

Master Thesis

**Simulation and control toolkit for small
satellite projects**

(Programovy balik pro simulaci a navrh rizeni
malych satelitu)

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Abstract

Spacecraft project management calls for division of project lifetime into phases, with specific goals to be fulfilled at the end of each phase. During first few phases a Preliminary Design Review (PDR) has to be conducted, after which top-level hardware design is not to be changed. This thesis describes a process of creating and demonstrates a software framework supporting teams building small satellites - typically CubeSat student projects - during initial phases of conceptual design, mission planning, and selection and sizing of hardware components. The scope of the thesis covers review of available tools for satellite mission and control system design, then it proposes a self-made MATLAB/Simulink toolbox - Spacecraft Control Architecture Rapid Simulator (SCARS) Toolbox, as a open source tool with gentle learning curve and ease of reverse engineering approach. In further parts of the thesis examples of usage are provided, and conclusions and descriptions of problems are presented. In the end, this thesis should not only serve as a description of SCARS toolbox, but also as an insight **on** how to approach the task of building a small satellite simulation.

Contents

1	Introduction	7
1.1	Scope	8
1.2	Aim	9
1.3	Already existing tools	9
1.3.1	MATLAB CubeSat Simulation Library	10
1.3.2	PrincetonSATELLITE Spacecraft Control Toolbox	11
1.3.3	PROPAT Toolbox	11
1.3.4	GAST Toolbox	12
1.3.5	User-created modules available on MathWorks MAT- LAB Central	12
1.3.6	Overview	14
2	Spacecraft Control Architecture Rapid Simulator (SCARS) Toolbox	16
2.1	Objectives	16
2.2	Choice of software	17
2.3	Architecture	17
2.3.1	Parts Library	18
2.3.2	Modular Simulation	19
2.3.3	Main Signal Buses	20
2.4	Spacecraft Dynamics	22
2.5	Reference Frames	25
2.5.1	Satellite Body Frame	26
2.5.2	North east down (NED)	26
2.5.3	Earth-Centered Inertial (ECI)	27
2.5.4	Earth-Centered, Earth-Fixed (ECEF)	27
2.6	Coordinates Transformations	27
2.6.1	ECI position and velocity vector to Keplerian elements	28
2.6.2	Keplerian elements to ECI position and velocity vector	28
2.6.3	Earth-Centered Inertial (ECI) to Earth-Centered, Earth- Fixed (ECEF)	29
2.6.4	Earth-Centered, Earth-Fixed (ECEF) to North east down (NED)	29
2.6.5	Earth-Centered, Earth-Fixed (ECEF) to Geodetic Lat- itude, Longitude, Altitude (LLA)	30
2.7	Environment	30
2.7.1	Earth's Gravity Model	33

2.7.2	Partial Atmosphere	34
2.7.3	Sun and Earth Relative Position	35
2.7.4	Earth's Magnetic Model	36
2.8	Actuators	36
2.8.1	Ideal and Simple Actuators	36
2.8.2	Thrusters	37
2.8.3	Reaction Wheels	38
2.8.4	Magnetorquers	40
2.8.5	Drag Sail	41
2.9	Sensors	42
2.9.1	Ideal and Simple Sensor	43
2.9.2	GPS Receivers	43
2.9.3	Accelerometers	44
2.9.4	Magnetometers	45
2.9.5	Gyroscopes	46
2.9.6	Star Tracker	47
2.10	Control Methods	47
2.10.1	PID Controoler	48
2.10.2	LQR	48
2.10.3	B-dot Algorithm	49
2.10.4	Analisis Tools	49
2.11	Visualization Tools	49
2.11.1	MATLAB Virtual Reallity Toolbox	49
2.11.2	Systems Tool Kit	51
2.11.3	Kerbal Space Program	53
3	SCARS Documentation	55
3.1	Folder Structure	55
3.2	MATLAB Scripts	55
3.3	Simulink Models Masks	55
4	Examples of usage	56
4.1	Simple spacecraft example	56
4.2	PW-Sat2	67
4.2.1	Detumbling	69
4.2.2	Deorbitation with drag sail	70
4.3	Sentinel-2	71
4.4	Other application of SCARS Toolbox	73
4.4.1	Controller design using linearized model	73
4.4.2	Contingency scenarios simulation	79

5	Conclusions	80
	References	82
	Appendices	84
A	Example STK Ephemeris File	84
B	Example STK Attitude File	84
C	Model Linearization with Control System Toolbox	84

Abbreviations

ADCS Attitude Determination and Control System
AOCS Attitude and Orbit Control Systems
PDR Preliminary Design Review
ESA European Space Agency
NASA National Aeronautics and Space Administration
SCARS Spacecraft Control Architecture Rapid Simulator
SCARS Spacecraft Control Architecture Rapid Simulator
ESTEC European Space Research and Technology Centre
TEC-ECN Guidance, Navigation, and Control Systems Section
LEO Low Earth orbit
MEMS micro-electromechanical systems
KSP Kerbal Space Program
kRPC Remote Procedure Call Server for KSP
VRML Virtual Reality Markup Language
WWW World Wide Web
STK Systems Tool Kit
REXUS/BEXUS Rocket and Balloon Experiments for University Students programme
GPS Global Positioning System
GNSS global navigation satellite systems
ECEF Earth-Centered, Earth-Fixed
ECI Earth-Centered Inertial
ECR Earth-Centered Rotational
DLR German Aerospace Center
iMQT ISIS Magnetorquer Board
LLA Geodetic Latitude, Longitude, Altitude
IMU Inertial Measurement Unit
NGA National Geospatial Intelligence Agency
NIR Near-infrared
DCM Direction Cosine Matrix
NED North east down
CGP Cold Gas Propulsion
PID Proportional-integral-derivative controller
LQR Linear Quadratic Regulator
TLE Two-line element set
OBC on board computer
SISO Single Input Single Output

1 Introduction

The idea to create a simulation and control toolkit for small satellite projects was a byproduct of work done on IRISC project by the author of this thesis. IRISC, or "InfraRed Imaging of astronomical targets with a Stabilized Camera", was a project realized as a part of Rocket and Balloon Experiments for University Students programme (REXUS/BEXUS) programme. The goal of the IRISC experiment was to obtain images in the Near-infrared (NIR) spectrum from astronomical targets. Possible targets included the Andromeda Galaxy, Pinwheel Galaxy, Iris Nebula, Eagle Nebula and Starfish Cluster. The images were obtained using a highly stabilized telescope with NIR camera mounted on a REXUS/BEXUS balloon. Author's responsibility covered the design of the control subsystem of the experiment. The stabilization was achieved by a gimbal-like system, to obtain high quality images while being on a moving platform^{[?] 1}. While the design of the control system was not innovative, nevertheless it was a complicated task for a student with no previous practical experience in that field. This has proven to be especially challenging during early stages of experiment design.

The process of effective space-related project management - from the conception of the idea, through production, to disposal - features high costs and often various unpredictable risks. Due to this, a project life cycle is usually divided into distinct phases, allowing for introduction of conducting product reviews within rigid time-frames. An example of such a workflow, adopted by most major agencies such as ESA^[2] and NASA^[3], is a division of the project life cycle into phases, as it can be seen on Figure 1.1. While the design of a project is often an iterative process, the phases and reviews that conclude them exist as a checkpoints, after which the design of the project is to be unchanged, on a level of details progressing as phases do. For example, as one can see, Phase B is usually ended by the Preliminary Design Review (PDR). In the case of a spacecraft, for the PDR, a major architecture parameters have to be defined, such as volume and weight ramifications, top-level designs of solutions for major requirements have to be presented - for a practical example: for high-resolution Earth observation mission the type of the actuators which fulfills precision requirements has to be chosen.

