**Unmanned Aerial System (UAS) Challenge Pakistan 2022**

Logo

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Critical Design Report – *The Hive*

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# **Nomenclature**

# **1. Summary of CDR Report**

## **Proposed Design**

This novel design includes a quad tiltrotor fixed-wing UAV configuration with each rotor attached at the ends of the four wings. With a wingspan of 1.44m and a fuselage length of 1.55m, the UAV has a mass of 4 kg, with a capacity of 3kg for pesticide carriage. The maximum spraying capacity of the drone is 3.5L/min.

With a full payload, it can cruise at 15ms-1 consuming only 84 Watts for propulsion. The drone can fly at 30ms-1 (max. airspeed for the required mission) with rotors burning only 452 Watts. The UAV can achieve a 55ms-1 airspeed (not employed in the current mission) with its 12.5kg maximum thrust.

The spraying mechanism includes two types of nozzles for spraying and misting to maximize spray quality and reduce pesticide consumption per acre. The pump has a BLDC motor for controllable flow and a maximum pressure of 1MPa at 40 Watts power consumption.

Selig S1210 & S1223 are used as front & rear wings airfoils giving the optimum lift-to-weight ratio of wings.

This report provides a thorough analysis and calculation of the drone's mission performance, manufacturability, procurement, and mitigation of all possible safety hazards. This UAV is capable of:

* Stable flight in vertical mode due to widely spaced rotors from the fuselage
* Powerful horizontal flight via thrust from all four rotors positioned horizontally
* Stable transition in flight modes due to variable tilting angles of rotors

Compared to typical fixed-wing and multi-rotor configurations, this configuration produces optimum results as an agriculture UAV for the required mission profile. Comparison with other configurations results in:

* 5.5 to 6 times more power efficient in horizontal cruise than multi-copters. i.e., suitable for spray zones far away from Ground Control Station (suitable for the longest route of 4km in mission)
* Higher precision in spraying than fixed-wing configuration due to capability of hovering, gliding, and staying at transition state while spraying
* More stable hovering and spraying than its parent configuration quad plane

|  |  |  |
| --- | --- | --- |
| **Team Name** | | The Hive |
| **Review Items** | | Refer below to section 1.2. |
| **Changes since PDR** | | |
| **Change** | **Reason** | |
| The High wing configuration is replaced with a mid-wing configuration. |  | |
| Aft conventional tail type is replaced with cruciform aft tail configuration. |  | |
| TMotors MN5008 are replaced with EMAX GT-2826 KV860 | Tmotors are not available locally, and the team changed it to EMAX due to temporary import restrictions | |
| 6S Battery is replaced with 4S | EMAX GT-2826 KV860 requires a 4S Battery | |
| **Supervisor** | | Dr. Kashif Javed – Assistant Professor at SMME |
| **Team Lead** | | Sarah Naeem |

Table 1. Summary chart for CDR

## **Payload & Mission summary**

The UAV will carry the load at its maximum capacity, i.e., 3kg. It will follow the longest route of 4km towards the spraying zone at a cruise speed of 15ms-1, ideally consuming 266 seconds and 7.75Wh energy. The UAV will cover the complete spray zone in 118-125 seconds, following its optimal path for the least time consumption, consuming 32Wh energy. UAV will then cruise back to landing at 10.7ms-1, consuming 47 seconds and 0.65Wh energy. Hence, including 3 seconds of takeoff & 5 seconds of landing, and a transition time of 1.7 seconds, UAV will complete the mission in 441-455 seconds using the optimum energy consumption approach. It is adopted in this mission since time is not an issue, and completing the mission before 10 minutes does not end up in bonus points. However, in real-world scenarios in an emergency, this UAV can complete the same mission in <290 seconds with only 28% more power consumption. Details are provided in the Engineering Analysis part.

# **2. Project Management**

## **2.1. Progress Review**

|  |  |  |  |
| --- | --- | --- | --- |
| Sr # | Designation/subgroup | Name(s) | Assigned tasks and roles |
| 3. | Mechanical design | * Hamza Hussain * Jawad Akbar * Sarah Naeem * Syed Muhammad Hassan Kazmi | * Aerodynamic Analysis * Structural and stress analysis * CAD model * Airframe manufacturing and material selection |
| 4. | Electrical Circuitry | * Ali Khalid * Muhammad Hassaan Ghazali | * Propulsion system design * Electrical component selection * Battery performance analysis |
| 5. | Spraying Mechanism | * Muhammad Saad bin Tariq | * Spraying mechanism selection * Selecting suitable pump, nozzles and supporting components * Spray tank design and manufacturing |
| 6. | Business Model | * Syed Muaz Ashrafi | * Outreach * Industry support and collaboration * Business model |
| 7. | Control & Computing System | * Ahmed bin Mushtaq * Muhammad Adeel | * Control and computing system design * Selecting supporting hardware |

As the preliminary design review mentioned, the team is subdivided into groups for more accessible communication and effective workload distribution. The previous division has been revised since and is given in table 1.2

*Table 2.1.1. Team Division and description*

The workflow in Figure 2.1.2. shows task division from the PDR up to manufacturing and is divided according to the groups mentioned in Table 2.1.1.

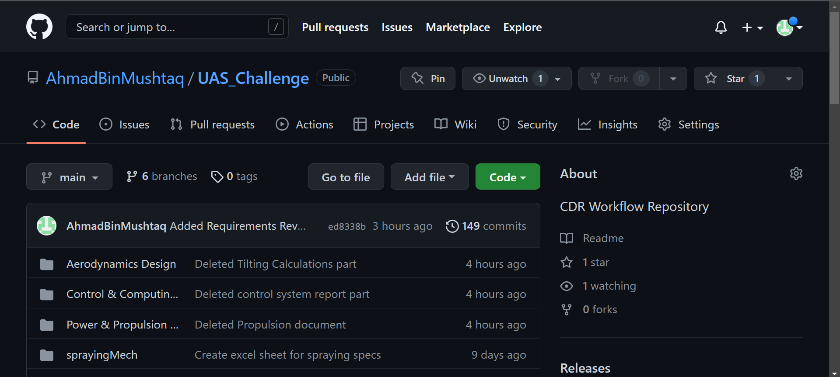
A team tracker on the Google Drive Shared folder tracks the progress & timeline of each team till the CDR. Figure. b.b.b shows a part of The Hive Tracker.

