Wildcat Rocketry Universal Flight Computer

A drawing of a rocket

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**Submitted for:**

Wildcat Rocketry

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Executive Summary

The goal of this project is to develop a flight computer dedicated for Wildcat Rocketry. With a focus on functionality of the computer as well as future I/O and part expandability. While Wildcat Rocketry has explored flight computers in the past, none has had much success. Our solution aims to provide a working dedicated flight computer that is easy to use and can be built upon later. As well as being able to offload data via WiFi and USB-C.

In this report, you will find potential solutions and a development plan for our flight computer. As well as task assignment, scheduling, and other work. We first discuss our project’s background, including the problem statement and establishing customer and system requirements. Next, we will discuss our technical design with different conceptual designs as well as our ultimate design decision. Next is our technical work and financial plans, lessons learned, conclusions, references, and appendices. This document should serve as an overview of this project, and everything we learned.

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Discussion

**Project Description**

This project is a Wildcat Rocketry flight computer. The goal of this project is to design and make a flight computer that will take in data from multiple sensors and produce accurate, reliable, and readable flight data.

*Background and Motivation*

Wildcat rocketry in the past has tried doing a various number of electronics projects. Some of these projects being a flight computer. However, most of these flight computers never got past the designing phase. If they did get past the design phase, they never got more than one board revision. This year Wildcat Rocketry is moving away from trying to design a flight computer and going towards Long Range tracking problem solving. The motivation for this senior design project is to design and construct a flight computer Wildcat Rocketry can be used as another way to get accurate flight data. As well Wildcat Rocketry can have a flight computer that they can build upon later for various other needs.

*Problem Statement*

Wildcat rocketry would like a traditional flight computer that can read in data and transmit data in real time as well as be exported vis USB-C. As well as be able to expanded upon later for other needs.

*Project Requirements*

Below is a table listing out different requirements for this project. The first ID dealing with power. ID 1.0 talking about the requirement that the flight computer needs to be powered from a 2S LiPo battery. The reason for this is because that is the all the commercial flight computers that Rocketry already uses are powered from these batteries. ID 1.a deals with the fact that Wildcat Rocketry would like the minimum battery life to be 2 hours. With the ideal battery life being 3-4 hours. ID 2 has to deal with the weight of the overall flight computer. Weight matters a significant amount when it comes to a rocket flying, so the less we can have the computer weigh the better. ID 3.0 deals with size. The flight computer must be constrained to a certain size. All the electronics for a rocket go inside of an avionics bay. Which has a certain inner diameter that the flight computer must fit inside of. This inner diameter typically being 3in-5in in width. ID 4.0 deals with cost. The cheaper Wildcat Rocketry and produce these flight computers the better. So we can have money that can go to other projects. ID 5.0 deals with all the Data the flight computer with obtain. Wildcat Rocketry wants the flight computers to store at least three flights worth of flight data. We got this number due to the commercial flight computers on the market hold this amount. ID 5.a talks about being able to take the data from the sensors on the flight computer and turning them into readable flight data. ID 5.b talks about being able to export the data over serial using USB-C and even visualize over WiFi.

|  |  |  |
| --- | --- | --- |
| **ID** | **Requirement** | **Description** |
| **1.0** | Input Voltage and Current | 1S LiPo |
| **1.a** | Minimize Power Use | Design Goal: The longer we can power the board the better. Minimum of 2 hours of battery life. Would like 3-4 hours |
| **2.0** | Weight | Maximum 100 grams |
| **3.0** | Size | Maximum 3 in width, 4 in length |
| **4.0** | Cost | $200 or less |
| **5.0** | Data Logging | Store at least three flights worth of data |
| **5.a** | Data Processing | Be able to process data from sensors into readable flight data |
| **5.b** | Data Export | Be able to export that data over serial or visualize over WiFi |

*Validation and Acceptance Tests*

We will be able to verify and validate our final design by demonstrating all the project requirements. We can demonstrate the power usage by putting the flight computer under load for a set amount of time and seeing how much voltage is left in the battery after. We can demonstrate the weight and size by measuring using the appropriate devices. The plan is to have two different board revisions, the first one being a testing unit with buttons and switches for debugging. While the second revision would be one that flies and gathers data actively during the flight. We can demonstrate the data processing, storage, and exporting using the first revision testing board.