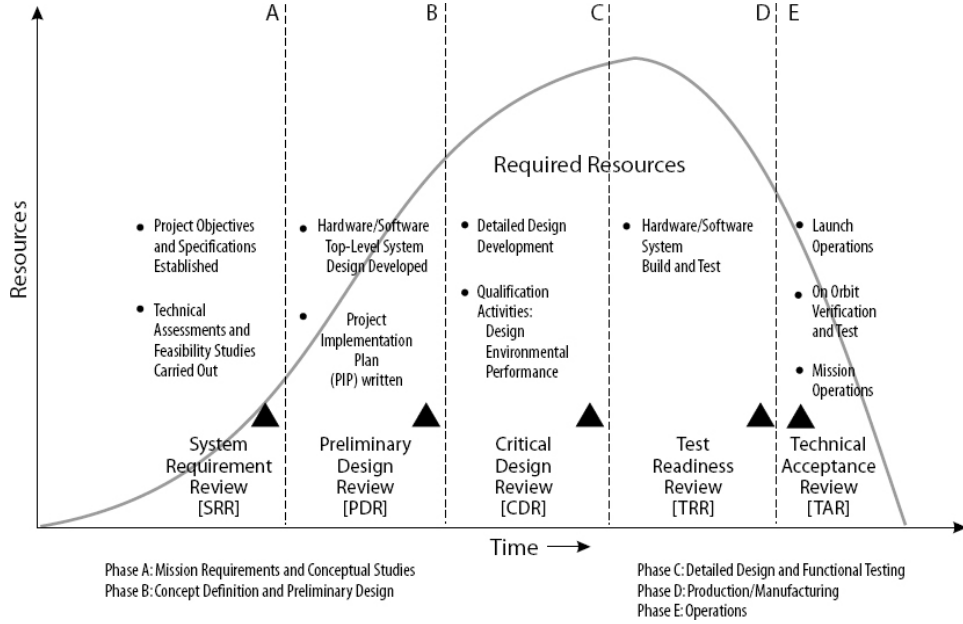


Figure 1.1: Typical space project phases and its life cycle^[1]

Taking the experience of how challenging and time-consuming was the process of learning how to produce a reliable simulation of IRISC control system and the knowledge of significance of preliminary design, author decided to produce and publish a simulation, **which would be** useful for purposes of initial spacecraft design and for beginner engineers to learn how to build a reliable simulation.

1.1 Scope

The thesis covers the process of development of the toolbox for rapid prototyping of satellite's control systems. Chapter 1 describes the aim of this work and discusses the topic of prototyping tools. Chapter 2 goes into **detail** about the architecture of Spacecraft Control Architecture Rapid Simulator (SCARS), its features and methods of implementation. Also **here there are described the ways** of connecting SCARS with various visualization tools. Chapter 3 explains the documentation and usage of SCARS, while in Chapter 4 there are examples **showing how the toolbox can be used in** real life applications. Finally, Chapter 5 discusses the conclusions from the development process and the possibilities for improvements of SCARS.

1.2 Aim

The aim of this thesis work is to build and provide a ready to use open source product - a toolbox for small and low budget satellite projects. The toolbox features allow **for a** initial design of spacecraft's Attitude Determination and Control System (ADCS), which means that they allow **for**, i.a. simulation of spacecraft orbit, testing the feasibility of various actuation methods and testing the effectiveness of different control algorithms in given use cases. That software would **then** allow smaller and inexperienced teams of spacecraft designers to better prepare for design milestones like PDR, when there is not enough time to create a full simulation of their spacecraft ADCS subsystems. Besides the toolbox being a tool for practical use, the thesis also serves as a review of available solutions, so it can be used by future control engineers as a learning material. The idea is, that some parts of the proposed model **could** be removed from the model **as** the students, for the learning purposes, **would** be tasked with designing a substitution.

For the purposes of later evaluation of **how** the solutions proposed in this thesis fulfil the goals stated in the preceding paragraph, a following list of objectives was compiled:

- **Conduct a review of existing tools for preliminary spacecraft design**, focusing on mission planning and Attitude and Orbit Control Systems (AOCS) subsystem;
- **Create a spacecraft dynamics and AOCS model**, to be used with minimal set-up;
- **Assemble a library of models**, to be used by other beginner control engineers;
- **Provide a documentation of the toolbox**, explaining not only the purpose and operating principles of individual parts, but the process of using the toolbox to conduct a preliminary design of spacecraft AOCS subsystem;
- **Share the toolbox to be available online**, with principles of open-source software in mind.

Furthermore, the objectives that are set for the design of the toolbox itself are described in Chapter 2.1.

1.3 Already existing tools

The idea for a toolbox allowing **for** spacecraft mission design and AOCS simulation is not **a new one**. **There are various solutions** available, ranging

from very robust commercial software packages to open-source implementations of individual features for use as a part of MATLAB framework.

The aim of this section is to prove that, while the solutions for spacecraft prototyping are available, there is still a need for open-source, easy-to-use and modify toolbox. Further below is a compiled list of selected software solutions that fit the most objectives stated in subsection 1.2, with included explanation what they are lacking that discussed toolbox should have.

1.3.1 MATLAB CubeSat Simulation Library

CubeSat Simulation Library is a part of Aerospace Blocks created by MathWorks Aerospace Products Team. Using it one can model motion and dynamics of CubeSats and nanosatellites. It provides the most basic features, like the simulation of pre-set attitude scenarios, basic actuators and sensors models and integration with MATLAB's Virtual World visualization tools.

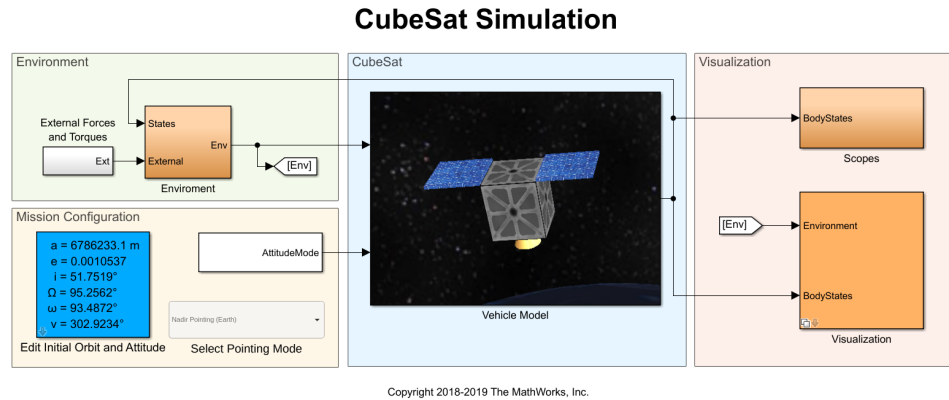


Figure 1.2: Top-level view of the example project of the MATLAB CubeSat Simulation Library

This library, while conceptually most similar to the SCARS, it lacks some functionalities. For example, for actuators, it provides only general models for perfect and second-order actuators. In SCARS, the actuators are full models, which allows not only for reducing the number of layers of abstraction between the user and the simulation, but also for things like calculation of energy expended by the actuator. Also, this toolbox is sparsely documented - while most functionalities are described within their Simulink block masks, there is no comprehensive guide about how to use them in own models^[16].

