**cHong Kong Institute of Vocational Education (LWL) Department of Information and Communications Technology**

**Final Year Project (ITP4913M)**

**Interim Report**

**(2019/2020)**

**Automated Data Collecting System for Environment Using UAVs and Smartphones**

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We declare that this is a group project and that no part of this submission has been copied from any other student’s work or from any other source except where due acknowledgement is made explicitly in the text, nor has any part been written for us by another person.

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Table of Content

# Abstract

# The Objective of The Interim Report

# Introduction of Project

The Description of Document Structure

This report has 7 major sections to help understanding process of the development of the new UAV System.

## The Problems

This part describes the problems we meet during the process.

## The Requirements

This part describes the scope of the system and the descriptions of the functions provided by the UAV.

## Documentation for Problems Analysis

This part is shown with the UML modeling to describe how the system works.

## Critical Evaluation

This part describes what potential difficulties we may face, or what problems

## Detailed Project Plan

This section will first show our project schedule and what deliverables will handout. Then, the resources we need for the project.

## References

## Appendices

# The Problems

## Background

As we know, nowadays, the environmental issue is increasingly severed. There is more and more exhaust emission because of industry high-speed development. This harm to personal health and the earth. So, people are highly worried about the environmental issue. A new environment data collecting system is expected. Our UAV could help people to collect climatic data accurately.

## Problem Description

Since the observatory cannot provide accurate data for every region, people can't get environmental data on a specific area.

First, the current climatic data collection tools normally work in the ground. The climatic analysis team can't collect climatic data from the sky. Many exhausts transmit to high altitude or exist in there. Therefore, the climatic analysis team can't get the most accurate data from the ground through the current data collection tool.

Second, someplace human can't arrive there easily such as disaster area and mountain. The climatic analysis team can't get the most accurate data from there. This will hinder some rescue operations or some researches.

Third, the current climatic data tools may not include data recording function. The analysts must use another tool to record the climatic data manually. After collection, they also need to analyze these data record. This will increase the working process of climatic data analysis.

## Problem Environment

The data analysts are lack of electronic technology and information technology to create a new environment data collecting system. They can use the current climatic data tool only. Nowadays, the environmental issue is increasingly severed. A new environment data collecting system can help them to be more convenient and accurate to collect climatic data.

# Project Basic Outline & Job Division

## Job Division

|  |  |  |
| --- | --- | --- |
| Role | Task | Student Name |
| Leader, programmer | Leads the group, write a pc application | Wong Ming Yuen |
| Designer, programmer | Buy ingredients and design the UAV, write pc application | Siu Chi Wang |
| Programmer | Write Android application | Kwok Tsz Lung |
| Programmer | Write Android application | Chau Yat Sum |

# Requirements with Proposed System

## Scope of the System

This section is the discussion of solutions proposed to handle the problems encountered based on the design of the system, functionality and feasibility and the system requirements. Different aspects of problems have been concerned in terms of software and hardware layer. The discussed issues are as following:

1. Mobile Application
   1. The way of UAV and smartphone to communication
   2. The structure of the mobile application
   3. The function of the mobile application
2. Windows Application
   1. The way of UAV and notebook computer to communication
   2. The structure of the Windows application
   3. The function of the Windows application
3. Drone
   1. The inspection sensor of the drone
4. GUI
   1. How to make our application user-friendly
      1. Mobile application
      2. Windows
5. System implementation
   1. What aspects and so how to implement the system in the future
6. Server
   1. Description for the server
   2. Database set up
7. Problem handling
   1. \*\*\*(How to handle if the client can’t connect the server in the specific area)
8. (Analysis reports for users’ habits)

\*黃色 = 新加，因爲見sample有類似ge野  
\*紅字 = 唔知寫唔寫  
\*\*\* = 如果寫，會唔會係歸類入drone(drone 連唔到), mobile app(手機連唔到), windows app(電腦連唔到)

## Mobile Application

### The way of UAV and smartphone to communication

Assume that the mobile application is installed to users' smartphone. The users will see the main page showing "no connection" when they open the mobile application. They should turn on the UAV and connect the smartphone to the Wi-Fi network of the UAVs. When the UAV and the smartphone are connected, the UAV will send the real-time view which is collected by the camera to the smartphone. The main page of the application will display the real-time view from the UAV when the users open the mobile application again. Also, the users can control the UAV by the smartphone including "rise", "decline", "go", "back", "turn" and "translation". These control request will send to the UAVs by the Wi-Fi network at real-time. The UAVs will response these control request.