All files in the project, including CAD models, reports, simulations, and source codes, are managed on Google Drive & GitHub repository [1] shown in Figures 2.1.3 & 2.1.4, respectively.

Moreover, the team conducted weekly joint team meetings, occasional team meetings with the faculty advisor and regular meetings of different groups to ensure timely completion of work and maintenance of the Project Progress tracker. Communication is done via MS Teams for meetings, WhatsApp groups for regular updates and Emails for notifications & announcements.

Chart, Teams

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Description automatically generatedFigure 2.1.2. Project Workflow after PDR

Figure 2.1.4. Shared Google Drive Folder. [2]

Figure 2.1.3. Shared Google Drive Folder. [2]

## **2.2. Summary of Project Resources, Manufacturing and Risks**

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| Project Part | Human Resource | Other Resources | Procurement | Manufacturing/ Development | Risks | Mitigation |
| Spraying Mechanism | Saad bin Tariq |  |  |  |  |  |
| Flight Control System | Ahmad bin Mushtaq | ArduPilot source code, Pixhawk 2.4.8 | Open-source software + locally available hardware | Fork the ArduPilot repo and develop & compile firmware locally | Malfunctioning custom firmware | Continuous trial & error in real-time flight |
| Computing System | Muhammad Adeel | Drone kit-python source code, Pytorch, Numpy | Open-source | Fork the repo, develop according to needs and use them. |  |  |
| Aerodynamic Design |  |  |  |  |  |  |
| Structure Design & Stress Analysis |  |  |  |  |  |  |
| CAD model |  |  |  |  |  |  |
| Manufacturing |  |  |  |  |  |  |
| Propulsion System Design | Muhammad Hassaan Ghazali |  |  |  |  |  |
| Battery & Power distribution design | Ali Khalid |  |  |  |  |  |
| Social Media Outreach | Muaz |  |  |  |  |  |
| Business Case | Muaz |  |  |  |  |  |

# 3. Requirement Review

## **3.1. Mission Requirements and Verification**

For table \_, the term ‘shall’ will label a mandatory requirement, and the term 'should' designates a highly desirable requirement.

|  |  |
| --- | --- |
| Requirement | Verification |
| A detailed CAD Assembly with emphasis on feasibility of design and manufacturing, control capacity and airworthiness |  |
| UAS shall have either a fixed wing, rotary wing or VTOL airframe configuration. | The design is tilt-rotor transition, fixed-wing VTOL aircraft |
| MTOM including payload and UAS shall not exceed 6.9 kg. | In weight analysis, the total mass with full payload is 6.9kg |
| UAS design should cater to rapid assembly/disassembly. |  |
| The UAS shall navigate waypoints and spray at targeted area in a fully autonomous manner and it should carry out fully autonomous take-off and landing. | Control & Computing System enable complete autonomy during take-off, spray & landing along with some advanced computing features. |
| The payload shall be a minimum of 500 ml. | There is 3L payload |
| The spray tank material should comply with UL 94, V0 flammability standards. It can be detachable or fixed to the UAV. For detachable tanks, re-attachment must be possible within the shortest amount of time. |  |
| UAS airframe shall be designed from scratch. |  |
| Cost for COTS components shall not exceed PKR 250,000. Proposed design solutions should be cost-efficient. |  |
| Radio Equipment shall comply with PTA directives and licensed for use in Pakistan with a reliable operating range of 1km. Control of the UA and the FTS is ‘spread spectrum’ complaint to 100mW spread spectrum configuration to IR2030 and CE marked 4. | 433 MHz 500MW Telemetry used with range of 2.5km and spectrum available for personal/household devices |
| UA shall automatically return to landing zone/take-off or activate flight termination after a loss of data link of more than 30 seconds. | Advanced RTL feature in case of disconnected telemetry |
| UA shall automatically terminate flight in case of loss of GPS signal, for more than 3 minutes. | Flight termination feature included in the flight control system |
| ‘Return Home’ signal shall be capable of activation by safety pilot. | Available in Mission Planner for Ground Control Station |
| A separate GPS data logger shall be fitted on top of the UAV, with clear exposure to the sky allowing real-time GPS information recording from take-off till landing. It shall also provide post-flight evaluation of the 3D trajectory. Placement of tracker should comply with vehicle safety and provide a glitch free flight safety review. |  |
| UAS design should plan on a target mission flight path with a distance of 2-4 km, from take-off to landing. | (with ref to battery consumption) |
| UAV to operate further than 500 m up to 1000 m where it may be flown safely and tracked within segregated airspace. | Telemetry used in UAV allows safe communication up to 2.5km range |
| UAV shall fly at a maximum altitude of 100m. | UAV is designed to cruise at about 30m AGL |
| UAV shall operate from within 10m x 30 m box, oriented at 30 degrees of wind direction. Landing must be within box, may be touchdown or roll out. | UAV shall use advanced computer vision to detect exact landing position and shall land with centimeters precision |
| Ground control station shall display all required information and be visible to operators, flight safety officers and judges. | Using telemetry, flight data logs are sent to ground control station using MAVlink and are displayed in mission planner |
| Should operate in winds of 20 kts gusting up to 25 kts and light rain. Shall be capable of landing and takeoff in crosswind components to runway of 5 kts with gusts of 8 kts. |  |
| Maximum airspeed in level flight shall not exceed 60 KIAS. | 35-40 KIAS adequate for completing the mission. Motor thrust will be adjusted accordingly. |
| Design and construction shall employ good design practice, and use appropriate materials and components. |  |
| Design shall be supported by satisfactory structural integrity, stability and control, flight and navigation performance and reliability of critical systems. | Balsa airframe with carbon fiber reinforcements for structural integrity. Pixhawk, GPS and image processing for flight control and navigation. |
| Batteries used shall contain bright colors for easy detection in the event of a crash. | Battery shall be covered with bright color tape |
| At least 25% of upper, lower and each side shall be a bright color to facilitate visibility in air and event of a crash. |  |
| UA shall remain within VLOS of remote pilot and remain below 100m AGL. | UAV path trajectory will make sure that it remains in boundaries |
| UA shall not be flown within 30 m of any person/structure not under the control of the Remote Pilot. During take-off and landing, it shall not be flown within a 10m distance. | UAV will not cruise below 30m in horizontal flight and would follow the exact trajectory where no humans intervene |
| UA appearing uncontrolled or moving into ‘No Fly’ zone shall be subjected to manual override, failure to do so shall activate flight termination. | Safety precautions and settings are all set in flight control system |
| Consideration should be given to environmental impact. | Only electric propulsion is used and no fuel engine is present in UAV |

## **3.2. Mission Success Criteria**

The mission will be considered a success if the following criteria are met:

1. The UA covers the longest distance path to reach the spray zone.
2. The UA accurately navigates all waypoints.
3. The UA completes the entire mission within 10 minutes.
4. The UA carries an adequate payload to spray the entire spray zone effectively.
5. The UA performs successful flight termination and manual override.
6. The UA performs controlled flights without damaging itself, property, or people.
7. No safety violation occurs.