1.3.2 PrincetonSATELLITE Spacecraft Control Toolbox



Figure 1.3: PrincetonSATELLITE Systems logo^[22]

PrincetonSATELLITE Spacecraft Control Toolbox is a commercial solution for building spacecraft Simulations. It contains over two thousand functions for attitude and orbit dynamics, simulation, estimation, analysis and design. This is the most robust and comprehensive toolbox available, includes online API, **well written** documentation and additional modules for unique applications like formation flying, fusion propulsion or solar sails. The toolbox is very robust, allowing the user **for** long term simulation, **but** also **for** short term projects, like maneuver analysis and launch simulation. PrincetonSATELLITE Toolbox is a versatile and comprehensive tool and would be the best choice for most use-cases, yet it is a paid solution **and** even the cheapest option - CubeSat Edition - may be out of price range for smaller teams^[17].

1.3.3 PROPAT Toolbox

PROPAT **is** a small set of functions in Matlab to simulate and propagate orbit and attitude of an Earth's satellite, developed by the single person as an open-source toolbox. Several functions allow to transform between orbit and attitude coordinates and for propagation or rigid body attitude. PROPAT contains only MATLAB scripts, which while useful and can be used as a part of the simulation, do not combine into a model of a whole spacecraft's ADCS subsystem^[?].

1.3.4 GAST Toolbox

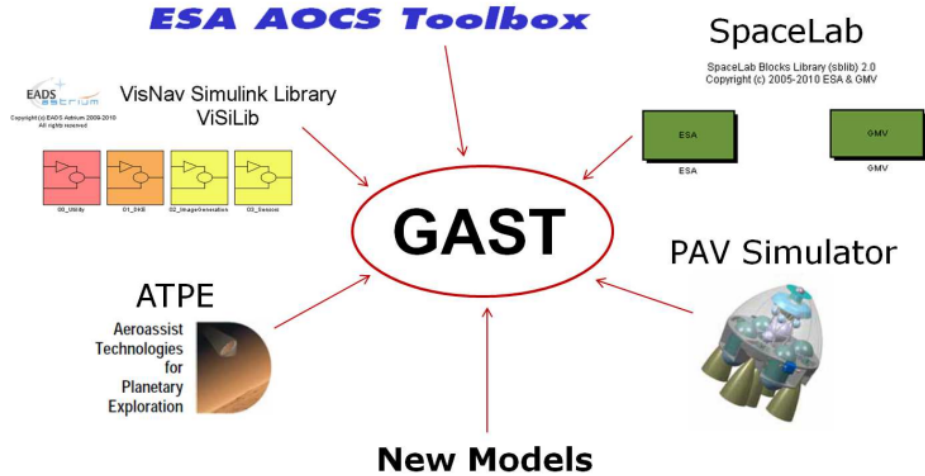


Figure 1.4: Representation of the consolidation of TEC-ECN toolboxes

The GAST toolbox is the result of the consolidation of several toolboxes available in Guidance, Navigation, and Control Systems Section (TEC-ECN) of European Space Research and Technology Centre (ESTEC), such as the AOCs Toolbox, the SpaceLAB library, the ViSiLib library, the ATPE simulator, and the PAV simulator. In addition to consolidating these toolboxes, new models were developed for the GAST toolbox according to the needs of the section. Figure 1.4 shows a pictorial representation of the consolidation of the toolboxes of TEC-ECN. This software was developed in TEC-ECN in 2008, but since it is a product of European Space Agency (ESA), it is not available **for** use for wider audience^[?].

1.3.5 User-created modules available on MathWorks MATLAB Central

As MATLAB is one of the most popular scripting language between engineers, and along with Simulink package it provides tools helpful for simulating mechanical systems, **there are many** user created modules and packages.

MATLAB Central is a network for asking questions about MATLAB software, discussing solutions and sharing MATLAB and Simulink solutions

and files^[?] . On a subsection called File Exchange **there are many** files available to use within MATLAB framework, some of them relevant to spacecraft design. The most notable examples are listed below.

SAT-LAB

SAT-LAB is a MATLAB-based Graphical User Interface (GUI), developed for simulating and visualizing satellite orbits. The primary purpose of SAT-LAB is to provide a software with a user-friendly interface that can be used for both academic and scientific purposes. While a useful tool, it is only suitable for initial mission planning^[?] .

Satellite Orbit Modeling

A collection of MATLAB scripts used for modelling of satellite's perturbed motion with special perturbations approach. While it is very robust, as it can be applied to any problem in celestial mechanics, this module is useful for orbit modeling, not AOCS system design^[?] .

Smart Nanosatellite Attitude Propagator (SNAP)

The Smart Nanosatellite Attitude Propagator is an attitude propagator for satellites that can be used to analyze the environmental torques affecting a satellite and to design and analyze passive attitude stabilization techniques, such as Passive Magnetic Stabilization, Gravity Gradient Stabilization and Aerodynamic stabilization. This model is the most relevant one for the scope of this thesis, but it lacks possibility to model active attitude stabilization techniques^[?] .

Satellite Orbits: Models, Methods and Applications

Rather than spacecraft or orbit model, it is a collection of exercises for book *Satellite Orbits: Models, Methods and Applications*. It is interesting from the educational point and refers at least partially to the problem of control system design - mainly GPS sensor. Yet this is not a toolbox by any means^[?] .

Apollo 11 Moon Landing - 50th Anniversary Model

This example shows how Richard Gran and the other engineers who worked on the Apollo Lunar Module digital autopilot design team could have done it using Simulink, Stateflow, Aerospace Blockset and Simulink 3D Animation if they had been available in 1961. Although it is a very notable example of how MATLAB software family can be used to simulate a whole mission, to

use it for either own spacecraft or educational purposes would require much more reverse engineering and modifications than creating a new model^[?] .

1.3.6 Overview

To summarize, software which helps spacecraft control engineers definitely exists. The problem is that there is no solution which would have all the requirements that the product of this thesis tries to fulfil. The list of features that could be expected from a tool discussed in subsection 1.2 is presented in Table 1, with comparison of their inclusion in the examined software.

Feature	MATLAB CubeSat Simulation Library	PrincetonSAT Spacecraft Control Toolbox	PROPIET Toolbox	GAST Toolbox	Smart Nanosatel- lite At- titude Prop- agator (SNAP)
Orbit propaga- tion	Yes	Yes	Yes	Yes	Yes
Mission planing	No	Yes	Partial	No	No
Actuators and sen- sors model	No	Yes	No	Yes	Only per- manent magnets
Sensor fu- sion	No	Yes	No	Yes	No
Control al- gorithms	Partially	Yes	No	Yes	No
Environment simulation	No	Partial	No	Yes	Yes
Parts database	No	No	No	Yes	No
Availability	With MATLAB Aerospace Blockset	Fully com- mercial	Free online	Not avail- able	MATLAB File
Documentation available	Partial	Yes	Yes	Partial	No
Open source	Partially	No	Yes	No	Yes, apart from MATLAB back end

Table 1: Comparison of features included in various software

2 Spacecraft Control Architecture Rapid Simulator (SCARS) Toolbox

This chapter consists of description of the toolbox designed as a part of this thesis work. After the following introduction, in Sections 2.1, 2.2 and 2.3 the objectives of the toolbox and its high level structures are described. After that, one finds theoretical description of satellite mechanics and coordinated systems, with following descriptions of theoretical principles of each major component of the toolbox and their implementation in MATLAB and Simulink software. At the end, methods of visualization of acquired simulations are discussed.

