# Estimation of Drag Coefficient of a Particle Projectile

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Abstract—In this study, the differential method is used to estimate drag coefficients from trajectory data, which is a crucial method when wind tunnels or other tools for measuring aerodynamic coefficients are unavailable. This technique enables the derivation of approximate coefficients for application in future launches.

Index Terms—Differential method, Drag coefficient, Particle trajectory, Aerodynamic analysis, Particle dynamics

#### I. INTRODUCTION

Accurately forecasting the aerodynamic drag of airborne vehicles is crucial for optimizing their performance and conserving fuel. Traditional wind tunnel testing, although reliable, often proves costly and impractical, especially for smaller organizations seeking alternative methods for coefficient determination. While such alternatives may carry a margin of error, they can yield acceptable results if the error converges within a permissible range. However, data noise can lead to divergence in these methods. To potentially address this, future work could involve implementing a Kalman filter to smooth the data, which would ensure that the noise does not adversely affect the results obtained through the differential method.

### II. PROCEDURES

Our procedures are as follows:

#### A. Data Generation

We generate the data ourselves using the analytical solution for 2D particle projectile motion with quadratic drag. We introduce some noise to simulate real-world data. Details on the analytical solutions we referenced [2] are provided at the end of this paper.

1) Analytical Solution with Quadratic Drag: The formulas of Analytical Solution are as follow

$$k = \frac{1}{2}\rho C_D S, \quad c = \frac{2 \cdot (a_1 - 1)}{a_1}, \quad a_1 = \frac{L}{x_a},$$
 
$$w_1 = t - t_a, \quad w_2 = \frac{2 \cdot t \cdot (T - t)}{a_1}$$
 
$$H = \frac{V_0^2 \sin^2 \theta_0}{g(2 + kV_0^2 \sin \theta_0)}, \quad T = 2\sqrt{\frac{2H}{g}}$$
 
$$, \quad V_a = \frac{V_0 \cos \theta_0}{\sqrt{1 + kV_0^2 (\sin \theta_0 + \cos^2 \theta_0 \ln \tan(\frac{\theta_0}{2} + \frac{\pi}{4}))}}$$

$$L = V_a T$$
,  $t_a = \frac{T - kHV_a}{2}$ ,  $x_a = \sqrt{LH \cot \theta_0}$ 

$$x(t) = \frac{L(w_1^2 + w_2 + w_1\sqrt{w_1^2 + cw_2})}{2w_1^2 + a_1w_2}$$

$$y(t) = \frac{Ht(T-t)}{t_a^2 + (T-2t_a)t}$$

we can get trajectory through time as follow

Fig. 1. Trajectory without noise.

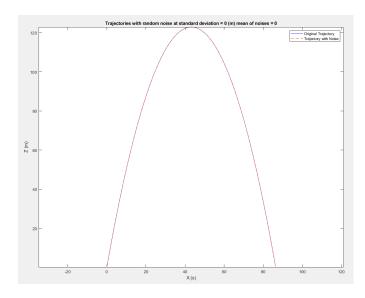


Fig. 2. Trajectory without noise.

now we have to add noise to simulate real-world data.

#### B. generate Gaussian distribution noise

in here we setup a Gaussian distribution generator

- 1) Application of Linear Congruential Generator and Box-Muller Transform in Generating Random Numbers
- : First, we implement a linear congruential generator (LCG) from scratch to create uniformly distributed random numbers. This method involves calculating each random number using the formula  $X = \operatorname{mod}(a \times X + c, m)$ . Here, I select one seed to keep my simulation easy to test. and use U to let the data involve in [0,1)

```
function Z = generateNormalRandomNumbers(dimensions, mu, sigma) % only 2-D matrix
seed = 1234;
                     % Initial seed X(1)
a = 1664525;
                     % Multiplier
c = 1013904223;
m = 2^32:
                     % Modulus
A = dimensions(1);
B = dimensions(2);
                       % Number of uniformly distributed random numbers to generate
n = 2*A*B;
% Generate uniformly distributed random number
U = zeros(n, 1);
X = seed; % Initial X
for i = 1:n
    X = mod(a * X + c, m);
    U(i) = X / m; % Scale random numbers to [0, 1) interval
```

Fig. 3. Implementation of the Linear congruential generator.

Second, we use the Box-Muller transform to transfer uniform distribution to normal distribution.

```
% Box-Muller transform
Z = zeros(A, B);
index = 1;
for i = 1:A

for j = 1:B
    Z(i,j) = mu + sigma * sqrt(-2 * log(U(index))) * cos(2 * pi * U(index+1));
    %Z(i,j) = mu + sigma * sqrt(-2 * log(U(index))) * sin(2 * pi * U(index+1));
    index = index + 2;
end
end
end
```

Fig. 4. Application of the Box-Muller transform to generate normally distributed random numbers.