# **4. Design Description**

## **4.1. Design Rationale**

### **4.1.1. Airframe**

A fixed-wing airframe design has opted for our UAV with a double pair of wings placed along the same axis. The wings are positioned midplane to the fuselage with a tilting rotor on each wing. This orientation provides the desired weight, strength, and performance efficiency in our mission objectives

#### 4.1.1.1. Wings

Our design includes two rectangular mid-wing pairs, placed one after the other, with a taper ratio of 1 and a dihedral angle of zero. The design follows a primary unswept wing with an aspect ratio of 7.2 (low aspect ratio). A lower aspect ratio allows for easier maneuverability which is one of the core requirements of our mission.[3]

The wingspan of both wings is approximately 1440 mm. The airfoil in the leading pair of wings is S1210[4], oriented at zero degrees. The trailing wings use S1223[5], oriented at five degrees. Each wing section has a chord length of 200 mm. The chosen orientation and dimensions provide us with the ideal amount of lift, cruising speed, and altitudes required for the fly-off mission. A skeletal structure composed of balsa cross-sections and longitudinal spars will provide the main frame of the wings. This frame is reinforced by high-strength and lightweight circular rods running along the entire wingspan. The frame is surfaced to provide a smooth, streamlined surface for good aerodynamic performance.

Each wing will house a 9 g servo and a 20 g servo for the ailerons and tilting rotors. Rubber pipes will also run along its length with the spray nozzle attached at one end and to the pump at the other. Balsa wood cross-sections are placed perpendicular to the longitudinal-lateral plane. These cross-sections will be manufactured to match the airfoil used. Provisions for support rods, servo motors, wiring, and spray system are provided in these cross-sections.

The wings can be detached from the main assembly through simple reinforced connections to allow rapid assembly/disassembly. The details for these connections are discussed extensively in the manufacturing portion.

#### 4.1.1.2. Empennage

The Empennage refers to the tail section composed of a vertical and horizontal stabilizer. The UAV will ideally cruise at a zero-degree pitching angle at all times. The Sum of moments along all three axes must then always be zero. Due to the presence of 4 tilting rotors with relatively large propeller blades, a wake region will be generated. This wake must not blanket our tail sections, significantly reducing control efficiency. Our Empennage must also be lightweight and provide sufficient Control. For this, a cruciform tail orientation has been opted for. It is a type of aft tail configuration, intermediate between the conventional and T-tail, where the vertical and horizontal tails form a '+'. It combines the benefits of both and reduces several drawbacks of both tail configurations. [8] If aligned properly, a deep stall is avoided while maintaining low wing weight. Section 4.2. further shows calculations for the tailplane area. Control Surfaces are discussed ahead.

#### 4.1.1.3. fuselage

For finalizing the fuselage design, a verification rubric was employed. Table 2. summarizes the final optimized design [6].

|  |  |
| --- | --- |
| Design Requirement | Verification |
| Adequate space to house payload and system hardware. | The mounting plate runs through the entire length of the fuselage with a payload tank mounted between it. Sufficient free space remains after the assembly of all components. |
| Low weight. | A monocoque structure is employed using balsa wood bulkheads and reinforced longitudinal spars. It is covered using heat shrink iron-on model aircraft covering (7.7g/ sq.ft.). |
| It provides a sturdy mounting platform for landing gear. | The landing gear mounts are reinforced at the main mounting plate. |
| Generates the lowest drag possible. | Low wetted and side area with a streamlined nose and symmetric, streamlined contours result in minimum drag. |
| It maintains external symmetry. | It has an elliptic shape, symmetric about the longitudinal axis |
| Airworthiness and compatibility for flight during weather conditions are mentioned in mission requirements. | A sturdy airframe and high-strength iron-on covering are resistant to high winds & gusts and light rain (tensile strength 1,757 kg/sq cm [7]). |
| Manufacturing feasibility | Semi-monocoque structures have better manufacturability than monocoque designs with increased strength than truss assemblies. Locally available material and manufacturing methods are employed for easy access and guidance on equipment handling. |
| Structural Integrity and strength | Truss elements are employed where necessary, reinforced by balsa cross-sections along the longitudinal axis and interlinked support structures allowing loads to be distributed over the entire assembly. |

Table 2. Fuselage Design requirements and verification

#### 4.1.1.4. Landing Gear

The landing gear is essential for safe takeoff and landing and, if designed well, can act as a shock absorber during crash landings. It must be made of appropriate material to avoid shock caused by harsh and crash landing from traveling through the Airframe. For our design, skids are selected as landing gears. These are fixed supports that are attached to the UAVs. These are widely used in VTOLs as there is no need for wheels.

The design employs a four-piece landing gear in table-leg orientation. In this type, four rods are connected to the fuselage via hinges. The rods are fastened to one another via a rubber or elastic strip, resembling a table leg. The material chosen is carbon due to its lightweight and high-strength properties. In the event of a crash landing, the rubber material and the hinges provide a damping mechanism; hence, the material breaking chances are low. The landing gear will widen when the UAV lands, but the rubber provides a restoring force to limit this expansion. This action-reaction force pair causes damping and absorbs the shock that the UAV experiences.

In case of a crash landing, only the components damaged are repaired or replaced. Unlike most landing gear systems, the entire assembly will not be replaced.

### **Chart, line chart Description automatically generated4.1.2. Propulsions**

The power & Propulsion system of this UAV consists of the following:

* 4 EMAX GT-2826 KV860 Brushless Motors
* 14\*7’’ Carbon Fiber propellers
* Turnigy 5000mAh 4S Li-Po Battery with 40C Discharge Rate
* Chart, line chart

  Description automatically generated20g servos for tilting individual rotors

Figure 4.Power as function of Thrust

Figure . Thrust as function of Power

These components are selected after extensive calculations for optimum performance in a fly-off mission. Note: EMAX replaces MN5008 mentioned in PDR because it was not locally available.