To fulfil the main objective of this thesis, that is to provide the community of beginner control engineers with a satellite control system prototyping toolbox, a self-made solution is proposed. This chapter provides the insight into the architecture of Spacecraft Control Architecture Rapid Simulator (SCARS) Toolbox, a software framework created for purposes of this thesis in MATLAB and Simulink. First the main objectives of that solution are stated, then architecture of Spacecraft Control Architecture Rapid Simulator (SCARS) is described, to give the initial description of how the toolbox can be used. In following sections the principles of operation of each major part of the toolbox, and how they were implemented, are presented.

The inputs of SCARS Toolbox - whether used as a parts library and integrated into own project, or as ready-made modular simulation - are parameters of spacecraft hardware, such as for example size of the satellite, trusters operational range, and initial mission parameters, for example time, Keplerian elements or initial body rates. The outputs of the toolbox are performances of each part and simulated behavior of the whole spacecraft, allowing the user to easily test different designs for their satellites.

2.1 Objectives

The toolbox itself covers first two objectives of the the thesis. Following listing further specifies what should be expected of the end product and what features the users should be able to find in SCARS Toolbox:

- A model of orbital dynamics of Earth orbiting satellite;
- Models of most common satellite actuators and sensors and parametrize them, so that the actual hardware can be reproduced in simulation using values from datasheets;

- Modelled sources of environmental forces and torques, including most sources most relevant for small satellites;
- Several most basic control methods;
- Simulink Custom Library, with all models masked for quick set up;
- Methods of conducting preliminary review of feasibility of used hardware components and control methods;
- Interfaces allowing the user to connect the toolbox with visualization software.

2.2 Choice of software

To fit with the objectives of accessibility and ease of modification MATLAB family of software was chosen. MATLAB is one of the most popular scripting language and with the addition of Simulink software it can become powerful tool with the ability to set up numerical simulations in short time. MATLAB is taught in most technical universities and there is significant number of both courses available online and materials for self-teaching. For one purpose (described in Section 2.11.3) a Python script acting as a dataflow bridge was used, as it was a simplest method to solve a problem described in that chapter. Several other software solutions were used for visualization purposes, with the reasoning described in Section 2.11.

Versatility of MATLAB may be attributed to the number of Add-Ons available for it. SCARS Toolbox uses and requires the following modules:

- Aerospace Toolbox
- Navigation Toolbox
- CubeSat Simulation Library
- Control System Toolbox
- Simulink 3D Animation

2.3 Architecture

SCARS is divided into two parts: 1) Parts Library and 2) Modular Simulation. The Parts Library contains Simulink subsystems, which can be connected to form simulations of various complexity and for multiple scenarios. The other is a Modular Simulation, which can be set up with either MATLAB command line scripts or graphical user interface.

2.3.1 Parts Library

SCARS Parts Library is a ready to use Simulink Custom Library, that is a collection of blocks available to use in Simulink models. All blocks in library downloaded alongside SCARS are parametrized, masked and described to ease the integration of library parts into user simulation. The library is divided into specific sections:

- Satellite Dynamics
- Reference Frames Transformations
- Environment
- Actuators
- Sensors
- Control Algorithms
- Visualization
- Analysis
- Example scenarios

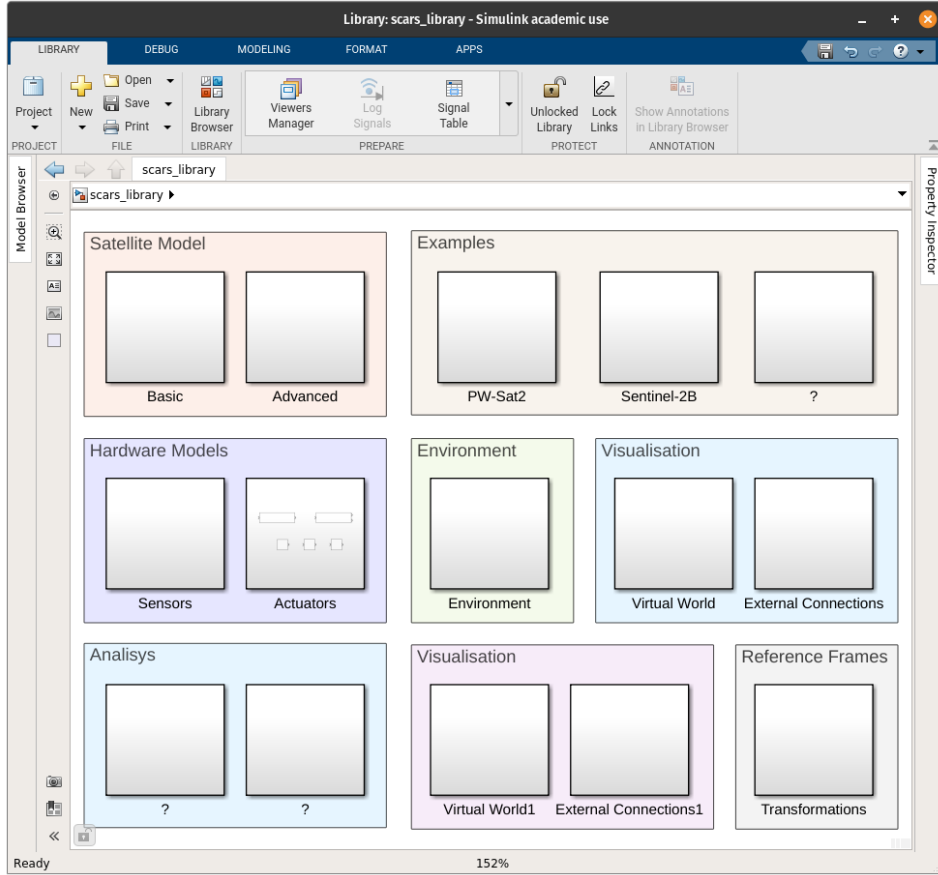


Figure 2.1: SCARS Parts Library screenshot

2.3.2 Modular Simulation

SCARS Modular Simulation is a ready-made simulink model available for setup using prepared scripts and SCARS user interface. The model is a simulation of cube-shaped satellite, which can be set on specified orbit using various initialization methods, such as Keplerian elements in conjunction with Julian date time. (The initialization is further described in Chapter 3). In the same manner, all actuators and sensors available in SCARS library can be chosen. The Modular Simulation makes use of most available blocks, which can be commented out from the model, either by hand or using the user interface, to improve the speed of the simulation.

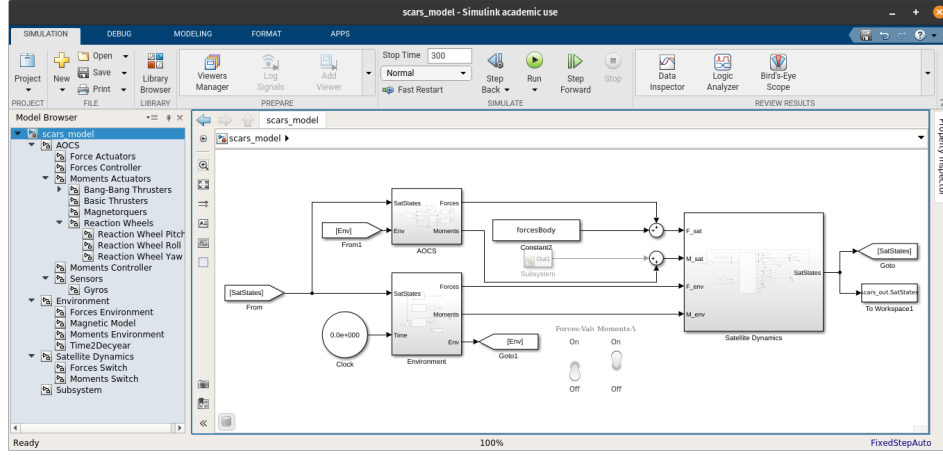


Figure 2.2: SCARS Modular Simulation screenshot

2.3.3 Main Signal Buses

To unify the signals transferred to blocks modelled in SCARS Toolbox a pair of Simulink signal buses is proposed - **SatStates** bus, produced as the output of **Satellite Dynamics** block and **Env** bus, collected as an output of **Environment** block. Since the buses are unified, there is no need for unit or coordinate transformations between, for example, satellite model and sensor model. Following tables present descriptions of signals contained in designed buses. Reference frames mentioned here are explained in subsection 2.5.

