj et al. (2019), a semi-autonomous drone platform was created with vertical flight capabilities, GPS data storage, and fire extinguishing mechanisms. Their drone also featured auto-landing capabilities, enhancing operational safety and precision. The conceptual system proposed by Buchan et al. (2019) explored using fire-extinguisher balls deployed by a swarm of drones in wildfire situations. The system's trials demonstrated the effectiveness of drones in controlled firefighting operations, showcasing the potential of multiple drones working together for large-scale fire suppression. Earlier, Vyshnavi et al. (2017) focused on a fire extinguisher drone with a flame sensor and CO2 ball quenchers. Their model aimed to reduce human involvement in hazardous fire conditions by deploying pressurized carbon dioxide to extinguish flames upon detection.

Recent advances in Location-Based Services (LBS), as detailed by Küpper et al. (2011), have further enhanced drone applications, providing geofencing and background tracking capabilities. This allows drones to perform highly specific tasks within confined areas and interact with data in real time, which is beneficial in emergency response scenarios. Drones can also deliver vital supplies like first-aid kits, medicine, and water to fire victims before they are rescued (Aydin et al 2019; Yücel et al. 2024). In addition, they provide critical information post-disaster by navigating debris and monitoring the scene, giving first responders essential insights to improve response time and efficiency. These literature sources collectively suggest that UAVs, especially quadcopters, represent the best structure for firefighting drones, equipped with tools such as fire extinguisher balls, infrared cameras, and GPS systems to ensure precise and safe fire suppression.

III. PROPOSED APPROACH

Principle: Fire extinguisher drone works on the principle of a 3-axis gyroscope and accelerometer, which measures the quad-copter orientation and its velocity. Electronic speed controllers (ESCs) are used to control the motor's speed and the drone's movement. ESCs are programmed for the required signal range frequency (Luukkonen 2011). The direction of motion of the quad-copter is controlled wirelessly via radio frequency transmission. The block diagram of the UAV is explained in Figure 1.

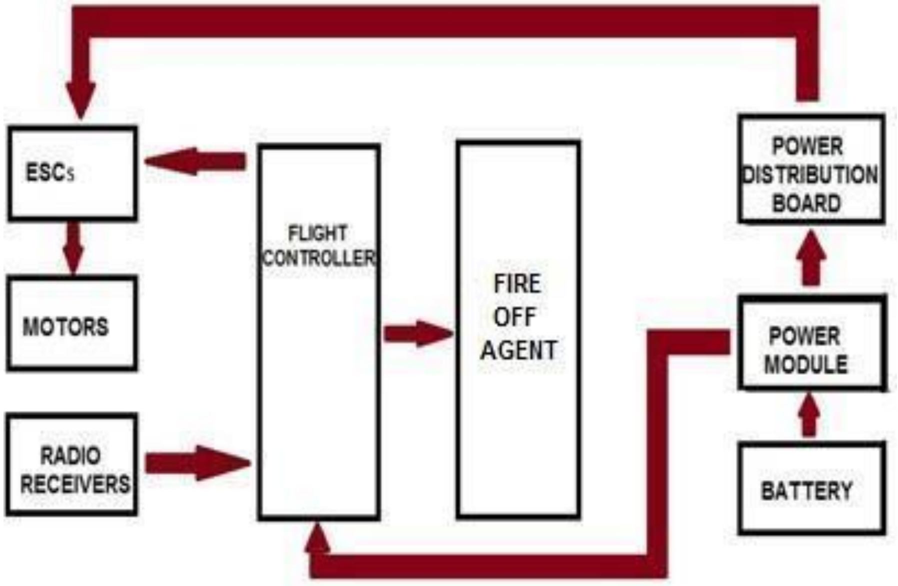


Figure 1: Block Diagram

Components: The main components include Arduino Uno & Arduino software, MPU6050 sensor, frame, GPS Module, flight controller, integrated power distribution board, Flysky FS T6 6CH TX transmitter/receiver, propellers, motors, Electronic Speed Controller (ESC), lipo battery and charger. AFO ball.

1. Arduino UNO is programmable with the Arduino IDE (Integrated Development Environment) via a type B USB cable. It can be powered by a USB cable or an external 9-volt battery, though it accepts voltages between 7 and 20 volts. Arduino programs are written in C or C++.

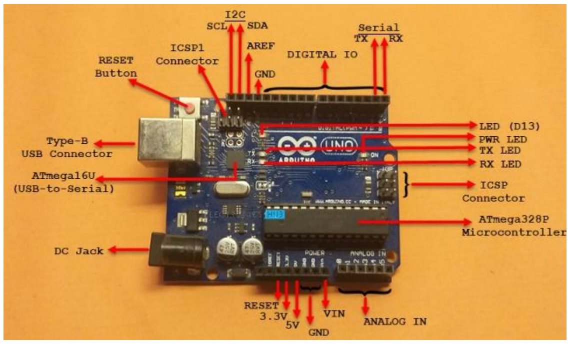


Figure 2: Arduino Uno board

2. MPU6050 Sensor is a complete 6-axis Motion Tracking Device. It combines a 3-axis Gyroscope, 3-axis Accelerometer, and Digital Motion Processor in a small package with additional features of an on-chip temperature sensor.