Then, I implement the code and add a density line to check if my code is correct.

```
clc
clear
close all

%%
mu = 0;
sigma = 1;
Z = generateNormalRandomNumbers([10000,2],mu,sigma);
x = -4*sigma:0.01:4*sigma;
a = -((x-mu).^2/(2*sigma^2));
f = (1/(sigma*sqrt(2*pi)))*exp(a);

figure
% Plot histogram of normal distribution random numbers with 50 bins histogram(Z, 50, 'FaceColor', 'blue','Normalization', 'pdf');
hold on
plot(x,f,'Color','red','LineWidth',2)
hold off
title('Histogram and PDF of Normal Distribution Random Numbers');
xlabel('Value');
ylabel('Probability Density');
```

Fig. 5. imply randn code.

The results are presented here.

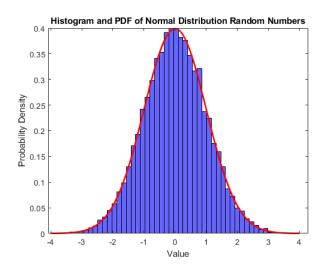


Fig. 6. Histogram and PDF of Normal Distribution Random Numbers.

we get our own Gassuian distribution generator (generateNormalRandomNumbers()) we can combine The analytical solution

above and this generator to be pseudo-real data as follows

Fig. 7. add noise to the analytical solution.

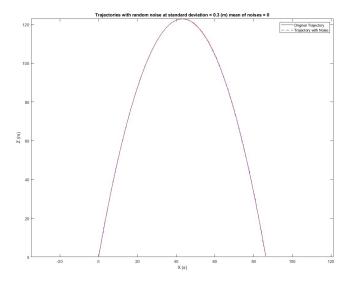


Fig. 8. Trajectory with noise.

#### C. Calculate CD

The derivation of CD equations is also included at the end of this paper. now We apply this equation to determine the current drag coefficient (CD) first.

$$C_D = \frac{-2m(\vec{a} - \vec{g}) \cdot \vec{V}}{\rho \left\| \vec{V} \right\|^3 S} \tag{1}$$

and we put the pseudo-real data into the CD equation and have result discussed next subsection

# D. Results Analysis

Continue the code we generated pseudo-real data

Fig. 9. Comparison of actual and estimated drag coefficients with noise.

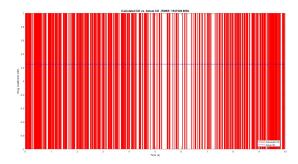


Fig. 10. Comparison of actual and estimated drag coefficients with noise.

We found that when the trajectory data is added with noise, the RMSE (root-mean-square error) rises rapidly. This observation is illustrated in Figs. 27.

so we back to the trajectory that without noise

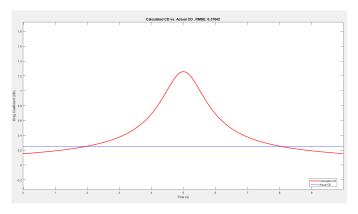


Fig. 11. Comparison of actual and estimated drag coefficients with noise.

#### III. THE PROBLEM WE FACE

Although The result is smoother but it seems didn't fully consistent with the Actul CD.

#### IV. FUTURE WORK

Intention to find why the result didn't fully consistent with the Actul CD.

and Implement a Kalman filter to predict, estimate, and smooth the position data, enabling the use of the differential method to obtain an appropriate drag coefficient.

#### REFERENCES

- [1] M. Doso et al., "Assessment of Drag Prediction Techniques for a Flying Vehicle Based on Radar-Tracked Data," *International Journal of Aeronautical and Space Sciences*, [Online]. Available: https://doi.org/10.1007/s42405-023-00656-7
- [2] P. S. Chudinov, "Approximate Analytical Investigation of Projectile Motion in a Medium with Quadratic Drag Force," *International Journal of Sports Science and Engineering*, vol. 5, no. 1, pp. 027–042, 2011.