Name	Unit	Description	Size
V_ECEF	m/s	Velocity of the body in ECEF frame, in relation to ECEF reference frame	1x3
X_ECEF	m	Position of the body in ECEF reference frame	1x3
lla	deg, deg, m	Body latitude, longitude and altitude in reference to Earth's Geographical coordinates	1x3
Euler_NED	rad	Body rotation angles in relation to NED reference frame	1x3
DCM_ECI2B	-	Direction Cosine Matrix describing rotation from ECI frame to body frame	3x3
DCM_NED2B	-	Direction Cosine Matrix describing rotation from NED frame to body frame	3x3
DCM_ECEF2NED	-	Direction Cosine Matrix describing rotation from ECEF frame to NED frame	3x3
DCM_ECEF2B	-	Direction Cosine Matrix describing rotation from ECEF frame to body frame	3x3
V_B	m/s	Body acceleration in relation to its inertial reference frame	1x3
Omega_NED	rad/s	Body rotation rate in reference to NED reference frame	1x3
Omega_B	rad/s	Body rotation rate in reference to its inertial reference frame	1x3
Euler_B	rad	Body's rotation angles in relation to its initial position	1x3
dOmega_B/dt	rad/s ²	Derivative of body rotation rate in reference to its inertial reference frame	1x3
A_B	m/s ²	Body acceleration in relation to its inertial reference frame	1x3

Table 2: **SatStates** bus signals description

Since **SatStates** bus contains ideal values of satellite states, the models

that use it do so for purpose of modelling mechanical relations between satellite's frame and its hardware components. For other applications, like creation of control loop, it is advised to use sensor models instead.

Name	Unit	Description	Size
Magnetic Field [nT]	nT	Strength of the magnetic field on Earth's orbit, depending on altitude, position and time	1x3
Environment Force [N]	N	Force acting on a spacecraft - a sum of gravitational pull and atmospheric drag	1x3
Sun's Position [km]	km	Position of the Sun with reference to Earth, in ECEF frame	1x3
Atmosphere Density [kg/m ³]	kg/m^3	Density of atoms in partial atmosphere at body's altitude	1

Table 3: **Env** bus signals description

Env signal bus contains information about parameters of the environment at spacecraft coordinates. Although the values are derived from used models, they should be treated as ideal values, therefore for applications where the measurement is used as algorithm input, for example in B-Dot controller described in subsection 2.10.3 it is suggested to use a sensor model between **Env** block and actuator or on board computer (OBC) model.

2.4 Spacecraft Dynamics

Spacecraft mechanics are governed by the laws describing the motions of a body under the influence of external and internal forces and torques. Forces acting on a spacecraft influence its translational motion, which in the simplest form can be described as a set of differential equations in a form of $\dot{x} = Ax + Bu$. In this case, x is a state vector built from satellites position vector in three-dimensional Cartesian coordinates and first order derivatives of said vector. For simplified point-on-orbit satellite dynamics

following equations can be used:

$$\begin{bmatrix} \delta \dot{u} \\ \delta \dot{v} \\ \delta \dot{w} \\ \delta \dot{x} \\ \delta \dot{y} \\ \delta \dot{z} \end{bmatrix} = \begin{bmatrix} 0 & 0 & 0 & -n^2 & 0 & 0 \\ 0 & 0 & 0 & 0 & -n & 2 \\ -n & 0 & 0 & 0 & 0 & 2n^2 \\ 1 & 0 & 0 & 0 & 0 & 0 \\ 0 & 1 & 0 & 0 & 0 & 0 \\ 0 & 0 & 1 & -1 & 0 & 0 \end{bmatrix} \begin{bmatrix} \delta u \\ \delta v \\ \delta w \\ \delta x \\ \delta y \\ \delta z \end{bmatrix} + \begin{bmatrix} T_x/m \\ T_y/m \\ T_z/m \\ 0 \\ 0 \\ 0 \end{bmatrix} \quad (1)$$

Equation 2.4 describes translational motion of the spacecraft on the orbit, where $n = \sqrt{g/R}$, R is radial distance from attracting center, g is gravitational force per unit mass, m is spacecraft mass and T_x, T_y, T_z are thrust components. On the other hand, for small attitude changes of non-spinning spacecraft with respect to inertial frame, equations describing rotational motion can be linearized. The acquired system is presented on Equation 2.4:

$$\begin{bmatrix} \dot{p} \\ \dot{q} \\ \dot{r} \\ \dot{\Phi} \\ \dot{\Theta} \\ \dot{\Psi} \end{bmatrix} = \begin{bmatrix} 0 & 0 & 0 & 0 & 0 & 0 \\ 0 & 0 & 0 & 0 & 0 & 0 \\ 0 & 0 & 0 & 0 & 0 & 0 \\ 1 & 0 & 0 & 0 & 0 & n \\ 0 & 1 & 0 & 0 & 0 & 0 \\ 0 & 0 & 1 & -n & 0 & 0 \end{bmatrix} \begin{bmatrix} p \\ q \\ r \\ \Phi \\ \Theta \\ \Psi \end{bmatrix} + \begin{bmatrix} Q_x/I_x \\ Q_y/I_x \\ Q_z/I_z \\ 0 \\ n \\ 0 \end{bmatrix} \quad (2)$$

Where T_x, T_y, T_z are torque components and I_x, I_y, I_z describe satellite's inertia in given axes.

One of the goals of this thesis is to create means to design a satellite control system for people without much experience in that field. One of the ways to accomplish that is to eliminate the need to derive complex mathematical models of the systems involved. Nevertheless, there exists a need for such models, for example for LQR control algorithm described in Section 2.10.2. One could try to further develop Equations 2.4 and 2.4 into state-space representation of whole spacecraft system including all actuators and sensors, parametrize it and programmatically modify it, for each configuration, to include only set-up parts. Alternative solution it to use MATLAB Control System Toolbox and its functions to automatically linearize Simulink models. The main advantage of this solution is that it also encompasses all changes from the users to the SCARS Modular Simulation. The process is described in subsection C.

To provide the user with ability to include a on-orbit dynamics model in their simulations, **Satellite Dynamics** block was designed. This module

is built around Simulink Aerospace Blockset **6DOF ECEF (Quaternion)** block. SCARS provides a mask for said block, which allows the user to set up the parameters of the spacecraft and initial conditions for the simulation, as showed in subsection 4.1.