*Verification and Validation Matrix*

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **ID** | **Requirement** | **Analysis** | **Demonstration** | **Inspection** | **Test** |
| **1.0** | Input Voltage and Current |  |  |  | X |
| **1.a** | Minimize Power Usage |  |  |  | X |
| **2.0** | Weight |  |  | X |  |
| **3.0** | Size |  |  | X |  |
| **4.0** | Cost | X |  |  |  |
| **5.0** | Data Logging |  |  |  | X |
| **5.a** | Data Processing |  |  |  | X |
| **5.b** | Data Export |  | X |  |  |

*Data Needed to Support Analysis*

The type of data needed for this project is different data produced from the sensors (High G accelerometer, IMU and barometer). We plan on collecting this data during flight, with the sensors talking to the Microcontroller and the Microcontroller will process this data.

**Technical Design**

*Conceptual Design Descriptions*

We had two alternative designs in mind for the flight computer. Our first alternative was to use a microcontroller to gather and process the sensor data, while our second was to use a Field Programmable Gate Array (FPGA). These options will now be explored:

*Design Alternative 1: Microcontroller*

Microcontrollers are powerful small computers used on a single integrated circuit. There is a wide variety of microcontrollers, differing with regards to processing power, I/O capabilities, and data storage. These are relatively easy to program because of the simplicity of serial execution and team experience in languages such as C/C++. Power consumption can be low, especially for a model optimized for a low power environment. Some disadvantages are the serial execution nature of microcontrollers which limits capabilities when multi-tasking, such as gathering data from multiple processors simultaneously and processing that data. The choice of microcontroller must consider the internal peripherals of the specific model such as General-Purpose Input/Output (GPIO) count.

*Design Alternative 2: Field Programmable Gate Array (FPGA)*

FPGAs are a configurable integrated circuit that can be repeatedly programmed after manufacturing. FPGAs contain logic blocks and allow a programmer to connect these blocks and configure them. The main advantage of using an FPGA is the logic level programming allows for design of a specialized multi-tasking circuit. This would mean that intake and processing of sensor data would be simultaneous and potentially increase the number of data points. It can also be reprogrammed to allow for quick iterating and bug fixing. There are two main disadvantages of an FPGA: The complexity of coding and the increase of power consumption. Programming at a logic level is less familiar to the team members as well as the Wildcat Rocketry members which decreases the ability for future iteration. The other disadvantage is that to utilize the increased speed of parallel processing, more power is consumed.

*Selection Process for Preliminary Design Solution*

We used an evaluation matrix to decide between implementing the flight computer with a microcontroller or an FPGA. Compactness and reliability were our two most weighted requirements because those are especially applicable for the size of the rocket and for consistent data. Concept 1 represents the microcontroller while concept 2 represents the FPGA.

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **Need** | **Engineering Requirement** | **Weight (1-10)** | **Base line** | **Concept 1** | **Concept 2** |
| Lightweight | Weight < 100 grams | 3 | 5 | 5 | 5 |
| Lower Power Consumption | Minimum 2 hours battery life | 5 | 5 | 7 | 3 |
| Data storage | Can store multiple flights worth of data | 7 | 5 | 7 | 5 |
| Ease of use | Easy to use interface | 7 | 5 | 9 | 3 |
| Affordability | Unit production cost < $200 | 3 | 5 | 7 | 3 |
| Connectivity | Be able to output data via serial | 5 | 5 | 5 | 5 |
| Reliability | Produces data consistently | 10 | 5 | 4 | 6 |
| Compact | 3 inches width, 4 inches length | 10 | 5 | 7 | 5 |
| Accuracy | Produces accurate data | 7 | 5 | 4 | 7 |
| Total |  |  | 285 | 346 | 279 |

Table 3 Decision Matrix

Our final choice was the microcontroller. Some major factors over the FPGA were ease of use and power consumption.