# V. THE COMPLEMENT OF DERIVATION OF DRAG COEFFICIENT

The drag force equation is given by:

$$D = \frac{1}{2}\rho \left\| \vec{V} \right\|^2 C_D S$$

We assume that the external forces include only gravity and drag force:

$$\vec{F}_{\text{ex}} = \vec{F}_q + \vec{D}$$

According to Newton's second law, the external force is equal to the mass times acceleration:

$$\vec{F_{\rm ex}} = m\vec{a}$$

Therefore:

$$\vec{F_g} + \vec{D} = m\vec{a}$$

Considering the gravitational force  $\vec{F}_g = m\vec{g}$ , we can rearrange the terms to get:

$$\vec{D} = D(-\vec{e_v}) = m(\vec{a} - \vec{g})$$

Taking the dot product with  $-\vec{e_v}$  on both sides:

$$D = m(\vec{a} - \vec{g}) \cdot (-\vec{e_v}) = -m(\vec{a} - \vec{g}) \cdot \frac{\vec{V}}{\left\|\vec{V}\right\|}$$

Substituting the drag force equation and solving for the drag coefficient  $C_D(3-D)$ :

$$C_D = \frac{-2m(\vec{a} - \vec{g}) \cdot \vec{V}}{\rho \left\| \vec{V} \right\|^3 S}$$
 (2)

The velocity vector and its magnitude are given by:

$$\vec{V} = v_x \vec{i} + v_y \vec{j} + v_z \vec{k}, \quad \|\vec{V}\| = \sqrt{\vec{V} \cdot \vec{V}}, \quad \vec{e_v} = \frac{\vec{V}}{\|\vec{V}\|}$$

Once the velocity and acceleration vectors are obtained, the drag coefficient  $C_D$  can be estimated using the above equation, where m is the mass of the vehicle,  $\vec{g}$  is the

gravitational acceleration vector,  $\vec{V}$  is the velocity vector,  $\rho$  is the air density, and S is the reference area for the drag coefficient.

#### A. Matlab code

Use Position data to computer velocity and acceleration

```
%% calculate velocity and acceleration or use(diff())
S = [X;Y;Z];
[V,a] = calVaXZ(S',T);
Vx =V(:,1);
Vy =V(:,2);
Vz =V(:,3);
az =a(:,3);
% Environement Condition
W = [0,0,0];
g = [0,0,-9.81];
rho = 1.225;
d = 0.13;
V norm = calVnorm(V,T);
% Calculate CD
A = (a - g);
B = V(1:end-1,:) - W;
CD = (-8 .* m0 .* dot(A,B,2)) ./ (pi .* d^2 .* rho * V_norm(1:end-1,:).^3);
% Calculate the squared differences between the calculated CD and the used CD
squared_diff = (CD - CD_true).^2;
% Calculate the mean squared error (RMSE)
MSE = mean(squared_diff);
RMSE = sqrt(MSE);
```

Fig. 12. Comparison of actual and estimated drag coefficients with noise.

### Plot the result

Fig. 13. Comparison of actual and estimated drag coefficients with noise.

```
function [V,a] = calVaXYZ(S,T)
          X = S(:,1);
          Y = S(:,2);
          Z = S(:,3);
 6
          % Calculate velocity
 8
          V = zeros(length(T)-1,3);
 9
          for i = 1:length(T)-1
10
              V(i,1) = (X(i+1) - X(i)) / (T(i+1) - T(i)); %Vx
              V(i,2) = (Y(i+1) - Y(i)) / (T(i+1) - T(i)); %Vy
12
              V(i,3) = (Z(i+1) - Z(i)) / (T(i+1) - T(i)); %Vz
14
15
          % Calculate acceleration
16
          a = zeros(length(T)-2.3);
17
          for i = 1:length(T)-2
              a(i,1) = (V(i+1,1) - V(i,1)) / (T(i+1) - T(i)); %ax
18
              a(i,2) = (V(i+1,2) - V(i,2)) / (T(i+1) - T(i)); %ay
19
20
              a(i,3) = (V(i+1,3) - V(i,3)) / (T(i+1) - T(i)); %az
21
22
23
```

Fig. 14. function of calVaXYZ

```
function V_norm = calVnorm(V,T)

V_norm = zeros(length(T)-1,1);

for i = 1:length(T)-1

V_norm(i) = norm(V(i,:));

end

end
```

Fig. 15. function of calVnorm

# VI. THE COMPLEMENT OF GAUSSIAN RANDOM NUMBER GENERATOR

- 1) Application of Linear Congruential Generator and Box-Muller Transform in Generating Random Numbers
- : First, we implement a linear congruential generator (LCG) from scratch to create uniformly distributed random numbers. This method involves calculating each random number using the formula  $X = \text{mod}(a \times X + c, m)$ . Here, I select one seed to keep my simulation easy to test. and use U to let the data involve in [0,1)

Fig. 16. Implementation of the Linear congruential generator.