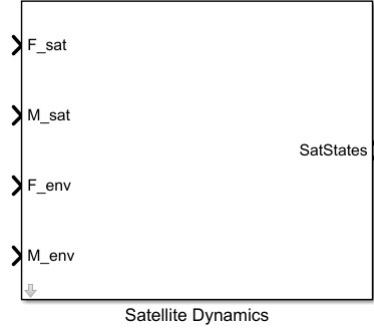


Figure 2.3: **Satellite Dynamics** SCARS block

The inputs to **Satellite Dynamics** block, as seen in Figure 2.3, are **F_sat** and **M_sat**, which respectively correspond to forces and torques acting on the satellite in its body reference frame, and **F_env** and **M_env**, which are in Earth-Centered, Earth-Fixed (ECEF) reference frame. This is to allow easy connection between this and **Environment** block, described in subsection 2.7. The output of this subsystem is a bus signal, described in subsubsection 2.3.3.

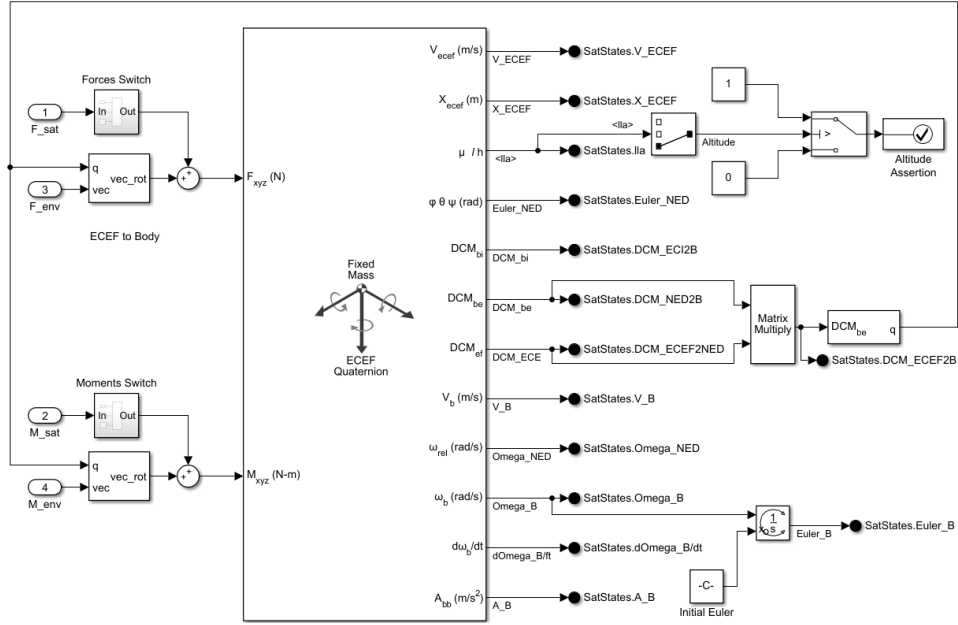


Figure 2.4: Contents of **Satellite Dynamics** SCARS block

2.5 Reference Frames

To find the states of the chosen object, one has to first describe the coordinate system and the reference points used for this definition. Most useful ones from the perspective of the spacecraft AOCS design are described below and their relationship is showed on Figure 2.5.

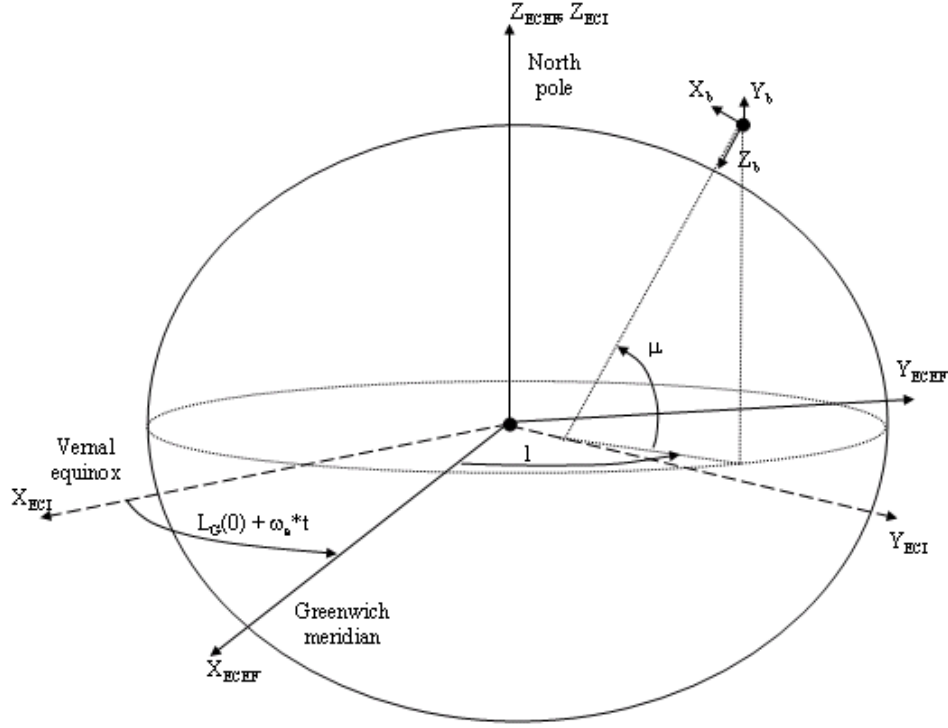


Figure 2.5: Satellite Reference Frames^[11]

2.5.1 Satellite Body Frame

Satellite Body Frame has its origin at the center of mass of the spacecraft, with axes directions chosen to fit the design of the spacecraft. For example, for observation missions, most often one of the axes corresponds to the axis of satellite's optical instrument. Position and velocity vectors in this frame will be further noted as \mathbf{r}_B and \mathbf{v}_B respectively.

2.5.2 North east down (NED)

North east down (NED) is a local tangent plane coordinate frame. It is fixed to the body of the satellite, with Z_{NED} axis pointing towards the center of the Earth, X_{NED} axis oriented in the direction of north and Y_{NED} towards east. The most popular application of NED frame is for aircraft and spacecraft, when most objects of interest are below the vehicle, therefore it is convenient to be able to reference the position of the target with positive

value. Position and velocity vectors in this frame will be further noted as \mathbf{r}_{NED} and \mathbf{v}_{NED} respectively.

2.5.3 Earth-Centered Inertial (ECI)

The Earth-Centered Inertial (ECI) frame has its origin located in Earth's center of gravity. It has X axis parallel to and directed as vernal equinox direction, its Z axis is constructed from the vector starting in origin and going through Earth's celestial North pole and Y axis is a vector cross product of the other two. Specific ECI frame used in this thesis is J2000 frame, defined with the Earth's Mean Equator and Equinox at 12:00 Terrestrial Time on 1 January 2000^[9]. Position and velocity vectors in this frame will be further noted as \mathbf{r}_{ECI} and \mathbf{v}_{ECI} respectively.


2.5.4 ECEF

The ECEF, also known as Earth-Centered Rotational (ECR), is a frame of reference can with origin in Earth's center of mass and it's axes are parallel with international reference pole (Z_{ECEF} axis) and international reference meridian (X_{ECEF} axis), with Y_{ECEF} axis being vector cross product of other two. The ECEF frame includes information about rotation of the Earth, hence a point which would be fixed in the ECI frame would be progressing with time in the ECEF frame. Vectors in this frame will be further noted as \mathbf{r}_{ECEF} and \mathbf{v}_{ECEF} .