### The structure of the mobile application

The mobile application is designed on one layer. The main view will display the real-time view from the UAV. On the right-top place, these are the attitude and the compass. Under the attitude and the compass, there is an instrument panel to show the UAV status including altitude, speed and flight time etc.  
On the main view, there will be two virtual joysticks for UAV control. The left joystick is for "rise", "decline" and "turn". The right joystick is for "go", "back" and "translation".



These images come in QGroundControl from Dronecode for reference only.

### The function of the mobile application

#### Display real-time view from UAV

Users can watch the real-time view of the UAV on the main view by the video streaming technology when the smartphone connects to the UAV. If the connection is failed, there are black view only.



This image comes in DJI Go 4 for reference only. This show that how the real-time view display to users.

#### Control UAV

Users could control the UAV by their mobile phones. The monitor will display the image captured by the camera on the UAV. Clients could control the UAV by virtual joysticks to move the UAV. The available actions include "rise", "decline", "go", "back", "turn" and "translation".

#### View UAV status information

Users can watch the UAV status information on the main view. This information includes attitude, direction, altitude, speed and flight time etc.



This image comes in QGroundControl from Dronecode for reference only.

#### Take photo or video

Users can take photo during live stream. Also, users can take video that the UAV control period captured view is made a video.

## Windows Application

### The way of UAV and notebook computer to communication

Assume that the Windows application is installed to users' notebook computer. The users will see the main page showing "no connection" when they open the Windows application. They should turn on the UAV and connect the notebook computer to the Wi-Fi network of the UAV. When the UAV and the notebook computer are connected, the UAV will send the real-time view which is collected by the camera to the notebook computer. The main page of the application will display the real-time view from the UAV when the users open the Windows application again.

When the users want to collect the climatic data, they should press a "collect" button to open all UAV's sensors. Then, the UAV will send the data to the notebook computer. And the notebook computer will show the real-time climatic data on the real-time view. There will be some charts to display the above data by the time period. At the same time, these data will be recorded.

### The structure of the window application

The window application is designed on different layers. The first view is the function menu. There are two functions named "Build up mission" and "View mission". This will guide the user to another view to execute different functions. The functions will be introduced after.

### The function of the windows application

#### Build up new mission

Users can build up a new mission. The mission will keep all climatic data which the UAV will collect.

#### View mission

Users can view all the missions which are user-built before. Each mission will show climatic data which the UAV collected before in this mission. Also, some data analysis diagrams are generated using these data by the system for users analyze environment.

#### Data collection

The real-time data will be collected as soon as the drone is connected to the application. After connected to the drone, the collected real-time data will be shown at a specific position where it is on the same page as real-time view.

#### Display real-time view from UAV

Users can watch the real-time view of the UAV on the main view by the video streaming technology when the notebook computer connects to the UAV. If the connection is failed, there are black view only.

## Drone

### The inspection sensor of the drone

The system minimally requires a gyroscope, accelerometer, magnetometer (compass) and barometer. A GPS or other positioning system is needed to enable all automatic modes, and some assisted modes.

* MS5611 barometer
* U-blox M8N GLONASS/GPS/Beidou (antenna connector type MCX)

The system contains two 9DOF (degree of freedom) IMU - MPU9250 and LSM9DS1. Each of them combines a gyroscope, an accelerometer and a magnetometer in one device. IMU sensors are not only popular as a part of drone autopilot projects, but are also widely used in devices like cellphones, tablets, etc.

* MPU9250 9DOF IMU
* LSM9DS1 9DOF IMU

For Climatological data, we install below sensors:

* DHT22 Temperature-Humidity Sensor

+The DHT22 is a basic, low-cost digital temperature and humidity sensor. It uses a capacitive humidity sensor and a thermistor to measure the surrounding air. It's fairly simple to use but requires careful timing to grab data. The only real downside of this sensor is you can only get new data from it once every 2 seconds, sensor readings can be up to 2 seconds old.

* MQ-2 Semiconductor Sensor for Combustible Gas Sensor

Sensitive material of MQ-2 gas sensor is SnO2, which with lower conductivity in clean air. When the target combustible gas exists, the sensor’s conductivity is higher along with the gas concentration rising. Using a simple electro circuit, convert change of conductivity to correspond output signal of gas concentration.

MQ-2 gas sensor has high sensitivity to LPG, Propane and Hydrogen, also could be used to Methane and other combustible steam, it is with low cost and suitable for different application.

* SDS011 Laser PM2.5 Sensor

The SDS011 using principle of laser scattering, can get the particle concentration between 0.3 to 10μm in the air. It with digital output and built-in fan is stable and reliable.