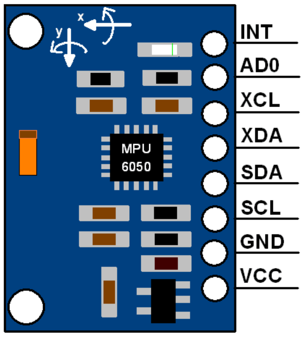


Figure 3: MPU 6050

Datasheet of MPU 6050:

Specifications: - VDD = 2.375V-3.46V, VLOGIC, VDD= 1.8V±5% , T_A = 25°C

3. Frame forms the drone's body, mounted with other hardware components and a fire extinguishing system. A quad-copter uses four propellers for thrust and configures them in a cross (X) or plus (+) format to be the most stable, followed by the 'H' shaped frame. The material can be aluminum, PVC, carbon fiber, or wood.

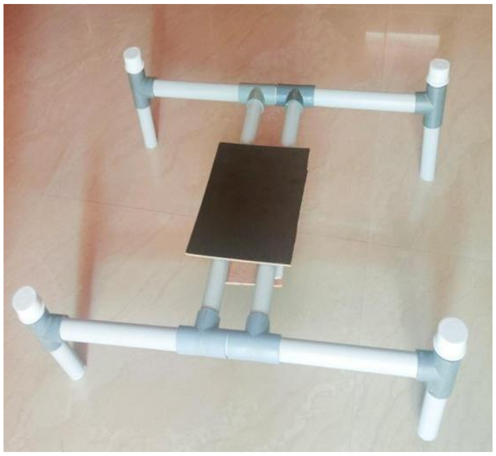


Figure 4: Frame

4. GPS Module is based on the NEO-6M. It uses the latest technology to give the best positioning information and includes an active GPS antenna with a UART TTL socket. This updated GPS module can be used with Ardupilot Mega v2.

- Navigation Sensitivity-161dBm
- Communication Protocol NMEA, UBX Binary, RTCM

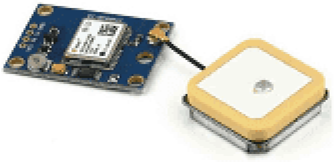


Figure 5: GPS module with antenna

5. Flight Controller controls the flight of a Quad-copter and is programmed and calibrated to adjust the speed of motors according to the position and orientation of the Quad-copter to help them maintain a stable flight. All flight controllers have basic sensors such as Gyroscopes and accelerometers.

Model- KK 2.1.5 KK21 Flight Controller Board

Figure 6: Flight Controller

6. Integrated Power Distribution Board has a 100A Multi-rotor ESC Power Distribution Battery Board.

- Compatible with MK KK flight control installment pitch of holes
- Compatible with MK KK flight control system
- Can connect 1-8 ESC.
- Hole Spacing: 45mm Square and 35mm Square
- Material: glass fiber
- Dimension: 50mm*50mm*2mm
- Weight: 8g

Figure7: Power Distribution Board

7. Flysky CT6B 2.4GHz 6CH Transmitter/Receiver: FlySky CT6B 2.4Ghz 6CH Transmitter with FS-R6B Receiver is ideal for quadcopters and multicopters that require the 6ch operation. This radio has two retract switches and proportional flap dials in easy reach for channels 5 and 6. It can be powered by 8 x AA Size Batteries or a 12V Power Supply.

Figure 8: RF Transmitter and Receiver

8. Propeller generates the necessary thrust for the Quad-copter.

- Length: 6″.
- Pitch: 4.5″.
- Weight: 28 gm.
- Shaft diameter: 7.8mm.
- Total length: 7 inch / 150 mm

Figure 9: Propellers

9. Motor: The A2212 brushless high torque motor is used to power quad-copters and Multi-rotors. Its motor provides thrust up to 1200 gms. Using 4 of these motors on a quad-copter with propellers gives 4.8 kg of thrust.

Figure 10: Motor

10. Electronic Speed Controller (ESC): 30A BLDC ESC Electronic Speed Controller is used for quad-copters and multi-rotors to provide faster and better motor speed control, giving better flight. This ESC is used with a 1000kV A2212 brushless motor.

Figure 11: ESC

11. LiPo Battery: V 2200mAH Lipo battery can have maximum continuous discharge rates up to 25C. It offers an excellent blend of weight, power, and performance.

Figure 12: Lipo Battery

12. Auto Fire Off (AFO) Ball: The Fire Extinguisher Ball is light and portable, which could extinguish the initial fire. It is made of a water-proof plastic shell filled with harmless environmental powder based on international environmental protection standards.