2.6 Coordinates Transformations

Since for different purposes various reference frames and coordinate systems have to be used, it is necessary to have the means to transform vectors between them. As for reference frames the solution is to find a Direction Cosine Matrix (DCM), that is a 3-by-3 matrix which can be used to transform three-dimensional vector \mathbf{x} into another vector \mathbf{y} with the following equation:

$$\mathbf{y} = \text{DCM}\mathbf{x} \quad (3)$$

 coordinate transformations are more complex, each one is described in its respective subsection. All transformations are implemented within SCARS Toolbox as the algorithms presented and masked for ease of use.

2.6.1 ECI position and velocity vector to Keplerian elements

As mentioned, Earth orbiting satellite's position can be described by its position vector \mathbf{r}_{ECI} in Cartesian coordinate system, with center corresponding to Earth's geometric center. That vector in connection with spacecraft's velocity vector \mathbf{v}_{ECI} in same coordinate system can be transformed into Keplerian elements by using following equations:

$$a = \frac{\mu}{2 \left(\frac{\mu}{r} - \frac{v^2}{2} \right)} \quad (4)$$

$$i = \cos^{-1} \left(\frac{h_Z}{|\mathbf{h}|} \right) \quad (5)$$

$$e = \sqrt{\frac{1 - h^2}{\mu a}} \quad (6)$$

$$\psi = \cos^{-1} \left(\frac{a - |\mathbf{r}_{\text{ECI}}|}{ae} \right), \quad \text{where} \quad \sin(\psi) = \frac{\mathbf{r}_{\text{ECI}} \cdot \mathbf{v}_{\text{ECI}}}{e\sqrt{\mu a}} \quad (7)$$

$$\theta = \sin^{-1} \left[\frac{\sin(\psi\sqrt{1-e^2})}{1 - e \cos(\psi)} \right] \quad (8)$$

$$M = \psi - e \sin(\psi) \quad (9)$$

And Ω and ω can be found from following relations:

$$\sin(\Omega) = \frac{h_X}{\sqrt{h_X^2 + h_Y^2}} \quad \text{and} \quad \cos(\Omega) = \frac{h_Y}{\sqrt{h_X^2 + h_Y^2}} \quad (10)$$

$$\sin(\omega + \theta) = \frac{r_Z}{r \sin(i)} \quad \text{and} \quad \cos(\omega + \theta) = \frac{r_Z \cos(\Omega) + r_Y \sin(\Omega)}{r} \quad (11)$$

Where terms h_X , h_Y and h_Z are components of $\mathbf{h} = \mathbf{r}_{\text{ECI}} \times \mathbf{v}_{\text{ECI}}$ vector and r_X , r_Y and r_Z are components of position vector.

2.6.2 Keplerian elements to ECI position and velocity vector

To quickly obtain position vector from Keplerian elements one may define a coordinate system with x , y axes on orbit's plane with $z = 0$. Then the following equations describe the coordinates:

$$x = a \cos(\psi) - ae \quad (12)$$

$$y = a \sin(\psi) \sqrt{1 - e^2} \quad (13)$$

Then the position in Earth's inertial Cartesian coordinate system can be found with following system of equations:

$$\mathbf{r} = \begin{bmatrix} r_X \\ r_Y \\ r_Z \end{bmatrix} = [A_Z(\Omega)]^{-1} [A_X(i)]^{-1} [A_Z(\omega)]^{-1} \begin{bmatrix} x \\ y \\ 0 \end{bmatrix} \quad (14)$$

Where $[A_d(\alpha)]$ stands for transformation matrix about axis d by an α angle.

2.6.3 ECI to ECEF

To transform vectors calculated in inertial frame to Earth-Fixed reference frame one has to multiply the ECI vector by following rotation matrix:

$$DCM_{ECEF}^{ECI} = \begin{bmatrix} \cos \theta_{GMST} & \sin \theta_{GMST} & 0 \\ -\sin \theta_{GMST} & \cos \theta_{GMST} & 0 \\ 0 & 0 & 1 \end{bmatrix} \quad (15)$$

Where θ_{GMST} is Earth's rotation angle; to be calculated with:

$$\theta_{GMST} = \frac{1}{240} \cdot \text{mod} [24110.54841 + 8640185.812866 \cdot Y + 0.093104 \cdot Y^2 - 6.2 \cdot 10^{-6} \cdot Y^3 + 1.002737909350795 (3600hh + 60mm + ss), 8640] \quad (16)$$

Where Y is the number of Julian centuries elapsed from the J2000 epoch and $\text{mod } a, b$ is the modulo operator.

2.6.4 ECEF to NED

Implementation of this transformation assumes that the origin of ECEF frame is at the center of the planet, the X_{ECEF} axis intersects the Greenwich meridian and the equator, the Z_{ECEF} axis is the mean spin axis of the planet, positive to the north, and the Y_{ECEF} completes the right-hand system^[10]. The following equation shows the DCM for that transformation:

$$DCM_{NED}^{ECEF} = \begin{bmatrix} -\sin \phi \cos \lambda & -\sin \phi \sin \lambda & \cos \phi \\ -\sin \lambda & \cos \lambda & 0 \\ -\cos \phi \cos \lambda & -\cos \phi \sin \lambda - \sin \phi \end{bmatrix} \quad (17)$$

2.6.5 ECEF to Geodetic Latitude, Longitude, Altitude (LLA)

One can calculate geodetic longitude λ with ease, by following the simple relation:

$$\lambda = \arctan\left(\frac{Y_{ECEF}}{X_{ECEF}}\right) \quad (18)$$

It to find the geodetic latitude ϕ Bowring's iterative method has to be employed^[12]. The calculations are performed inside the SCARS Satellite Model and can be read from the workspace after the simulation is run at least once.

2.7 Environment

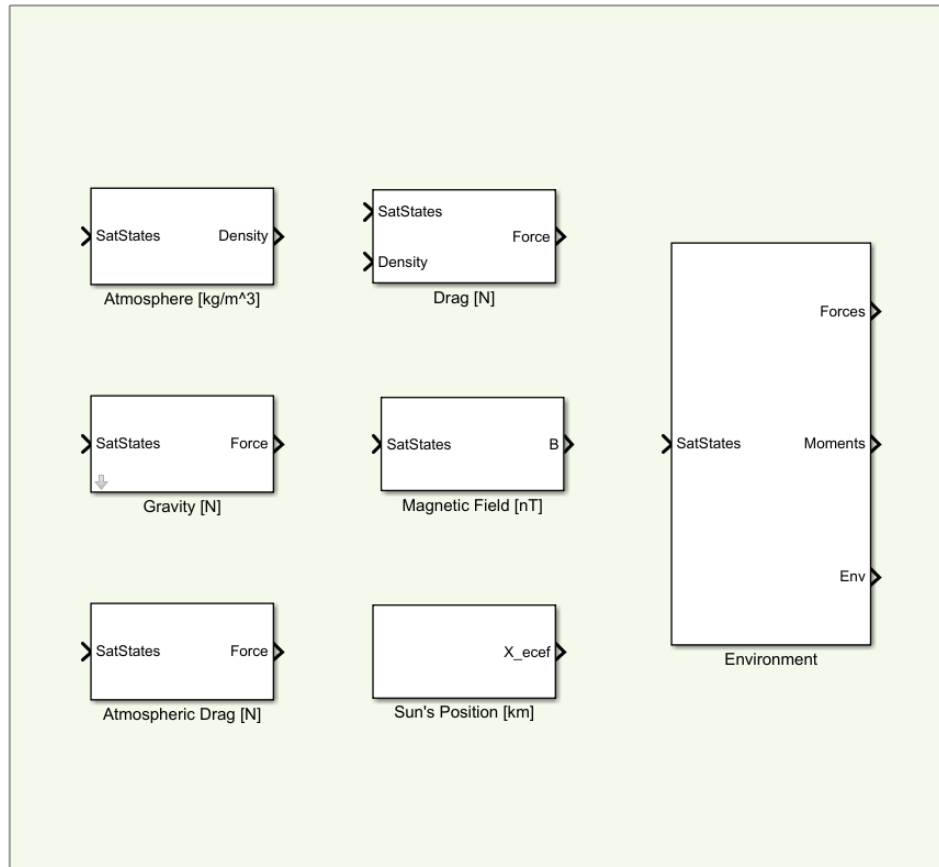



Figure 2.6: SCARS Parts Library Environment module blocks

Environment module is responsible for producing environmental parameters such as gravity, magnetic field, atmosphere density, etc., at the position of the simulated spacecraft. The reasoning behind choosing these specific sources are in the description of each sub-module. The main premise was that the source has to be relevant for the choice of actuators. All models available in SCARS Parts Library are also collected in a single, unified block called **Environment**, as seen on Figure 2.7, and use bus described in subsection 2.3.3 as an output. s solutions allows for easy implementation of Environment module in user's model, but can negatively affect computing time.