Graphical user interface, application

Description automatically generated Data of all locally available motors is collected into the GitHub repository. The detailed datasheet of EMAX motors is not available online. All the data from the official website and thrust tests in workshops is gathered using finite values for this motor and datasheets available for similar motors; the closest continuous function was plotted against experimental values of thrust & power as shown in Fig. 4 & 5. Below are some power & thrust specifications of the motor used.

Figure 6. EMAX GT2826/05 KV860 performance values

Thrust for a single motor is written as a function of power using an online function calculator as:

This continuous function gives a precise value for power between 50-850 Watts. Lift & Drag values for the Airframe on different airspeeds were obtained from simulations (detail in aerodynamics section). Again, using finite values, the estimated function was plotted for both lift & drag against airspeed.

Cruise speed is calculated as:

Using this relation, the ideal cruise speed with a full payload, i.e., 6.9kg (flight towards Spray Zone), comes out to be 14.2ms-1, and cruise speed without payload, i.e., 3.9kg (flight back to landing), comes out to be 10.7ms-1.

Power consumption is calculated as:

The thrust required for a total payload comes out to be 0.727237 kgf (0.181809 kgf for each motor). Power consumed to require this thrust is calculated by eq. (i) It comes out to be 84.5723W (21.143W per motor). Similarly, the thrust required without payload is 0.421658 kgf, and power consumption is 47.8332W.

Calculating energy consumption & time taken for ideal cruise flight of 4km from take-off to spray zone and 500m from spray zone to landing:

Ideal time & energy consumption calculations for takeoff, transition, spray zone & landing were done. Calculations are too complicated to be added in CDR. Results are given below.

Table

Description automatically generatedTable

Description automatically generatedThe battery's energy capacity is 74Wh, about 160% of the total power used in-flight via a 4km route.

Figure 8. The calculation for Optimum Mission Time

Figure 7. The calculation for Optimum Energy Consumption

### **4.1.3. Control Surfaces**

Controllability is a crucial characteristic of aircraft design. Control is defined as switching from one trim point to another, where trim refers to the state where the summation of forces along all three axes in an aircraft is zero. Control surfaces are employed to achieve controllability.

Our UAV design employs the three primary control surfaces. An overview of primary control surfaces and their corresponding motions is tabulated below:

|  |  |  |
| --- | --- | --- |
| Type of control surface | Placement | Type of motion produced  (figure) |
| Elevator | Along with the horizontal stabilizer | **Pitching moment:** rotation about the y-axis |
| Aileron | Along the aircraft wing | **Rolling moment:** rotation about the x-axis |
| Rudder | Along with the vertical stabilizer | **Yawing moment:** rotation about the z-axis |

Table 3. Types of primary controls surfaces and corresponding motions

#### 4.1.3.1. Aileron sizing**Chart, radar chart Description automatically generated**

Ailerons are typically positioned at the trailing edge of the aircraft wing. They provide a rolling moment by deflecting differentially; when one side is deflected upwards, the other is deflected downwards. A statistical approach has been employed to find the dimensions of the Aileron. Two parameters of the Aileron, namely the chord length (CA) and total length along the wing (ba/2), will be considered here.

Figure 9. vertical stabilizer with labeled aileron variables.[9]

Although many factors influence the chord length of the Aileron, one special consideration is the distance of the rear spar from the trailing edge. The rear spar can serve as a hinge for the Aileron, simplifying the design.

In the selected wing Airframe, the rear spar is located 0.11 m from the wing's trailing edge. The total chord length of the wing is 0.2 m.

[10]

Now by:

Hence, for either side [10]

Maximum aileron deflection (positive and negative) will be set at 20 degrees to avoid flow separation.

**Diagram

Description automatically generated**Elevator design:

Graphical user interface, text, application

Description automatically generatedThe values for surface area and chord length ratios have been selected from the following table for the Cessna 182 due to its smaller size and similar tail geometry to the one selected for the UAV.

Figure 10. Extract from elevator characteristics for standard aircrafts. [9]

Figure 11. Horizontal tail and elevator [9]

The length of the elevator has been taken equal to the chord length of the horizontal stabilizer, that is:

#### Diagram, engineering drawing Description automatically generated4.1.3.2. Rudder sizing

Rudder sizing follows a similar approach. A rectangular rudder has been selected for the design. In the design,

[10]

Figure 12. Vertical Tail and Rudder [9]

Graphical user interface, text, application

Description automatically generated

Figure 13. Extract from Characteristics of Rudder for several aircrafts [9]

Now,

[10]

### **4.1.8. Spraying Mechanism**

#### 4.1.8.1. Spray Nozzle

Four nozzles will be used at either end of the wings. Nozzles extrude from the wing for easy cleaning and will be connected using 5mm rubber pipes. In addition, connectors will be used for easy and secure connection of the pipes since the wings are detachable; hence, 4 connectors in each wing will ensure no leakage. The pump and the tank will be placed in the fuselage for efficient weight distribution. The nozzle chosen can operate in spray mode and mist mode, providing efficient coverage for the spray zone.

|  |  |  |  |
| --- | --- | --- | --- |
| Nozzle Material | Copper | Spray Distance | 1 meter (can be varied) |
| Spray Flow | 0.2-0.7 ltr/min | **Pipe Diameter** | 5 mm |

Table 4. Spray Nozzle specifications.

#### 4.1.8.2. Micro Diaphragm Pump

A brushless pump is chosen for this mission. Lightweight and high quality were the main selection criteria for the pump. The performance details for this model are listed in Table 5.

Caution: The pump should be used in dry conditions; it cannot submerge into the water.

|  |  |  |  |
| --- | --- | --- | --- |
| Voltage | 12 V | Current | 3 A |
| Flow | 5ltrs/min | **Power** | 60 W |
| Pressure | 100 Psi | **Connector Size** | 6-10 mm inner diameter pipe. |

Table 5. Pump specifications

## **4.2. Aerodynamic Analysis**

### **4.2.1. Airfoil Analysis**

Background pattern

Description automatically generatedA picture containing text

Description automatically generatedInitially, airfoils generating high lift and low Reynolds numbers were short-listed to cope with the mission and efficiency constraints. After an iterative process of combining two airfoils, the best possible combination was selected. The lift curve was obtained using Xfoil. With an upstream airfoil S1210 at 0 pitch, a downstream airfoil S1223 at 5 pitch, a chord length of 200mm for both airfoils and 0.49m between the wings gave a net lift coefficient of 2.43 for Reynold's number of 1.5-2 ×105.

Figure 14. Velocity contour from CFD Analysis for chosen airfoil configuration.

Figure 15. CFD lift force values.

### **4.2.2. Wing And Fuselage Analysis**

The wing area was calculated using a maximum required force of 6.9kg during level flight.

Figure 19. Model Used for 3D CFD simulation.

Figure 16.Pressure contour from CFD simulation of the test model.

**A picture containing sky, outdoor

Description automatically generatedSurface chart

Description automatically generated**The shape of the fuselage was kept elliptical to encourage laminar flow over the surface and wing edges, treating it as a streamlined body during the horizontal cruise. Also, considering it as a blunt body during VTOL and transition state, the elliptical shape reduces pressure drag during vertical flight much lower than cruise velocity. The nose was kept relatively long to make it sleek and streamlined for reduced drag having 254mm in length. The fuselage, nose and tail were kept symmetrical about the X and Z axis to avoid any lift generation. The following CAD model was generated for simulation. The K-Omega turbulence model opted and a tetrahedral mesh with an average mesh size. The simulation was carried out in Ansys® Fluent. Text, letter

Description automatically generatedText

Description automatically generatedof 50mm and 5mm at fluid and surface zones, respectively. [11]

Figure 18. CFD results for forces along the x-axis (drag).

Figure 17. CFD for forces along the y-axis (lift).

### **4.2.3. Tail Analysis**

The Volume Ratio model is used to compute the tail area. The tail should be sized to generate enough counter torque for adequate stabilization. Reasonable amendments were made to incorporate our design parameters and variation.

The values for the volume ratio of horizontal and vertical stabilizers were obtained from the tabulated data in Empennage Statistics and Sizing Methods for Dorsal Fins [8]. The Raymer and Roskam models were used for horizontal and vertical tails, respectively.

The results are concluded that the vertical tail sweeps from 200mm to 160mm chord having a mean chord length of 180mm meters and a height of 188mm. The horizontal tail has a 180mm chord and 820mm span. The horizontal tail is situated midway onto the vertical stabilizer to heighten it and prevent turbulent air from the propeller from disturbing its laminar flow. The aerodynamic center is situated 23.5" from the nose tip.

## **4.3. Structural Analysis**

## **4.4. Performance & Dynamic Analysis**

### **4.4.1. Vertical Flight**

#### 4.4.1.1. Assumptions

* The UAV experiences negligible friction (drag) in the vertical direction

#### 4.4.1.2. Mathematical Model

For vertical flight, the model is the simplest since drag is neglected. The real-life values will be significantly different, but since only takeoff and landing is vertical, there would be a negligible effect on overall mission time and energy consumption.

Summing all force vectors on UAV,

Table

Description automatically generatedAcceleration can be written as a power function using the estimated function (thrust as a function of power). Distance traveled can be expressed as a function of total energy consumed, integrating it twice w.r.t time. Optimizing the total energy, we find out that 10.5kgf total thrust for the UAV gives optimum energy consumption for 30m takeoff

Table 6. Vertical Flight Energy consumption

### **4.4.2. Horizontal Flight**

For horizontal flight, calculations are simple too. Since the UAV is cruising at constant airspeed and altitude, all vertical components are of no concern; for horizontal components, .

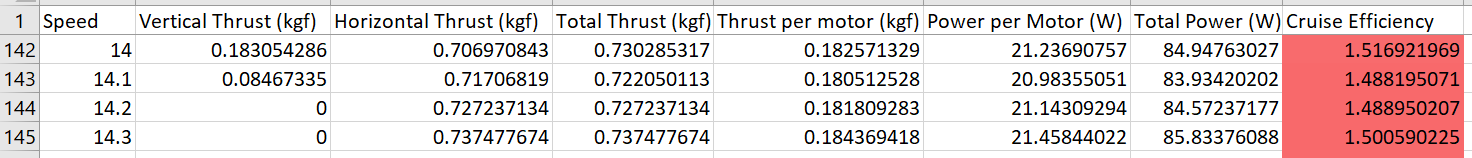
Since lift can be expressed as a function of velocity using Fluent Simulations, velocity from comes out to be 14.2ms-1. From this cruise speed, drag can be calculated; hence, the required thrust is calculated using that drag. Since power can be written as a close function of thrust for EMAX GT-2826/5, power consumed can be calculated for the horizontal cruise. Using this methodology, power consumed during the cruise becomes 84 Watts.

Table 7. Horizontal Flight performance.

### **4.4.3. Rotors Transition State**

#### 4.4.3.1. Conventions

* Tilt angle in horizontal flight is set as 0o and in vertical flight as 90o.

#### 4.4.3.2. Mathematical Model

Diagram

Description automatically generatedFor simplicity, we assume that thrust magnitude during the transition phase remains constant and only the tilt angle changes. The thrust provided by rotors is divided into vertical and horizontal components depending on the instantaneous tilt angle.

Table 8. Vector Diagram for Transition state forces.

Acceleration of UAV is represented as function of tilt angle & drag force. Tilt angle is a function of lift in (i). Fluent simulations show that drag & lift can be written as function of horizontal velocity as:

Hence, using (i) and (iv), θ can be written as function of velocity.

Using (ii), (iii) & (v), acceleration is written as function of velocity. Hence, equation becomes:

Velocity & Speed are given as:

The flight controller does not continuously control tilting but controls discretely, i.e., changing every clock cycle, which changes the tilt angle every micro-second according to the equations above.

The easiest and most accurate way to calculate the complete spectrum of tilt angle, horizontal & vertical speed, lift, and drag is to distribute the time domain into discrete parts of microseconds (Δt) and then, from t = 0s & v = 0ms-1, start calculating lift, drag and acceleration. Use & to calculate distance and next interval velocity.

A picture containing table

Description automatically generatedCalculations for the transition region are made in an excel sheet using this approach, keeping Δt = 20µs.

Table 9. Transition state performance values.