- Weight: 1.3kg
- Put off fire till 3 cubic meters area

Figure 13: AFO Ball

Circuit Diagram

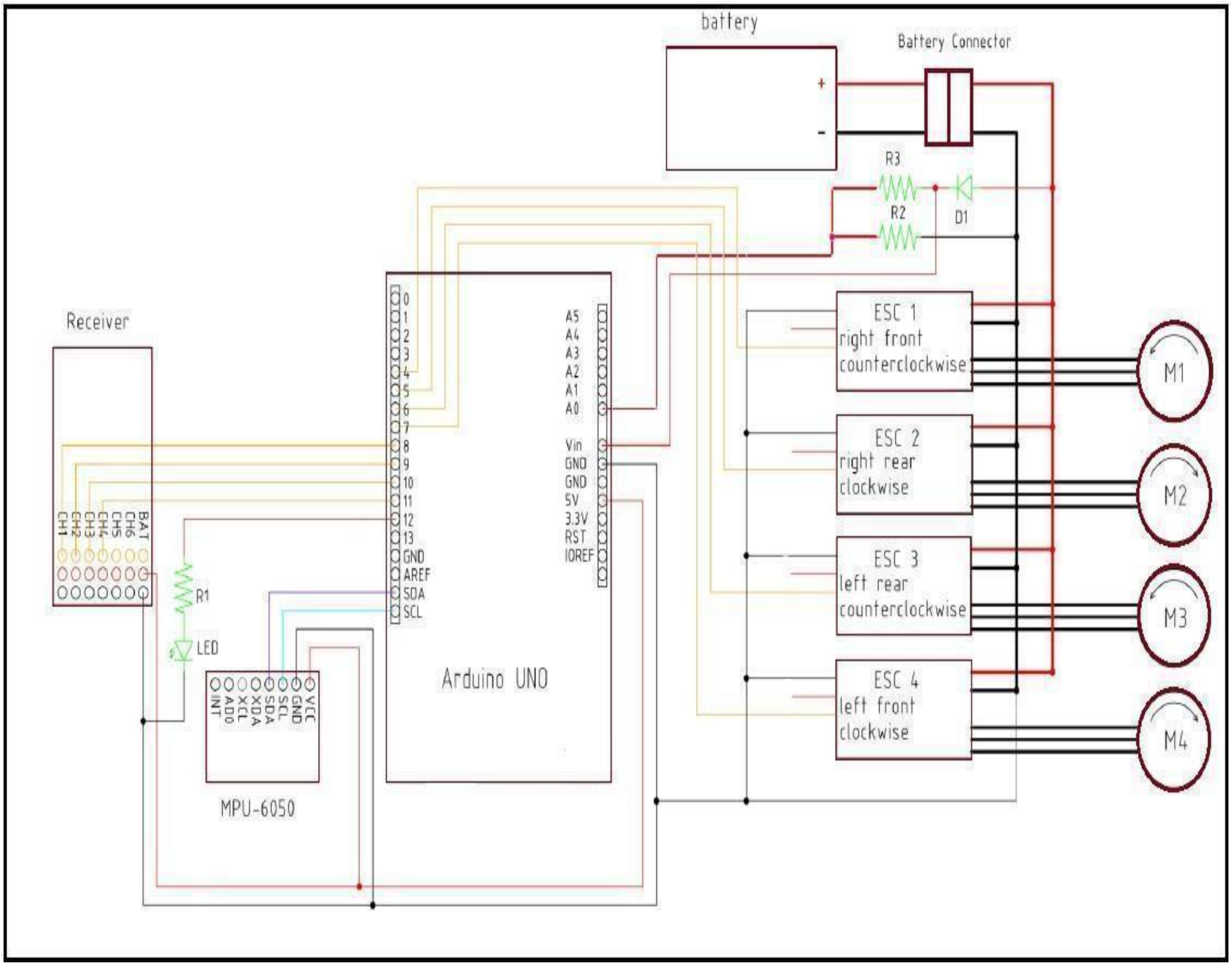


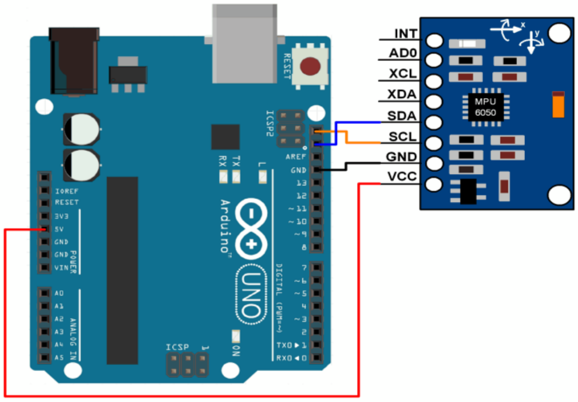
Figure 14: Circuit Diagram of Drone

IV. IMPLEMENTATION

The project is divided into three main categories: mechanical, electronics, and software.

- The mechanical system includes the construction of the drone loaded with an extinguishing system and selecting the container that holds the fire extinguishing ball.
- The electronic system includes a Power Distribution Board (PDB) and controller used to control the on-board mechanisms and transfer of signals between various devices.
- The software includes building a flight controller with the help of IMU and Arduino UNO and controlling the drone movement through software. It also includes geofencing the area for drone movement.

Inertial Measurement Unit:



<u>Connection:</u>

<u>Software part:</u>

<u>Calibration:-</u>

- The sensor is placed on a flat surface held stable for 10-15 seconds and 600 readings of the position are taken to calculate offsets.