*Global Issues*

This is to be used for K-State Rocketry Club so global issues do not pertain.

*System-Level Overview*

The flight computer will gather data from the flight and store that data for later analysis. It is meant to be easily expandable.

A diagram of a computer

Description automatically generated

**Figure 1 System Block Diagram**

*Applicable Standards*

* I2C – We are using this standard for the barometer. I2C is controlled by NXP Semiconductors and is currently on version UM10204 [1]
* SPI – We are using this standard for the IMU, Flash, and High G Accelerometer. SPI is an uncontrolled standard.
* USB-C – We are using the USB-C standard for our flight data export bus. The USB standard is controlled by USB Implementers Forum [2].
* ESP32-S3
  + Wi-Fi – This standard is controlled by IEEE and the version being used is 802.11b/g/n [3].
* C++ - We are using C++ as our programming language. It is controlled by the International Organization for Standardization and is currently on version 14882:2020(E) [4].

*Module-Level Descriptions*

Sensors:

The sensors consist of a high-G accelerometer, barometer, and an Inertial Measurement Unit which itself consists of a low-G accelerometer, gyroscope, and magnetometer. These sensors are typical and required in a flight computer and will be used to gather data on pressure, acceleration, heading, and tilt.

Flight Computer PCB:

The Flight Computer PCB module will consist of a microprocessor on a custom-made PCB.

External Memory:

Multiple flights worth of data necessitates the use of external memory in the form of an SD card.

Output Data:

Data from each flight can be output via USB-C on the PCB, or by Wi-Fi access by the wireless chip on the board.

*Detailed Design/Solution Descriptions*

THIS IS SEMESTER TWO ONLY

*Validation and Acceptance Test Results*

THIS IS SEMESTER TWO ONLY

*Assessment of Test Results*

THIS IS SEMESTER TWO ONLY

**Work Plan**

This section our group is still finalizing details and tasks.

*Work Breakdown Structure & RACI Chart*

Here is a rough RACI chart. To be fixed and change later.

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **Task #** | **Task** | **Tannyr** | **Gannon** | **Nathan** | **Ethan** |
| 1 | Designing PCB | --- | --- | --- | --- |
| 1a | Footprints |  | R |  | A |
| 1b | Schematics | --- | --- | --- | --- |
| 1bi | ESP |  | R |  | A |
| 1bii | Power and USB |  | R |  | A |
| 1biii | IMU |  | A |  | R |
| 1biv | Barometer |  | A |  | R |
| 1bv | High G Accelerometer |  | A |  | R |
| 1bvi | Flash |  | A | R | A |
| 1bvii | Debug | R | A |  | A |
| 1c | PCB Layout |  | R |  | A |
| 2 | Design Software | --- | --- | --- | --- |
| 2a | Flight Software | R |  | A |  |
| 2b | Data Visualization | A |  | R |  |
| 3 | Communicating with Client | R |  |  |  |
| 4 | Possible Board Assembly | A | A | A | R |
| 5 | Testing | A |  | R |  |

R = Responsible, A = Assisting

*Schedule Gantt Chart*



*Prototyping and Testing Protocol*

The first revision board for this project will be the testing board. We will create artificial flight data to be sent to the flight computer for it to process. We will use either the Senior Design lab or Electronics Design Club room for lab space. Safety aspects to be considered is a potential fire hazard with using a battery. We will make sure to always have a fire extinguisher close by.

ADD TEST FLOW DIAGRAM HERE LATER.

**Financial Plan**

This section covers the costs of the project

*Proposed Budget*

Here is a preliminary bill of materials for the first board revision.

* First board Revision
  + PCB - $4.00
  + Sensors - $20.00
  + Microcontroller - $10.00
  + IMU - $30.00

For a total of $64. This is bound to change based on components and PCB costs.

Our group did end up placing an order during the first semester. Here is the break down of the actual costs for our test board.