Second, we use the Box-Muller transform to transfer uniform distribution to normal distribution.

```
% Box-Muller transform
Z = zeros(A, B);
index = 1;
for i = 1:A
    for j = 1:B
        Z(i,j) = mu + sigma * sqrt(-2 * log(U(index))) * cos(2 * pi * U(index+1));
        %Z(i,j) = mu + sigma * sqrt(-2 * log(U(index))) * sin(2 * pi * U(index+1));
        index = index + 2;
end
end
```

Fig. 17. Application of the Box-Muller transform to generate normally distributed random numbers.

Then, I implement the code and add a density line to check if my code is correct.

```
clear
close all
mu = 0;
sigma = 1:
Z = generateNormalRandomNumbers([10000,2],mu,sigma);
x = -4*sigma:0.01:4*sigma;
    -((x-mu).^2/(2*sigma^2));
f = (1/(sigma*sqrt(2*pi)))*exp(a);
figure
% Plot histogram of normal distribution random numbers with 50 bins
histogram(Z, 50, 'FaceColor', 'blue', 'Normalization', 'pdf');
plot(x,f,'Color','red','LineWidth',2)
hold off
title('Histogram and PDF of Normal Distribution Random Numbers');
xlabel('Value'):
ylabel('Probability Density');
```

Fig. 18. imply randn code.

The results are presented here.

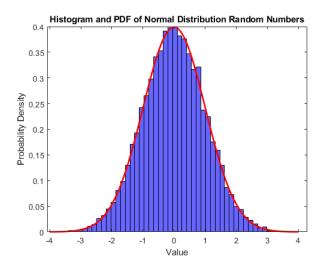


Fig. 19. Histogram and PDF of Normal Distribution Random Numbers.

# VII. OTHER MATLAB CODE I WRITE

#### A. Integrator

Because we wanted to understand how numerical integrators work, we built several integrators to gain a deeper understanding of their mechanisms. Furthermore, we derive or refer to analytical solutions and dynamic models that allow us to test the reliability of the integrator. Below is a description of our integrators.

1) Runge-Kutta: The Runge-Kutta methods are a series of iterative techniques to approximate solutions to ordinary differential equations. These methods are widely used due to their balance between computational efficiency and accuracy.

```
%% FΔ
              FA = 0.5*rho*V^2*Cd*S
                                         opposite to velocity direction
      k= 0.5*rho*Cd*S:
40
      FAV = -k*norm([Vx;Vy;Vz]).*[Vx;Vy;Vz];
41
      %% FT FT = mdot*Vex
42
                                = g0*Isp*mdot
                                                 Isp (s)
      if t <= tbo
43
         FT = c*Vex;
45
      elseif t > tbo
46
47
         FT = 0;
48
49
      FTV = FT*Cgamma.'*[1;0;0];
50
      FG=mf*g;
53
54
      if t == 0
         FGV = [0;0;0];
55
56
57
58
          FGV = FG*[0;0;-1];
      FB=FTV+FGV+FAV;
60
      \%\% a = F/m(t)
63
      a = 1/mf.*FB;
64
65
      %% XDOT
66
      %disp('Size of a:');
      %disp(size(a));
68
      %disp('Size of v:');
69
      %disp(size(v));
70
      XDOT = [a;v];
```

```
function XDOT = particle_model3DRungeKutta(y,U)
       %% State space
      Vx = y(1); %Vx
      Vy = y(2); %Vy

Vz = y(3); %Vz
      X = y(4); %X
      Y = y(5); %Y

Z = y(6); %Z
      v = [Vx; Vy; Vz];
      s =[X;Y;Z];
c = U(1);
                            %mdot
      Vex = U(2);
                           %Vex
      t = U(3);
tbo = U(4);
                           %time
                           %s
      m0 = U(5);
16
      rho = U(6):
                           %kg/m^3
17
      Cd = U(7);
      g = U(8);

S = U(9);
                           %m/s^2
                           %m^2
      thetar = U(10);
                           %theta degree
      if t == 0
           gamma = thetar;
      else
24
25
           gamma = atan2(Vz,sqrt(Vx^2+Vy^2));
27
28
      Cgamma = [cos(-gamma) 0
                                            -sin(-gamma);
                  sin(-gamma) 0
                                            cos(-gamma)];
30
      %% m(t) mf = m0 - integral(u1,0,t)
       mf = 0;
33
34
      if t <= tbo
    mf = m0 -c.*t;</pre>
      elseif t > tbo
36
           mf = m0 - c.*tbo;
```

```
clear;
        close all;
 3
 4
 5
        % Parameters
                             % s
 6
7
        tbo = 7;
        m0 = 42;
                             % kg
 8
        mfuel=30.149;
                             % kg
        rho = 1.225;
                             % kg/m^3
        Cd = 0.24;
10
        g = 9.81;
S = 0.065^2*pi;
11
                             % m/s^2
12
13
        theta = deg2rad(80); % rad input(deg) launch angle
14
        c = 0; %4.307;
                                  % mdot
        Vex = 502;
                            % Vex
15
16
        t0 = 0;
                           % starttime
17
        V0 = 100;
18
19
        % Initial conditions
20
        v0 = Ctheta(theta)*[V0;0;0];
21
22
        V \times 0 = v \cdot 0(1):
        Vy0 = v0(2);
23
        Vz0 = v0(3);
24
        s0 = [0;0;0];
25
        X0 = s0(1);
26
        Y0 = s0(2);
27
28
        % combine Initial conditions and integral parameters
29
        y0 = [Vx0; Vy0; Vz0; X0; Y0; Z0]; % IC
30
32
        tf = 1000;
                                % final time
33
        U = [c; Vex; t0; tbo; m0; rho; Cd; g; S; theta];
34
35
        % solve by Runge-Kutta
36
        [t, y] = RungeKutta(y0, h, tf, U);
```

```
38
       %% plot
39
       Vx = y(1,:);
40
41
       Vz = y(3,:);
42
       X = y(4,:);
       Y = y(5,:);
43
44
       Z = y(6,:);
45
       %% analytical solution
       Zm = masschangingaS(t,U,V0,s0(3),mfuel);
46
47
       ZD = dragaS(t,U,V0,s0(3));
48
       [X2D, Z2D, cd] = dragkv22D(t,V0,U);
49
51
       Sa = analysissolution(t, Vx0, Vz0, X0, Z0, g);
       Xa = Sa(1,:);
Za = Sa(2,:);
52
53
       %% RMS
       % masschangeRMS
55
       squared errorm = (Zm - Z).^2;
56
       mean_squared_errorm = mean(squared_errorm);
       RMSm = sqrt(mean_squared_errorm);
59
60
       % dragkV2RMS
       squared_errorD = (ZD - Z).^2 ;
61
62
        mean_squared_errorD = mean(squared_errorD);
63
       RMSD = sqrt(mean_squared_errorD);
64
       % dragkV22DRMS
66
       squared_errorD2D = (X2D - X).^2+(Z2D - Z).^2;
       mean_squared_errorD2D = mean(squared_errorD2D);
67
       RMSD2D = sqrt(mean_squared_errorD2D);
69
70
       % analyticalsolutionRMS
71
       squared_errorA = (Xa - X).^2+(Za - Z).^2
72
        mean_squared_errorA = mean(squared_errorA);
73
       RMSA = sqrt(mean_squared_errorA);
```

```
| elseif c == 0 && Cd == 0 | if theta == 90 | figure | plot(t,Z,'r', 'linekidth', 2) | hold on | title(['x-Z,'theta = ', num2str(theta),' RMS = ', num2str(RMSA), | sample time = ', num2str(h)]) | else | figure | plot(x,Z,'r', 'linekidth', 2) | hold on | plot(xa,Za,'b','linekidth', 2) | hold on | title(['x-Z,'theta = ', num2str(theta),' RMS = ', num2str(RMSA), | sample time = ', num2str(h)]) | end | end | figure | plot(x,Z,'r', 'linekidth', 2) | hold on | title(['x-Z,'theta = ', num2str(theta),' \rangle results | hold on | h
```

2) Dormand-Prince: The Dormand-Prince method is an explicit Runge-Kutta method used for solving ordinary differential equations. It is known for its high accuracy and control over error bounds, making it popular in scientific computing.

```
function XDOT = rocketDynamics(t,y,U)
        Vx = v(1): %Vx
       Vy = y(2); %Vy
Vz = y(3); %Vz
       X = y(4); %X

Y = y(5); %Y

Z = y(6); %Z
       v = [Vx;Vy;Vz];
s = [X;Y;Z];
c = U(1);
Vex = U(2);
                                %Vex
        tbo = U(3);
        m\theta = U(4);
        rho = U(5);
                               %kg/m^3
       Cd = U(6);
g = U(7);
S = U(8);
20
21
22
23
24
25
26
27
28
29
30
31
32
33
34
35
        thetar = U(9); %theta radian
       if t == 0
             gamma = thetar;
       gamma = atan2(Vz,sqrt(Vx^2+Vy^2));
end
        else
        if thetar == 90*pi/180
             Cgamma = [0
                                                     -sin(-gamma);
                                                      0];
                          sin(-gamma) 0
       else
           Cgamma = [cos(-gamma) Θ
                  sin(-gamma) 0
                                               cos(-gamma)];
```

```
37
      %% m(t) mf = m0 - integral(u1,0,t)
38
      mf = 0;
39
10
         mf = m0 -c.*t:
      elseif t > tbo
41
42
         mf = m0 -c.*tbo;
      end
      end
%% FA FA = 0.5*rho*V^2*Cd*S opposite to velocity direction
44
      k= 0.5*rho*Cd*S;
45
46
      FAV = -k*norm([Vx;Vy;Vz]).*[Vx;Vy;Vz];
47
48
      \%\% FT FT = mdot*Vex = g0*Isp*mdot Isp (s)
      if t <= tbo
49
         FT = c*Vex;
51
      elseif t > tbo
52
         FT = 0;
53
      end
     FTV = FT*Cgamma.'*[1;0;0];
55
57
59
     if t == 0
60
         FGV = [0;0;0];
      elseif t > 0
61
62
         FGV = FG*[0;0;-1];
63
64
      \% a = F/m(t)
67
68
     a = 1/mf.*FB;
70
      %% XDOT
71
      XDOT = [a;v];
72
```

```
38
        U = [c; Vex; tbo; m0; rho; Cd; g; S; theta];
 39
         % solve by Dormand_Prince
%[t, y] = Dormand_Prince(tf,y0,h,maxh,minh,tolerance,U);
 40
 41
         [t, y] = DormandPrincetest(tf,y0,h,maxh,minh,tolerance,U);
 42
 44
         thetaplot = theta/(pi*180);
         Vx = y(1,:);

Vy = y(2,:);
 45
 47
         Vz = y(3,:);
        X = y(4,:);

Y = y(5,:);
 48
 50
         Z = y(6,:);
 51
         %% analytical solution
         Zm = masschangingaS(t,U,V0,s0(3),mfuel);
 53
         ZD = dragaS(t,U,V0,s0(3));
 55
56
         [X2D, Z2D, cd] = dragkv22D(t,V0,U);
 57
         Sa = analysissolution(t,Vx0,Vz0,X0,Z0,g);
         Xa = Sa(1,:);

Za = Sa(2,:);
 58
59
 61
         % masschangeRMS
 62
         squared_errorm = (Zm - Z).^2 ;
         mean_squared_errorm = mean(squared_errorm);
 64
         RMSm = sqrt(mean_squared_errorm);
 65
 66
         squared errorD = (ZD - Z).^2 :
 67
 68
         mean_squared_errorD = mean(squared_errorD);
 69
         RMSD = sqrt(mean_squared_errorD);
 70
 71
 72
         squared_errorD2D = (X2D - X).^2+(Z2D - Z).^2;
         mean_squared_errorD2D = mean(squared_errorD2D);
 73
74
         RMSD2D = sqrt(mean_squared_errorD2D);
```

### VIII. EQUATION OF MOTION OF PARTICLE

In this report, we assume the particle is only affected by gravity and drag, with no other external forces such as thrust

```
1 clc
2 %clear
3 close all
4
5 % Parameters
6 tbo = 7; % s
7 m0 = 42; % kg
8 mfuel=30.149; % kg
9 rho = 1.225; % kg/m^3
10 cl = 0.24; % kg
9 rho = 1.225; % kg/m^3
11 g = 9.81; % m's^2
12 S = 0.055^2m; % m's^2
12 S = 0.055^2m; % m's^2
13 theta = degirand(80); % launch angle rad input(deg)
14 c = 0;%4.307; % mdot
15 Vex = 502; % Vex
16 t0 = 0;
17 % initial state
18 V0 = 100;
19 v0 = Ctheta(theta)*[V0;0;0];
10 vx0 = v0(1);
11 vy0 = v0(2);
12 vz0 = v0(3);
13 s0 = [0;0;0];
14 X0 = s0(1);
15 Y0 = s0(2);
16 T0 = s0(3);
17 % initial value
18 tf = 1000; % final time
19 y0 = [Vx0; Vy0; Vz0; X0; Y0; Z0]; % initial position vilocity
10 h = 1e-4; % initial step
10 maxh = 1;
11 minh = 1e-5;
12 minh = 1e-5;
13 tolerance = 1e-4;
13 tolerance = 1e-4;
13 tolerance = 1e-4;
15 minh = 1e-6;
15 tolerance = 1e-4;
15 volume = 1e-4; % initial step
15 volume = 1e-4; % initial step
16 volume = 1e-4; % initial step
17 volume = 1e-4; % initial step
18 volume = 1e-4; % initial step
```

acting on it. Thus, its equation of motion can be expressed as follows:

$$m\frac{\mathrm{d}\vec{V}}{\mathrm{d}t} = -k|\vec{V}|^2 \vec{e_v} + m\vec{g} \tag{3}$$

where m is the mass of the particle,  $\vec{V}$  is its velocity vector,  $k=\frac{1}{2}\rho C_D S$  is the drag coefficient with  $\rho$  being the air density,  $C_D$  the drag coefficient, S the reference area,  $\vec{e_v}$  is the unit vector in the direction of velocity, and  $\vec{g}$  is the acceleration due to gravity. This equation represents the balance of forces acting on the particle, with the drag force opposing the motion and gravity acting towards the center of the Earth.

#### A. Differential Method

The differential Method is a common way to calculate velocity and acceleration from the trajectory. In this paper, we used the backward differential method because it is suitable for situations where vehicles are cruising, and only present and historical data are available. The finite backward differential method

# B. Trajectory Data and Measure Noise

We used the quadratic drag analytical solution as the trajectory data and self-added Gaussian distribution noise to approximate the real-time condition.

1) Analytical Solutions of Quadratic Drag: To derive the analytical solutions for the quadratic drag case, we start with the equation of motion of the particle under the influence of gravity and quadratic drag:

$$m\frac{\mathrm{d}\vec{V}}{\mathrm{d}t} = -k|\vec{V}|^2\vec{e_v} + m\vec{g} \tag{4}$$

The position vector  $\vec{s}$  and its rate of change, the velocity vector  $\vec{V}$ , are given by:

$$\frac{\mathrm{d}\vec{s}}{\mathrm{d}t} = \vec{V} \tag{5}$$

The unit vectors in the direction of  $\vec{s}$  and  $\vec{V}$  are defined as  $\vec{e_s}$  and  $\vec{e_v}$ , respectively:

$$\vec{e_s} \equiv \frac{\vec{s}}{\|\vec{s}\|}, \quad \vec{e_v} \equiv \frac{\vec{V}}{\|\vec{V}\|}$$
 (6)

For the 1-D vertical motion case (along the  $\vec{k}$  direction), the gravitational force is  $\vec{g} = -g\vec{k}$ , and the equations simplify as follows:

For  $v_z > 0$  and  $0 \le t \le t_{top}$ :

$$\vec{e_v} = \hat{k}, \quad \vec{V} = v_z \vec{k} \tag{7}$$

$$m\frac{\mathrm{d}v_z}{\mathrm{d}t}\vec{k} = -kv_z^2\vec{k} - mg\vec{k} \tag{8}$$

$$\frac{\mathrm{d}Z}{\mathrm{d}t}\vec{k} = v_z\vec{k} \tag{9}$$

The analytical solution for Z(t) during ascent is:

$$Z(t) = Z_0 + \frac{V_{\text{term}}^2}{g} \ln \left| \frac{\cos \left( \tan^{-1} \left( \frac{v_{z0}}{V_{\text{term}}} \right) - \frac{g}{V_{\text{term}}} t \right)}{\cos \left( \tan^{-1} \left( \frac{v_{z0}}{V_{\text{term}}} \right) \right)} \right| \quad (10)$$

Where  $V_{\text{term}} = \sqrt{\frac{mg}{k}}$  is the terminal velocity. For  $v_z > 0$  and  $t > t_{top}$ :

$$\vec{e_v} = -\hat{k}, \quad \vec{V} = -v_z \vec{k} \tag{11}$$

$$m\frac{\mathrm{d}v_z}{\mathrm{d}t}\vec{k} = kv_z^2\vec{k} - mg\vec{k} \tag{12}$$

$$\frac{\mathrm{d}Z}{\mathrm{d}t}\vec{k} = -v_z\vec{k} \tag{13}$$

The analytical solution for Z(t) during descent is:

$$Z(t) = Z_{top} + \frac{V_{\text{term}}^2}{g} \ln \left( \frac{\cosh\left(\tanh^{-1}\left(\frac{v_{z_{top}}}{V_{\text{term}}}\right)\right)}{\cosh\left(\tanh^{-1}\left(\frac{v_{z_{top}}}{V_{\text{term}}}\right) - \frac{g}{V_{\text{term}}}\left(t - t_{top}\right)\right)} \right)$$
(14)

Where  $Z_{top}$  is the maximum height reached by the particle, and  $t_{top}$  is the time at which this height is reached.

In this step, we added Gaussian distribution noise to the analytical solution to simulate real-world uncertainties We used the 'randn' by ourself

- 2) Application of Linear Congruential Generator and Box-Muller Transform in Generating Random Numbers
- : First, we implement a linear congruential generator (LCG) from scratch to create uniformly distributed random numbers. This method involves calculating each random number using the formula  $X = \text{mod}(a \times X + c, m)$ . Here, I select one seed to keep my simulation easy to test. and use U to let the data involove in [0,1)

Fig. 20. Implementation of the Linear congruential generator.

Second, we use the Box-Muller transform to transfer uniform distribution to normal distribution.

```
% Box-Muller transform
Z = zeros(A, B);
index = 1;
for i = 1:A
for j = 1:B
    Z(i,j) = mu + sigma * sqrt(-2 * log(U(index))) * cos(2 * pi * U(index+1));
    %Z(i,j) = mu + sigma * sqrt(-2 * log(U(index))) * sin(2 * pi * U(index+1));
    index = index + 2;
end
end
```

Fig. 21. Application of the Box-Muller transform to generate normally distributed random numbers.

Then, I implement the code and add a density line to check if my code is correct.

```
clc
cler
close all

%%
mu = 0;
sigma = 1;
Z = generateNormalRandomNumbers([10000,2],mu,sigma);
x = -4*sigma:0.01:4*sigma;
a = -((x-mu).*2/(2*sigma*2));
f = (1/(sigma*sqrt(2*pi)))*exp(a);

figure
% Plot histogram of normal distribution random numbers with 50 bins histogram(Z, 50, 'FaceColor', 'blue','Normalization', 'pdf');
hold on
plot(x,f,'Color','red','LineWidth',2)
hold off
title('Histogram and PDF of Normal Distribution Random Numbers');
xlabel('Value');
ylabel('Probability Density');
```

Fig. 22. imply randn code.

The results are presented here.

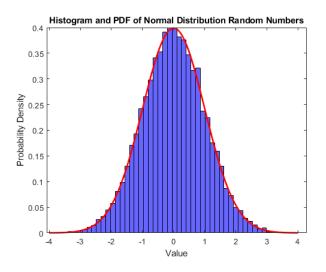


Fig. 23. Histogram and PDF of Normal Distribution Random Numbers.

# IX. SIMULATION RESULTS AND ANALYSIS

In our simulations, we used analytical solutions for quadratic drag in one-dimensional vertical motion as proxies for trajectory data. Equations (1) to (8) were utilized to estimate the drag coefficient,  $C_D$ , based on this data. The velocity and acceleration components were calculated using the backward differentiation method, and these computed values were subsequently employed in equation (8) to determine  $C_D$ .

#### A. Trajectory data without noise

We used the data without noise and obtained the results shown in Figs. 24 and 25

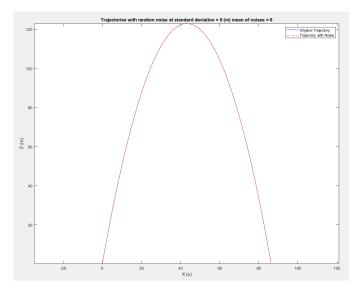


Fig. 24. Trajectory without noise.

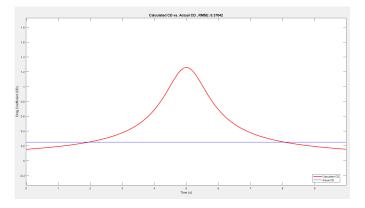


Fig. 25. Comparison of actual and estimated drag coefficients without noise. (2-D)

The estimation of the drag coefficient  $C_D$  using no-noise data demonstrated good performance. Following this, we proceeded to simulate the data with added noise.

# B. Trajectory data with noise

Following the procedure, we used the data with noise this time, and the results are shown in Figs. 26 and 27.

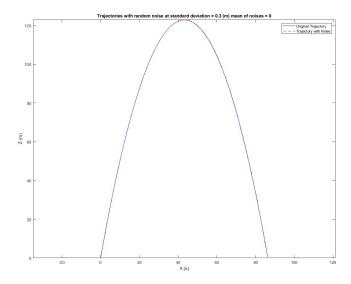


Fig. 26. Trajectory with noise.

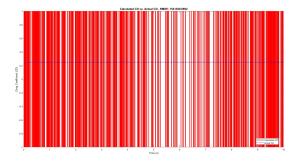


Fig. 27. Comparison of actual and estimated drag coefficients with noise.

We found that when the trajectory data is added with noise, the RMSE (root-mean-square error) rises rapidly. This observation is illustrated in Figs. 27.

# C. Problem of Differential Method

The Differential Method can significantly amplify noise from the sensors, compromising the accuracy of the drag coefficient  $(C_D)$  estimates. Such inaccuracies in  $C_D$  can detrimentally affect the vehicle's attitude control and overall performance. The figures below illustrate the effects of noise on the estimation process using the Differential Method, underscoring the need for enhanced data processing techniques to achieve more reliable  $C_D$  values.