<u>Offsets:-</u>

<u>Accelerometer:-</u>

X-axis = -886

Y- axis = -1892

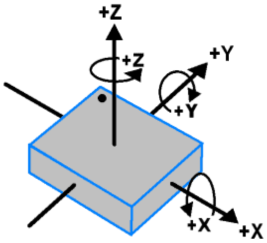
Z-axis = 996

<u>Gyroscope:-</u>

X-axis = 91

Y- axis = -30

Z-axis = -25



<u>Equation for Pitch, Roll and Yaw:-</u>

<u>Accelerometer:-</u>

$\text{Pitch} = (\tan(-x / (y^2 + z^2)^{\frac{1}{2}})*180)/(\pi)$

$\text{Roll} = (\tan(y/z)*180)/(\pi)$

<u>Gyroscope:-</u>

In discrete time, position in deg is the desired variable then

$\theta = \theta + \omega\Delta t$

where θ is the angle in deg, ω is the angular speed in deg/s and Δt is the time between measurements.

$\text{Pitch} = x * \Delta t$

$\text{Roll} = y * \Delta t$

$\text{Yaw} = z * \Delta t$

Filters in-Built in MPU Sensor:-

1. **Digital Low Pass Filter for Accelerometer**

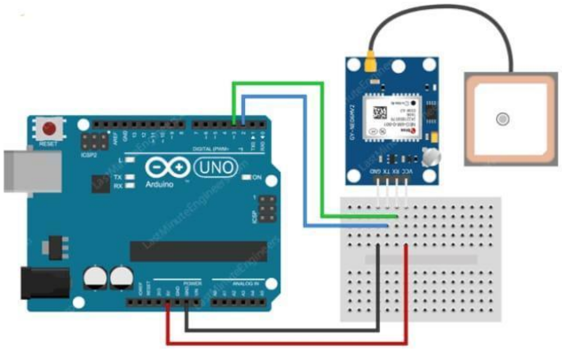
Low-pass filters provide a smoother form of a signal, removing the short-term fluctuations and leaving the longer-term trend. The total noise power at the output of a system directly depends on the system bandwidth. We need a low-pass filter to limit the bandwidth to the maximum frequency the application needs. It maximizes the resolution and dynamic range of the accelerometer.

2. **Digital High Pass Filter for Gyroscope**

Gyros work very well under dynamic conditions when rotational velocities are high; however, they drift significantly concerning time. Hence, the most straightforward filtering operation performed on gyro data is a high pass filter to remove low-frequency drift.

Geo-fence:

Connection:-

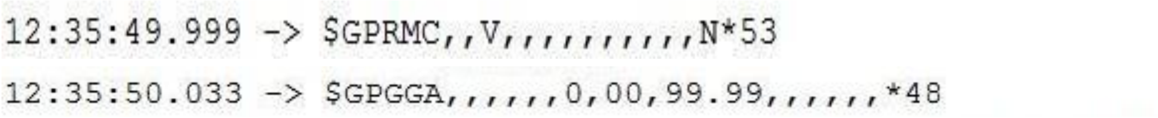


Parsing NMEA Sentences:-

There are many sentences in the NMEA standard, the most common ones are:

$GPRMC (Global Positioning Recommended Minimum Coordinates) provides the time, date, latitude, longitude, altitude and estimated velocity.

$GPGGA sentence provides essential fixed data which provides 3D location and accuracy data



```
12:35:49.999 -> $GPRMC,,V,,,,,,,,,,N*53
12:35:50.033 -> $GPGGA,,,,,,0,00,99.99,,,,,,*48
```

Fig.6.2 output from GPS

Let’s take an example of $GPRMC NMEA sentence from a GPS receiver.

$GPRMC, 123519, A, 4807.038, N, 01131.000, E,022.4, 084.4, 230394, 003.1, W*6A

$	Every NMEA sentence starts with $ character.
GPRMC	Global Positioning Recommended Minimum Coordinates
123519	Current time in UTC – 12:35:19
A	Status A=active or V=Void.
4807.038,N	Latitude 48 deg 07.038′ N
01131.000,E	Longitude 11 deg 31.000′ E
022.4	Speed over the ground in knots
084.4	Track angle in degrees True
220318	Current Date – 22rd of March 2018
003.1,W	Magnetic Variation
*6A	The checksum data, always begins with *

Let’s take an example of a $GPGGA NMEA sentence.

$GPGGA, 123519, 4807.038, N, 01131.000, E, 1, 08, 0.9, 545.4, M, 46.9, M, , *47

$	Starting of NMEA sentence.
GPGGA	Global Positioning System Fix Data
123519	Current time in UTC – 12:35:19
4807.038,N	Latitude 48 deg 07.038′ N
01131.000,E	Longitude 11 deg 31.000′ E
1	GPS fix
08	Number of satellites being tracked
0.9	Horizontal dilution of position
545.4,M	Altitude in Meters (above mean sea level)
46.9,M	Height of geoid (mean sea level)

- (empty field) Time in seconds since last DGPS update
- (empty field) DGPS station ID number
- *47 The checksum data, always begins with *

THRUST CALCULATION:

Weight of Components

Table 1: Weight of Components

Components	Quantity	Weight(gm)
Frame	1	500
Li-Po battery	1	150
Arduino UNO	1	25
Receiver	1	8
Motor	4	50*4
Propeller	4	28*4
Power Distribution Board	1	8
Electronic Speed Controller	4	23*4
Inertial Measurement Unit	1	9
Geofencing Module	1	100

The overall weight of the drone is calculated by adding the total weight of components and the weight of the payload.

Overall weight = Payload + Weight of components

= 1204 grams(approx.) + fire extinguisher

Thrust Calculation

The Thrust to Weight Ratio can be between 3 to 3.5, since the drone has to carry more payload and it should also have better maneuverability.

Thrust produced by one propeller & one motor = 1200 grams Total thrust produced at 100% RPM

= 4 x 1200

= 4800 grams

Thrust to weight Ratio = Thrust produced / total weight of drone

= 4800 / 1204

= 3.9 : 1

Since the Thrust to Weight Ratio is, the drone will have better maneuverability.

Quad-copter Dynamics :

Inertial and Body Frame:

The ground defines the inertial frame, with gravity pointing in the negative z direction. The body frame is defined by the orientation of the quad-copter, with the rotor axes pointing in the positive z direction and the arms pointing in the x and y directions.

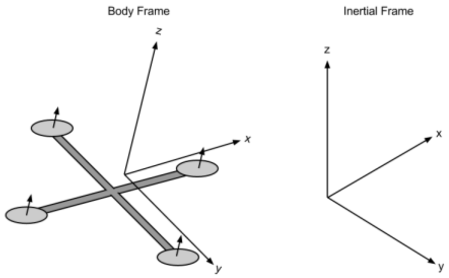


Figure 15: Body frame and inertial frame

Kinematics:-

Position and velocity of the quadcopter in the inertial frame as

Position, $x = (x, y, z)^T$

Velocity, $\dot{x} = (\dot{x}, \dot{y}, \dot{z})^T$

Roll, pitch, and yaw angles are defined in the body frame as $\theta = (\varphi, \theta, \psi)^T$, with corresponding angular velocities equal to $\dot{\theta} = (\dot{\varphi}, \dot{\theta}, \dot{\psi})^T$. The angular velocity is a vector pointing along the axis of rotation, while $\dot{\theta}$ is just the time derivative of yaw, pitch, and roll.

Angular velocity vector ω in the body frame is

$$\omega = \begin{bmatrix} 1 & 0 & -s_\theta \\ 0 & c_\phi & c_\theta s_\phi \\ 0 & -s_\phi & c_\theta c_\phi \end{bmatrix} \dot{\theta}$$

Equations of Motion:-

In the inertial frame, the acceleration of the quadcopter is due to thrust, gravity, and linear friction.

We can obtain the thrust vector in the inertial frame by using our rotation matrix R to map the thrust vector from the body to the inertial frame. Thus, the linear motion can be summarized as

$$m\ddot{x} = \begin{bmatrix} 0 \\ 0 \\ -mg \end{bmatrix} + RT_B + F_D$$

where ~x is the position of the quadcopter, g is the acceleration due to gravity, FD is the drag force, and TB is the thrust vector in the body frame.

Rotational equations of motion are helpful in the body frame so that we can express rotations about the center of the quadcopter instead of about our inertial center. Rotational equations of motion are derived from Euler's equations for rigid body dynamics. Euler's equations in vector form,

$$I\dot{\omega} + \omega \times (I\omega) = \tau$$

where ω is the angular velocity vector, I is the inertia matrix, and τ is a vector of external torques.

We can rewrite this as

$$\dot{\omega} = \begin{bmatrix} \dot{\omega}_x \\ \dot{\omega}_y \\ \dot{\omega}_z \end{bmatrix} = I^{-1} \left(\tau - \omega \times (I\omega) \right)$$

We can model our quadcopter as two thin uniform rods crossed at the origin with a point mass (motor) at the end of each. Therefore, we obtain our final result for the body frame rotational equations of motion as

$$\dot{\omega} = \begin{bmatrix} \tau_\phi I_{xx}{}^{-1} \\ \tau_\theta I_{yy}{}^{-1} \\ \tau_\psi I_{zz}{}^{-1} \end{bmatrix} - \begin{bmatrix} \frac{I_{yy}-I_{zz}}{I_{xx}} \omega_y \omega_z \\ \frac{I_{zz}-I_{xx}}{I_{yy}} \omega_x \omega_z \\ \frac{I_{xx}-I_{yy}}{I_{zz}} \omega_x \omega_y \end{bmatrix}$$

Control Algorithm:

The controlling part of the quadcopter can be divided into three steps: setup, ESC calibration, and flight control.

The first step is the "Setup" process. In this stage, the user defines many variables. Firstly, the program searches for the gyroscope, as it is the main component that would allow the stabilization of the quadcopter. In this case, an MPU6050 gyroscope was used. Reviewing the characteristics of the Arduino Uno, the Arduino Uno with chip ATMEGA 328 was used to program the gyroscope. Then, the receiver with at least 4 inputs was connected to the 8,9,10, 11 digital outputs and the remote controller.

The program asks the user to bring all the sticks on the remote to the middle point. Then, it requests to individually bring sticks to the maximum position and saves the data (roll, pitch, and yaw). Further, the user is asked to lift the quadcopter's left part to assign the quadcopter's left and right sides. Then, the process is repeated. The changes in the gyroscope values are saved to distinguish the sides.

Calculation of PID parameters:

Proportional coefficient, $P_{\text{out}} = (\text{gyro} - \text{receiver}) * P_{\text{gain}}$

Integral coefficient, $I_{\text{out}} = I_{\text{out}} + (\text{gyro} - \text{receiver}) * I_{\text{gain}}$

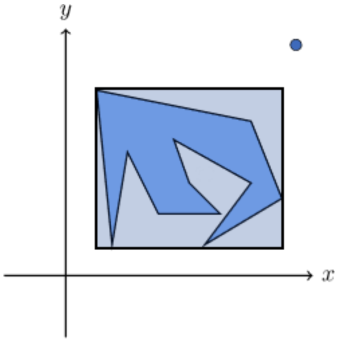
Derivative coefficient, $D_{\text{out}} = (\text{gyro} - \text{receiver} - \text{gyro}_{\text{previous}} + \text{receiver}_{\text{previous}}) * D_{\text{gain}}$

Finally, additional stability can be achieved by tuning the coefficients of the P, D, and I.

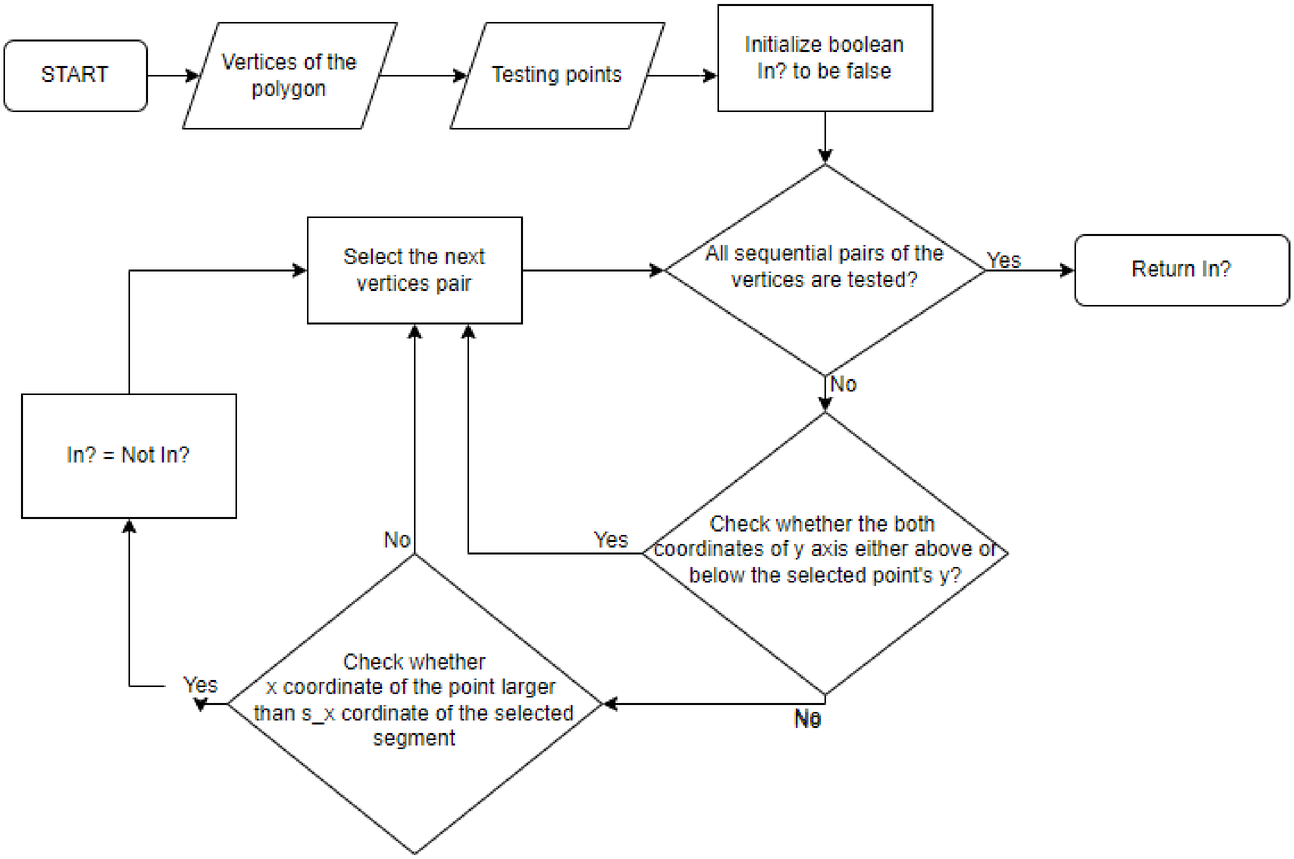
Algorithm for Geo-fence:

Firstly, we test preliminarily whether the point is in the general area where the polygon lies. It is done by comparing the coordinates of the point against those of the smallest rectangle that contains the polygon:

For this test, we determine the boundary of the rectangle as (min(x), max(x), min(y), max(y)). Then, we check whether the point is inside of it. If it is not, we consider the point as external to the polygon; otherwise, we proceed further.



Flowchart:



Mobility:

For a quadcopter to fly, it must be capable of three different types of movement: vertical, lateral, and rotational. Based on Newton's third law, each can be achieved using the quadcopter's four propellers.

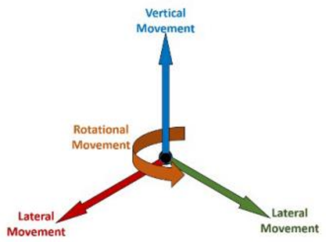


Figure 16: Drone movement

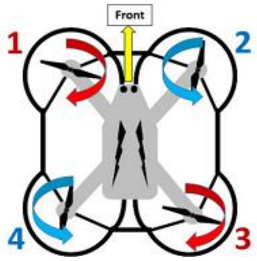


Figure 17: Top view of quadcopter

<u>Rules for Determining the Movement of the Quadcopter:</u>

1. Rules for determining vertical movement: To calculate the total lift, add up the lifts created by each of the four propellers.

- If the total lift exceeds the force of gravity (4 N), the quadcopter moves up.
- If the total lift equals the force of gravity (4 N), the quadcopter does not move vertically.
- If the total lift is less than the force of gravity (4 N), the quadcopter moves down.

2. Rules for determining lateral movement:

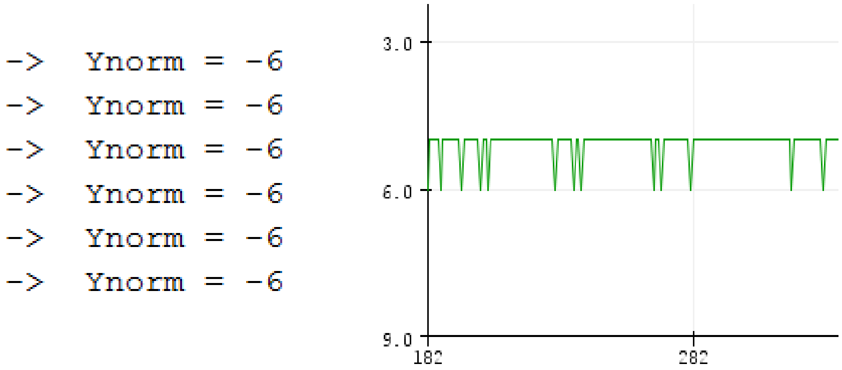
- If the lifts of propellers 1 and 4 add up to more than the lifts of propellers 2 and 3 added together, it moves right.
- If the lifts of propellers 2 and 3 add up to more than those of propellers 1 and 4, it moves left.
- If the lifts of propellers 1 and 2 add up to more than the lifts of propellers 3 and 4 added together, it moves backward.
- If the lifts of propellers 3 and 4 add up to more than those of propellers 1 and 2, it moves forward.

3. Rules for determining rotational movement:

- If the lifts of propellers 1 and 3 add up to more than the lifts of propellers 2 and 4, it rotates counterclockwise.
- If the lifts of propellers 2 and 4 add up to more than the lifts of propellers 1 and 3, it rotates clockwise.
- Otherwise, there is no rotational movement.

V. RESULT

Linear Acceleration

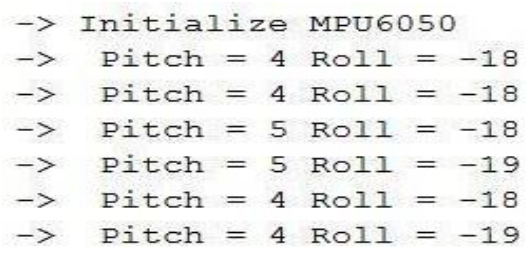


```
->  Ynorm = -6
->  Ynorm = -6
->  Ynorm = -6
->  Ynorm = -6
->  Ynorm = -6
->  Ynorm = -6
```

Figure 18: Output and Graph of y-axis

Angular Acceleration

Accelerometer



```
-> Initialize MPU6050
->  Pitch = 4 Roll = -18
->  Pitch = 4 Roll = -18
->  Pitch = 5 Roll = -18
->  Pitch = 5 Roll = -19
->  Pitch = 4 Roll = -18
->  Pitch = 4 Roll = -19
```

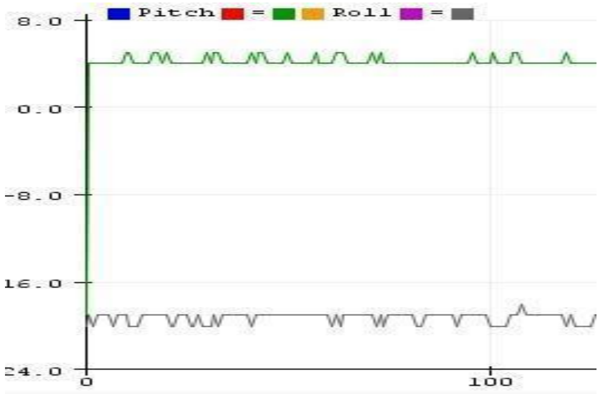
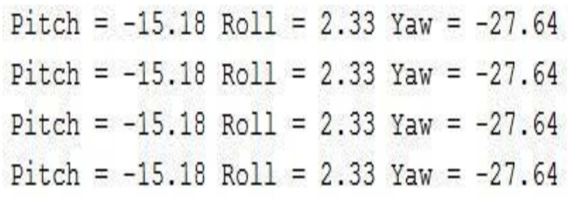


Figure 19: Output and Graph of Pitch and Roll

Gyroscope



```
Pitch = -15.18 Roll = 2.33 Yaw = -27.64
Pitch = -15.18 Roll = 2.33 Yaw = -27.64
Pitch = -15.18 Roll = 2.33 Yaw = -27.64
Pitch = -15.18 Roll = 2.33 Yaw = -27.64
```

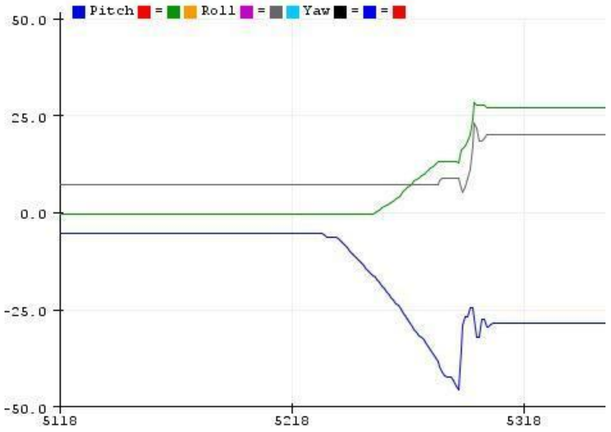
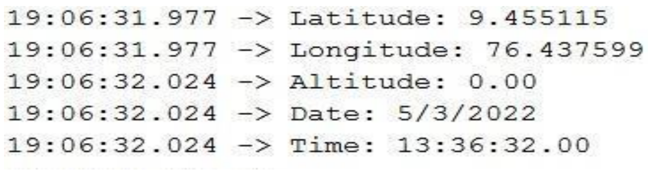


Figure 20: Output and Graph of Pitch, Roll and Yaw

9.3. GPS Location Tracking



```
19:06:31.977 -> Latitude: 9.455115
19:06:31.977 -> Longitude: 76.437599
19:06:32.024 -> Altitude: 0.00
19:06:32.024 -> Date: 5/3/2022
19:06:32.024 -> Time: 13:36:32.00
```

Figure 21: GPS Output in Outside Area

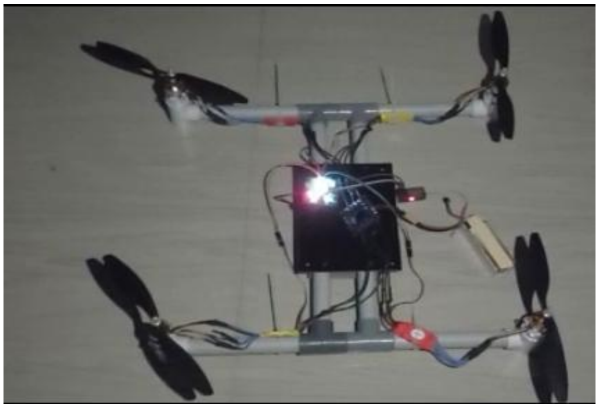


Figure 22: Drone Prototype

VI. CONCLUSION AND FUTURE WORK

The prototype has successfully demonstrated the design and development of an unmanned aerial vehicle (UAV) that can be wirelessly controlled, aimed explicitly at assisting firefighters in rescue operations. This drone, equipped with fire extinguishers, offers an innovative solution for tackling fires in hard-to-reach places, such as narrow spaces, warehouses, and wildfires. Deploying the drone in these challenging environments helps reduce the risks that firefighters face when dealing with hazardous operations. The ability to access areas that are otherwise difficult or dangerous for human responders to reach makes the UAV an invaluable asset in enhancing the speed and efficiency of fire suppression efforts.

While the current design effectively meets its objectives, there are areas where improvements can be made to enhance the drone's performance further. One significant area for improvement is the heavy and bulky batteries used in the current model, which take up a considerable amount of space and limit the drone's operational efficiency. Exploring alternative power sources in the future, such as lighter batteries or renewable energy options, could reduce the drone's weight and allow for extended flight times. Additionally, developing larger, more stable drones would enable them to carry heavier fire extinguishers and essential rescue tools like first-aid kits, increasing their firefighting and rescue capabilities. These enhancements could significantly broaden the range of applications for the drone, making it even more effective in real-world scenarios where rapid and reliable fire response is critical.

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