* UV Detection Sensor

Just a normal UV sensor.

# Constraints

## Wi-Fi stability problem

For our project, we use an AWUS036NHA Wi-Fi adapter to broadcast the video and control signal. This adapter will provide around 280mW output power. Ranges of several kilometers have been reported (with directional antennas though). But the big problem is the connection problems. Sometimes, the network connect was too slow, the mobile app needs a few times to update the information to keep the data consistency.

Also, we cannot confirm the range because we do not want to take the risk to lose our device.

## Battery capacity limitation

For our project, we consider using 4s3p Samsung 30Q LiPo battery pack. This Samsung 18650 battery will provide max 3000mAh of rated discharge capacity and max 20A discharge current.

For the flight time:

**Flight times = (Battery Capacity \* Battery Discharge /Average Amp Draw) \* 60 minutes**

Flight times=(9000mAh∗80%/20A)∗60 minutes=21.6 minutes

Under my calculation, this battery will provide 21.6 minutes of flight times.

## Fire risk with the LiPo battery

For our project, we use Lithium Polymer technology which allows considerable energy to be stored in a small package. But they are associated with fire risk and have been known to spontaneously catch fire while charging or if punctured. Most airlines restrict the numbers of batteries on board. Check with your airline for their policy on transporting batteries. It is recommended never to leave them unattended while charging and to transport and store them in a fireproof box.

## Weather problem

It is not recommended to fly drones in rain, snow, or even in the drizzle. Apart from any physical effects on the aircraft, there is a danger the electronics will be damaged, and communication between the controller and the drone can be affected when there is any kind of precipitation in the air.

## Hong Kong Drone Regulations

According to Hong Kong national aviation authority, the Hong Kong Civil Aviation Department (HKCAD), flying a drone is legal in Hong Kong, but they also set some rules:

**General Safety Guidelines for Flying UAS**

Any person who operates UAS shall observe the following general safety guidelines, unless otherwise permitted by CAD.

**1.Where you cannot fly**

(i)UAS shall not be flown in the vicinity of an airport and aircraft approach and take-off paths, which include:

-Areas within 5 km of Hong Kong International Airport;

-North Lantau coastal area;

-Coastal areas from Tai Lam Chung to Tsuen Wan and Tsing Yi Island;

-Victoria Harbour and its coastal areas; and

-Shek Kong area.

(ii)UAS shall not be flown over populated and congested areas.

(iii)UAS shall not be flown over, or close to, any object, installation or facility that would present a risk to safety in the event of damage due to any impact by the UAS, or in such a manner that the good order and discipline and control thereof may be or may likely be jeopardized.

3

**2.Good Choice of Flying Sites**

A good choice of flying site not only minimises the possibility of an accident but also enhances the pleasure of the flying experience.

Here are some tips to help you choose a good site. A good site should be:

(i)clear of persons, vessels, vehicles or structures;

(ii)away from helicopter landing pads;

(iii)clear of any power sources such as power lines, transformer stations, pylons, and transmitter towers etc., which might cause radio interference;

..3(iv)flat enough to enable safe take-off and landing; and

(v)free from visual obstruction, so that the operator can see the UAS in flight at all times.

**3.Altitude**

The altitude of operations shall not exceed 300 feet (~90 m) above ground level.

**4.Time of Operations**

The operations of UAS shall be conducted during daylight hours only.

**5.Weather Criteria**

(i)UAS shall only be operated under good visibility and weather conditions.

(ii)UAS shall not be operated when Rainstorm Warning, Tropical Cyclone Warning or Strong Monsoon Signal is in force.

**6.Heavy UAS**

Except with Civil Aviation Department's endorsement, heavy UAS weighing more than 7 kg (without its fuel) is not allowed to fly in Hong Kong.

**7.Control of UAS**

The UAS operator shall be on site and keep the UAS within Visual Line of Sight (VLOS) during the period of the flight. Operating within VLOS means that the UAS operator is able to maintain direct, unaided (other than corrective lenses) visual contact with the UAS, and is able to monitor the UAS flight path in relation to other aircraft, persons, vessels, vehicles and structures for the purpose of avoiding collisions.

**8.Safety Check on UAS**

The UAS operator shall perform a safety check on UAS (including its fuel or lithium batteries) before operating UAS.

# Use Cases

### Use Case Diagram of Mobile App



# Class Diagrams

# ERD Design

# State Transition Diagram

# Sequence Diagram

# User Interface Design

# Critical Evaluation

# Detailed Project Plan

# Hardware Facility

# References

# Appendices