* Digi-Key Order: $42.49
  + 2 IMU – $29.46
  + 2 6-Pin Screw Terminal - $3.98
  + 2 2-Pin Screw Terminal - $2.06
  + Shipping - $6.99
* JLCPCB & Assembly: $124.82
* Parts on Hand
  + 2 ESP32-S3-WROOM-1-N8
  + 2 USB-C Connectors
* Price for 5 boards (2 assembled) ~ $165

As seen, the price per board for the testing board is roughly $80 per board. This is unfortunately above our proposed budget. We got two boards assembled so that our electrical group (Ethan and Gannon) can work on testing power and the physical board, and our computer engineering group (Nathan and Tannyr) can test out flight code. With the three unassembled boards, one was given to Tannyr, Ethan, and Nathan. For the completed boards, Tannyr and Gannon will keep the two at the conclusion of the course.

Priority 1) ESP32-S3: this ESP32 is the microcontroller we proposed to use for our code and data handling. In case we are not able to obtain funds to purchase the ESP32-S3, this will require the following changes to our Technical Solution, Work Plan, and Financial Plan. For the Technical Solution this would require us to move to another microcontroller, possibly something like the STM32F042F6. However, this would mean we would not be able to utilize the ESP-DASH feature of the ESP32. So our Work Plan would have to change to either implement that in a different way, or not at all. Our Financial Plan would be less due to the STM32F042F6 being an overall less power hungry and smaller chip.

*Comparison of Final Expenditures to Budget*

THIS IS SEMESTER TWO ONLY

**Feasibility Assessment**

We believe that this project is feasible. Our group has a mix of Electrical and Computer Engineers. Most of us have other project experience through classes or clubs. The biggest weakness with our team will be communication. We must make sure to always be communicating what needs to be done and what we plan on doing as group members. All of us are a part of clubs and have jobs along with school. The best course to solve these is to utilize our given work time wisely.

*Strengths*

Each member of the project brings in their own unique strengths that fit well into this board’s development. Gannon’s best strength is their experience in KiCad and PCB design through previous work/club projects. There are not many college students that have as much experience doing PCB design as Gannon. Ethan’s strength is his background in circuit analysis and design. Having someone who has excelled in circuits classes is useful to make sure all our design is doing what we intend it to. Nathan’s strength is coding experience. Nathan is also one of the brightest Computer Engineers and is always eager and able to work on code. Finally, Tannyr is serving as Wildcat Rocketry’s vice president. Tannyr has a good overall skillset from his background in work/clubs to help the entire team wherever the need arises. Overall, with a team with a vast amount of Electrical and Computer Engineering skills, we believe that our team has what it takes to be successful doing this project.

*Risks*

No matter what project, there will always be some places for weakness. One example is communication within the team. Our team currently uses a test message group and Discord to communicate needs within the team. Another risk is there is only a limited number of launch dates to launch our board in a rocket. So we may have to aim for a sooner project completion date or have to travel which not all of our members may be able to do.

**Lessons Learned**

*First Semester*

Early in the project’s life cycle, there are not too many lessons that we have had to learned. However, one of them has been component selection. The IMU our group wanted to go with was almost perfect. But during a final check before buy, we figured out that XXX. Another issue we encountered was when we were placing our JLCPCB order, they were out of the specific ESP32 model we wanted. We did not check before placing the order to check if they were still in stock. We had to go and get the ESP32 from someone else who was willing to give theirs to us. Overall, the first semester has gone smoothly, but we have learned to always triple check to make sure parts are compatible with the rest of our board, and to check if parts are going to be in stock when ordering.

*Second Semester*

THIS IS SEMESTER TWO ONLY.

**Conclusions**

TO BE DONE LATER.

**REFRENCES**

[1] “I2C-bus specification and user manual,” vol. 2021, 2021.

[2] “USB Type-C® Cable and Connector Specification | USB-IF.” Accessed: Dec. 05, 2024. [Online]. Available: https://www.usb.org/usb-type-cr-cable-and-connector-specification

[3] “IEEE Standards Association,” IEEE Standards Association. Accessed: Dec. 03, 2024. [Online]. Available: https://standards.ieee.org/ieee/802.11n/3952/

[4] “The Standard : Standard C++.” Accessed: Dec. 05, 2024. [Online]. Available: https://isocpp.org/std/the-standard

**APPENDEICIES**

Appendix A: