

Module Laboratory Report

Student name:	Yongqing Jiang	CRSID:	yj375	Module number:	3F1
---------------	----------------	--------	-------	----------------	-----

Feedback to the student

☐ See also comments in the text

		Very good	Good	Needs improvmt
C O N T E N T	Completeness, quantity of content: Has the report covered all aspects of the lab? Has the analysis been carried out thoroughly?			
	Correctness, quality of content Is the data correct? Is the analysis of the data correct? Are the conclusions correct?			
	Depth of understanding, quality of discussion Does the report show a good technical understanding? Have all the relevant conclusions been drawn?			
	Comments:			
P R E S E N T A T I O N	Attention to detail, typesetting and typographical errors Is the report free of typographical errors? Are the figures/tables/references presented professionally?			
	Comments:			

Raw report mark	/ 5
Penalty for lateness	

The weighting of comments is not intended to be equal, and the relative importance of criteria may vary between modules. A good report should attract 4 marks.

*1 mark / week or part week.
Please refer to the [online](#) information regarding our extension policy.*

Marker:

Date:

1 Lab Worksheet

1.1 Simplified Aircraft Model

Transfer function = $\frac{10}{s^2+10s}$

num = [10], den = [1,10,0]

1.2 Modelling Manual Control

Controller transfer function = ke^{-Ds}

k = 1.56, D = 0.57, Phase margin = 30°

Amount of extra time delay which can be tolerated = 0.338s

1.3 Pilot Induced Oscillation

Period of oscillation (observed) = 4.44s

Period of oscillation (theoretical) = 4.488s

1.4 Sinusoidal Disturbances

Maximum stabilising gain = 0.422

Gain at 0.66 Hz = 9dB

Phase at 0.66 Hz = -240°

1.5 Unstable Aircraft

Fastest pole at T = 0.6s

1.6 Autopilot with Proportion Control

Proportional gain $K_C = 16$, Period of oscillation $T_C = 2s$

1.7 Autopilot with PID Control

Transfer function of PID controller = $K_P(1 + \frac{1}{sT_i} + sT_d)$

PID constants: $K_P = 9.6$, $T_i = 1$, $T_d = 0.25$

Adjusted value of $T_d = 0.35$

1.8 Integrator Wind-up

Integrator bound Q = 0.2

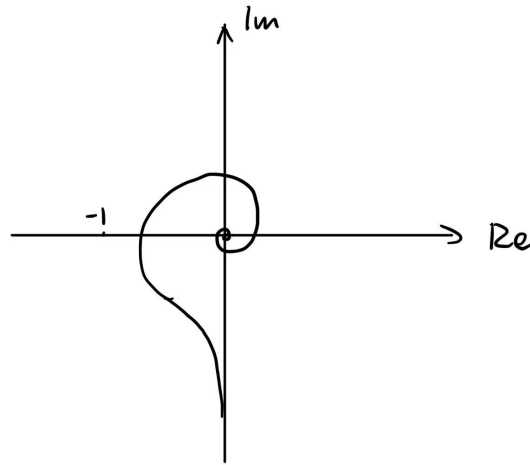


Figure 1: Nyquist Diagram of $K(j\omega)G(j\omega)$

2 Lab Report

2.1 (§2.2 Modelling Manual Control) Nyquist diagram (from Bode diagram) for controller in series with plant.

From Figure ??, in which the upper graph is the magnitude plot while the lower graph is the phase plot. Information contained in this two plot are combined to give the shape of Nyquist Diagram of $K(j\omega)G(j\omega)$, which is given in Figure 1. It is clear that the Nyquist Diagram behaves in a spiral shape approaching the origin point of the Argand Diagram. It is due to $e^{-j\omega D}$ term which rises an exponential decay of magnitude while keeping the curve "rotating" as $\omega \rightarrow \infty$. Besides, it is worth noting that the Nyquist diagram does not encircle $(-1, j0)$ according to the magnitude plot in Figure ??. By Nyquist Stability Criteria, this closed loop system is stable.

2.1.1 (§2.2 Modelling Manual Control) Are you using any integral action? Give a brief explanation. What does this imply about the accuracy of the model of the human controller?

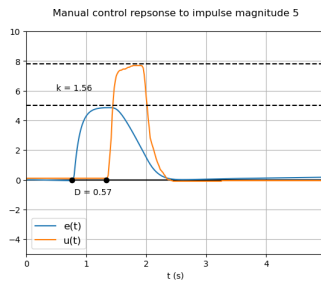
Integral action was used. As shown by Figure ??, it is clear that an integral action was used. Starting from around 4.7s, the orange $u(t)$ curve, which represents the manual control signal, maintains at around 5 to attempting to stabilize $e(t)$ to 0. This is an integral control because both the $e(t)$ and $\frac{de(t)}{dt}$ are zero afterwards. $u(t) = k_i \int e(t)dt$ for some k_i here.

- 2.2 (§2.3 Pilot Induced Oscillation) Explain the oscillation of the feedback loop. How does your observed period of oscillation compare to the theoretical prediction?
- 2.3 (§2.3 Pilot Induced Oscillation) Can you give a rough guideline to the control designer to make PIO less likely?
- 2.4 (§2.4 Sinusoidal Disturbances) Was your manual input able to reduce the error (as compared to providing no input)?
- 2.5 (§2.5 An Unstable Aircraft) Nyquist diagram for $G_2(s)$.
- 2.6 (§2.5 An Unstable Aircraft) Explain, using the Nyquist criterion, why the feed- back system is stable with a proportional gain greater than 0.5.
- 2.7 (§2.5 An Unstable Aircraft) Sketch of a Nyquist diagram for $G_2(s)$ with a small time delay D .
- 2.8 (§3.4 Integrator Wind-up) Explain how you calculated the bound on Q .

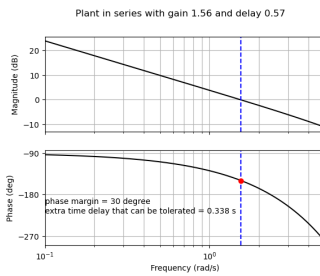
A Link to Jupyter Notebook

This [link](#) goes to the worked Jupyter Notebook finished on the lab session.

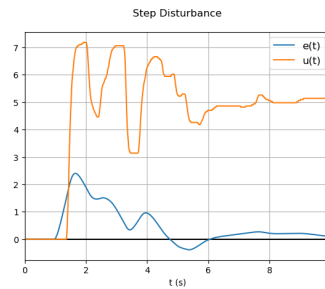
B Figures from Lab Session



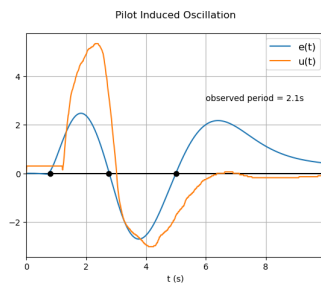
(a) Supplementary Figure 1



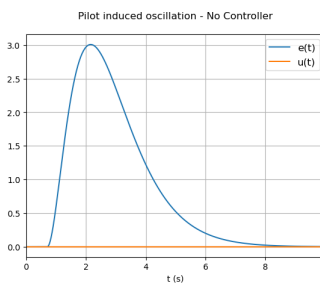
(b) Supplementary Figure 2



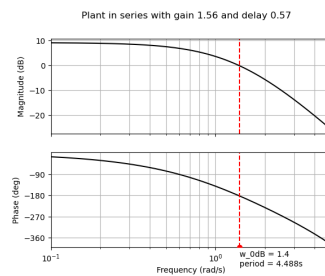
(c) Supplementary Figure 3



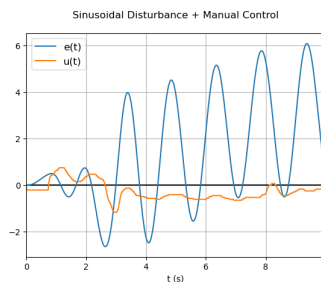
(d) Supplementary Figure 4



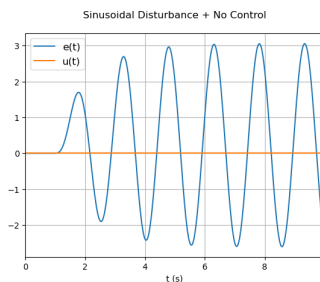
(e) Supplementary Figure 5



(f) Supplementary Figure 6

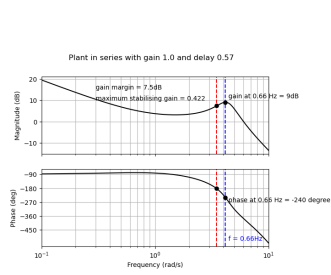


(g) Supplementary Figure 7

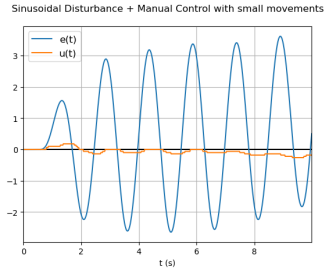


(h) Supplementary Figure 8

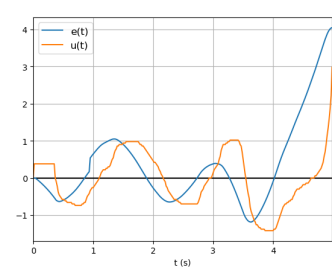
Figure 2: Supplementary figures 1–8 (continued on next page).



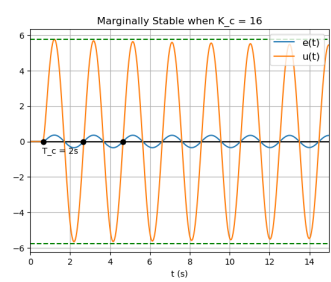
(a) Supplementary Figure 9



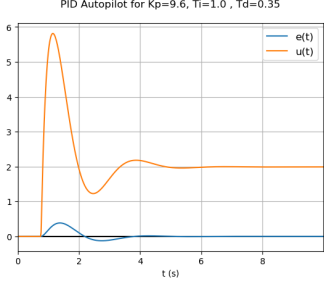
(b) Supplementary Figure 10



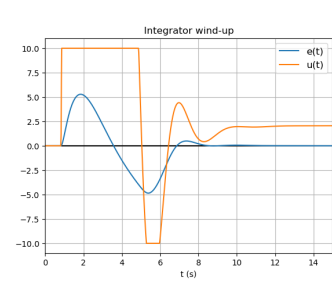
(c) Supplementary Figure 11



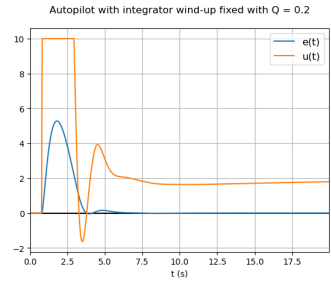
(d) Supplementary Figure 12



(e) Supplementary Figure 13



(f) Supplementary Figure 14



(g) Supplementary Figure 15

Figure 3: Supplementary figures 9–15 (continued from previous page).

References

- [1] EIETL, CUED