During the transition from 90o to 0o, the time taken is 925ms and the distance covered is 6.3m.

Chart, line chart

Description automatically generatedChart, line chart

Description automatically generatedNote: This calculation assumes that drone acceleration is the bottleneck, not the tilting servo speed because the tilting servo used in this UAV has a higher angular velocity than the transition state.

Figure 20. Drag and velocity variation over time.

Figure 21. Thrust variation over time.

## **4.5. Weight Analysis**

Graphical user interface, table

Description automatically generatedWeight analysis showed that the combined weight of the UAV and all its components minus the payload is approximately 3.9 kg, leaving behind a 3 kg capacity for payload, which is the ideal amount of fluid required for effective spraying of the entire spray zone. The weight analysis is given in the table below.

Table 10. Weight Breakdown

## **4.6. Control System and Flight Controller**

|  |  |
| --- | --- |
| Flight Control System | 1. Pixhawk 2.4.8 (ARM Cortex M4, 6-axis gyroscope + accelerometer, barometer, compass, failsafe co-processor) 2. NEO-M8N GPS Module (Accuracy of 2m & 18 Hz update rate) |
| Flight Computing System | 1. Raspberry Pi Model 4 B (4GB RAM) 2. Raspberry Pi Night Vision Camera (5MP, 1080p) |
| Telemetry | 1. 433 MHz 500mW radio telemetry (2.5km range |

The Control & Computing System hardware consists of:

Table 11. Control System Components

The hardware for the control system is selected after a detailed analysis of all available options in terms of cost (time & money), reliability, and mission limitations. Control and Computing systems, both are put inside the UAV for two reasons:

* **Complete autonomy of UAV:** UAV is independent of any ground control station and can complete spraying missions outside the telemetry range with great precision.
* **Advanced Computing & Artificial Intelligence:** Using HD image processing, machine learning, advanced model-prediction algorithms & artificial intelligence on a powerful quad-core Raspberry Pi, the onboard computing system makes this UAV the first of its type, which outperforms any manual or autonomous agriculture drone in the market.

The controller and Computer are present on different adjacent boards inside UAV. The schematic below shows the rough idea of electrical connections (not the original electrical schematic, just a rough schematic for better understanding).

Diagram, schematic

Description automatically generated

Figure 22. Control System Schematic

The most optimum approach would be to embed the flight controller (ARM Cortex-M4 + 32-bit failsafe co-processor), all control sensors (MPU6000, ST micro gyroscope + magnetometer), flight computer (ARM Cortex-A72, SRAM, DRAM), and all peripherals on a single PCB. It would significantly reduce the wiring across all avionics. The main issue in this approach is the fabrication of this all-in-one PCB. It is estimated to be minimal of 6-layer PCB with <150µm scale, which is not available in Pakistan. Moreover, designing all connections, power optimization, signal latency & area optimization require more time and effort. Depending on the time & resources available, this does not seem impossible to achieve soon.

### **4.4.1. Flight Controller Software**

Pixhawk runs modified ArduPilot firmware for quad tiltrotor UAVs with four rotors tilting. Modifications in the firmware provide optimum performance with our UAV's aerodynamic specifications. Modifications include:

* Vertical to Horizontal or Horizontal to Vertical Flight Transition with variable tilt-angle (enabling both time & energy optimization according to requirements)
* Drone stabilization by controlling four tilting servos on independent PIDs (for optimum stability)
* Shifting Telemetry to Flight Computer to enhance the performance of control loops in-flight Computer since there is only one core in Pixhawk (ARM Cortex-M4)

### **4.4.2. Image Processing:**

The Raspberry Pi Night Vision Camera enables the drone to capture high-quality images during the day and at night. It would allow real-time computer vision in the UAV. We use Open-CV written in C++ for faster image processing.

In addition to Open-CV, the drone uses with YOLO (You only look once) algorithm for real-time object detection using Machine Learning. It would allow the drone to be fully autonomous since it would be able to recognize objects in the images of the camera and make movements according to the landscape.

### **4.4.3. Path Optimization:**

The drone should take the shortest path to complete its task optimally. The drone ensures this with the most efficient path optimization algorithms. The drone would use the Traveling salesman problem algorithm to find the shortest Hamiltonian path.

Now the drone has the shortest path(a), but the drone (in fixed-wing mode) cannot completely follow the path generated by the previous algorithm. It occurs due to the speed of the drone and the maximum turn angle of the drone. For the final optimized path, the drone would use the Band-Turn mechanism. It would help the drone achieve the image's path (b). Thus, the drone would use this path to consume the minimum energy needed.

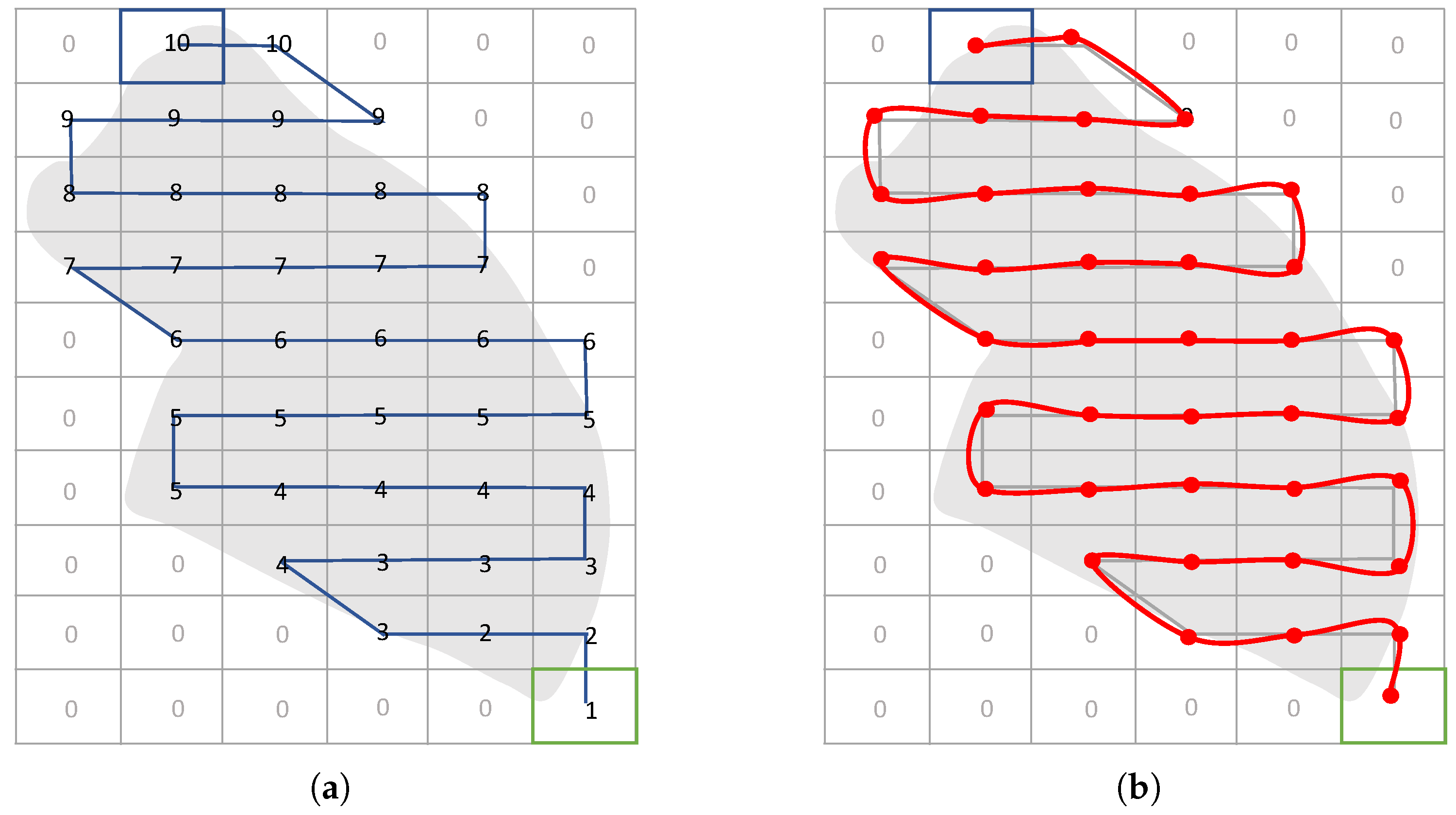


Figure 23. Path Optimization

## **4.5. CAD Model**

# **5.** **Safety Case**

All the possible security threats & risks either related to drone hardware or its control system are carefully listed along with the worst-case scenarios for each. These risks are addressed during the design, components selection, software selection, and code modification. Moreover, all the possible security protocols shall be ensured in test flights to minimize casualties.

Out of all these threats & risks, major ones are listed in CDR along with their severity and how we minimized them or aimed to during test flights and final fly-off.

|  |  |  |  |
| --- | --- | --- | --- |
| Probability | Severity | Risk | Mitigation |
| Improbable | Marginal | Pixhawk Processor Failure | * Failsafe 32-bit co-processor |
| Remote | Minor | Control loop glitch | * Frequent test flights with deep analysis of flight data log |
| Improbable | Major | Losing connection between flight controller & flight computer | * RTL or safe landing depending on GPS connection, distance from launch and remaining battery |
| Remote | Marginal | Motor Failure | * Use state-of-the-art BLDC motors |
| Occasional | Major | Propeller Failure | * Use Carbon Fiber Propellers |
| Remote | Major | Battery Failure | * Small Failsafe battery for RTL or immediate landing |
| Improbable | Major | Pesticides Tank Leakage | * Carbon fiber as manufacture material, waterproof sheet on electrical components |
| Improbable | Minor | Pesticide not available to pump inflow | * Sump in the tank to ensure a steady supply to pump |
| Probable | Minor | Nozzle Blockage | * Filter in the pump inlet |
| Improbable | Minor | Leakage from pipes | * High-quality connectors & Thermal resistant pipes |
| Remote | Minor | Aircraft Stalling | * Proper airfoil/angle of attack selection. * Efficient deflection of control surfaces when operated. * Maintain cruise speed greater than stalling velocity. |
| Remote | Marginal | Crash Landing | * Manual override system in case of an emergency landing * Proper landing-gear installed to bear impact. * Proper material selection. |
| Occasional | Minor | Unstable flight due to uneven weight distribution | * Proper component sizing. * Properly assembled Airframe. * Drag reduction via optimization of aircraft geometry. |
| Occasional | Minor | Damage to Surfacing Material | * Selection of appropriate material meeting tensile strength requirements * Provision of clearance from the ground in case of impact via landing gear. * Selection of easily replaceable materials in case of minor damage |
| Remote | Minor | Damage to Airframe in case of impact/collapse of Airframe due to load on the mounting plate | * Selection of appropriate material for Airframe possessing suitable mechanical properties. * Structural reinforcement of Airframe. * Proper mounting of components on the plate and uniform load distribution across the mounting plate |
| Occasional | Major | Propeller damage during the transition phase | * An adequately secure fixture of the propeller on the shaft * Selection of appropriate time for transition to avoid unnecessary drag/abrupt flow separation across the propeller blade |
| Occasional | Marginal | Li-Po Battery may catch fire | * Charge on a cement surface, Store in a non-flammable container and do not charge unattended to avoid overcharging. |
| Occasional | Minor | Li-Po Battery may swell | * Immediately stop charging, store it in a fireproof container, wait for it to return to the standard size, and may have to replace the battery. |
| Remote | Major | Battery Short Circuit | * Vigilant wiring and connections of battery for fly-off and charging |

Table 12. Possible risks and their mitigation.

## **5.1. Safety Steps in Control & Computing System Design:**

Since the drone is most vulnerable to any bugs or glitches in software, safer software is a higher priority than performance-optimized software for our Control & Computing System team. In this regard, the modifications in the control loop will be used in test flights after being checked by the faculty advisor and will be used in fly-off after multiple test flights without any glitch or unwanted output.

## **5.2. Safety Steps in Propulsion Design:**

A safer propulsion system implies a safer flight. Motors & Propellers used in the drone are the highest quality ones available in the market to ensure the safest propulsion system possible. However, to ensure the safety of the electrical motors, it is crucial to take the following precautions:

* Constant troubleshooting to establish whether the features in the motors are working properly
* Do not leave a short-circuited battery for long because it would eventually explode.
* Do not power the motors beyond their voltage capacity.
* Never leave a motor to operate unattended.

## **5.3. Safety Steps in Spray System Design:**

Pipes of good quality are used to ensure that there is no leakage of flowing pesticides. The high-quality pump is used to minimize failure probability. The spray tank is designed to minimize leakages in case of a crash.

# **6. Manufacturing & Support**

## **6.1. Airframe**

The wing airframe will be constructed using \_\_\_ balsa wood sections of 5mm width and 10mm width on the ends, which will provide adequate reinforcement and a platform for accurate surfacing. These sections will be laser cut, and holes are measuring 8mm,6mm and 10mm (dia) will be provisioned in them. Carbon fiber support rods of 8mm and 6mm dia will be inserted along the wingspan for effective stress distribution. These will protrude out of the fuselage-end of the wing to provide a platform for insertion into the fuselage, making the wings re-attachable. The spray system pipe will be inserted through the 10mm hole. For further reinforcement and ease of surfacing, the wing's leading edge will be covered entirely with balsa wood sections glued to each other. Similarly, the trailing edge will be solid balsa wood.

Sheeting will be employed to surface the wings. Vinyl wraps will be the material of choice. Provisions for spray system nozzles and aileron servos will be ensured prior to the sheeting to prevent damage to the surface and unnecessary material use.

## **6.2. Spray Tank**

The tank to store liquid will be manufactured using a negative mold made of latex rubber. The negative mold is enclosed by a plaster mother mold or retaining mold made with fiberglass to ensure that the rubber will maintain its shape during casting. The carbon fiber with a thickness of 0.46mm will be used as the material to make the tank using the wet lay-up technique. However, the overall tank thickness will be around 0.6 mm as the resin will be applied on both sides.

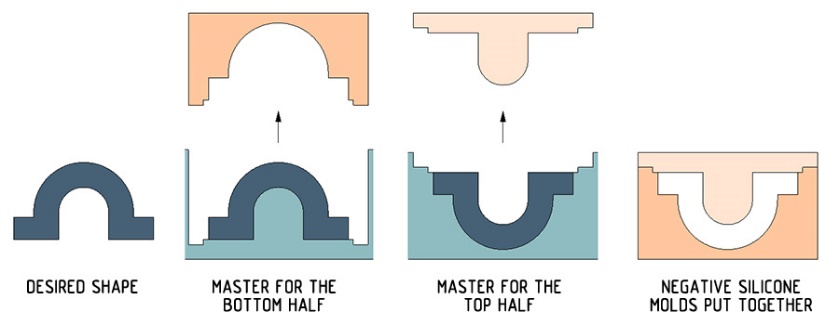
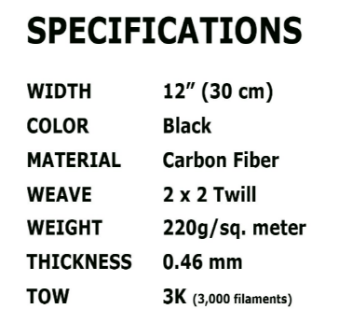
Wet lay-up involves cutting and laying the fiber into the mold before applying the resin with a brush, roller, or sprayer. This workflow is the least expensive and has the fewest needs to manufacture carbon fiber parts, but it also demands the most expertise to produce high-quality parts.

Figure 25. The manufacturing process for spray tank. [12]

The desired shape in our case is the water/pesticide tank. That tank will initially be made from high-density polyethene as it is easy to shape according to the design specifications. For making the master mold, the polyethene tank will be covered by a thin layer of cling plastic wrap with a thickness of 0.02 mm to prevent any chemical reaction between polyethene and the latex rubber. In addition, a releasing agent is used to separate the mold from the object.

Figure 24. Selected Carbon Fiber specifications.

Carbon fibers generally have low densities, high thermal and chemical stabilities without oxidizing agents, and excellent creep resistance. Furthermore, the strength provided by carbon fiber is very high; hence, in a situation of a crash, the tank will not rupture, protecting the electrical components from the liquid.

## **6.3. Final Assembly**

## **6.6. Storage and Handling**

## **6.7. Innovation**

# **7. Qualification Test Plan**

Table 13 provides an overview of the qualification test plan for the proposed UAV design.

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Sr no. | Objective | Method | Success criteria | Test Results and Date |
|  | MTOW of 6.9 kg. | Weighted analysis. Weighing scales-fully loaded aircraft with weighted dummy tracker |  |  |
|  | Navigation of waypoints | Test runs with GPS data logger and inspection of the flight trajectory. |  |  |
|  | Assembly/Disassembly |  | takes <=5 s |  |
|  | Environment-Friendly propulsion system |  |  |  |
|  | The minimum payload of 500 ml |  |  |  |
|  | Fully Autonomous Flight |  | Performs takeoff, landing, navigation of WP and spraying mission with full autonomy |  |
|  | Flight Termination System |  |  |  |
|  | Cost for COTS components | Detailed cost list accommodating shipment cost and 10% provision for the price hike and opting for locally available products. | Less than PKR 250,000 |  |
|  | Airworthiness, control capacity and manufacturability of CAD model |  |  |  |
|  | Tracking System |  | Provides both real-time and post-flight evaluation in 3D trajectory |  |
|  | Landing |  | UAS stops within the specified 10 m x 30 m box. |  |
|  | Ground Control Station |  |  |  |
|  | Airspeed of UA in level flight |  | Does not exceed 60 KIAS |  |
| 1. s | Radio Equipment | Cross-checking for compliance with PTA directives and procuring from PTA verified and well-known vendors. | Complaint with PTA directives, licensed for use in Pakistan – operating range 1km, spread spectrum complaint to 100mW spread spectrum confirming to IR2030 and CE 4. |  |
|  | Weather limitations |  | Operates in 20kts winds, gusting to 25 kts and light rain. Successful takeoff and landing in crosswind component of 5 kts (to runway) with 8 kts gusts |  |
|  | Fuel/battery combination |  |  |  |
|  | Airworthiness |  | Controlled flight – remains within demonstration zone boundary. Allows successful flight termination and manual override. Remains in VLOS of the remote pilot. Below 100m AGL. Does not fly within 30 m distance of any obj. For takeoff/landing, it does not fly at a 10 m distance. |  |
|  | Low environmental impact. |  | Low pollution, fuel-efficient, low noise, non-hazardous. |  |

Table 13. Qualification Test Plan.

# **8.0. Cost Analysis**

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Pinless 360?

# **Appendix**