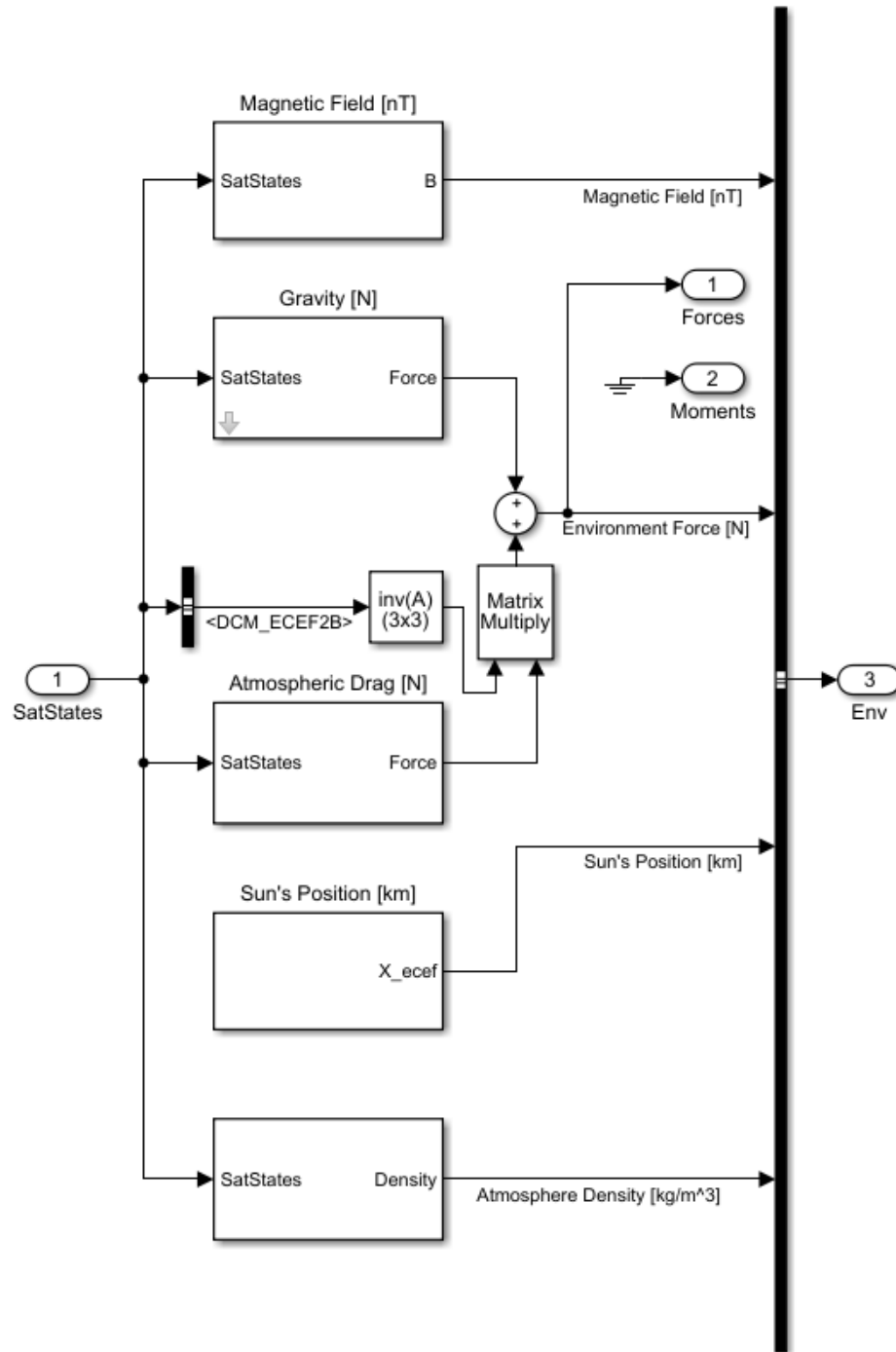


Figure 2.7: Contents of SCARS **Environment** model

2.7.1 Earths's Gravity Model

Main centripetal force acting on a spacecraft on any orbit is gravity - it is defined by the equation derived from the law formalized by Isaac Newton:

$$\ddot{\mathbf{r}} = -\frac{G(m_1 + m_2)\mathbf{r}}{\|\mathbf{r}\|^2} \quad (19)$$

Where r is the position vector, m_1 and m_2 are the masses of two-body system and G is the universal gravitational constant. Simplified with:


$$m_1 = M_{Earth} \gg m_2 = m_{spacecraft} \quad (20)$$

One can derive the corresponding potential function:

$$u = -\frac{GM_{Earth}}{r} \quad (21)$$

For a spacecraft on Earth's orbit, this model is a very far-stretched approximation, as it leaves out the influence of Earth's non-ideal shape, changes in density gradient in Earth's interior and perturbations caused by gravitational fields of other bodies. While the influence of other celestial objects is omitted in the SCARS toolbox due to it being mostly designed for lower orbits, one can easily account for Earth's non-spherical mass distribution using function constructed with the use of Legendre polynomials to calculate the correction ϵ to potential function (21):

$$\epsilon(r, \theta, \varphi) = \sum_{n=2}^{\infty} \frac{J_n P_n^0(\sin \theta)}{r^{n+1}} + \sum_{n=2}^{\infty} \sum_{m=1}^n \frac{P_n^m(\sin \theta)(C_n^m \cos m\varphi + S_n^m \sin m\varphi)}{r^{n+1}} \quad (22)$$

Where the correction is a function of spacecraft's position in spherical coordinate system - r , θ , φ are in order altitude, latitude and longitude. The coefficients J_n , C_n^m and S_n^m are computed to sibly provide best approximation between observed and calculated orbit. Legendre polynomials of form


$$\frac{P_n^0(\sin \theta)}{r^{n+1}} \quad (23)$$

are called the zonal terms and Legendre functions

$$\begin{aligned} & \frac{P_n^m(\sin \theta) \cos m\varphi}{r^{n+1}} \\ & \frac{P_n^m(\sin \theta) \sin m\varphi}{r^{n+1}} \end{aligned} \quad (24)$$


correspond to tesseral terms. The denominating term is the so-called "J₂ term":

$$\frac{J_2 P_2^0(\sin \theta)}{r^3} = J_2 \frac{1}{r^3} \frac{1}{2} (3 \sin^2 \theta - 1) = J_2 \frac{1}{r^5} \frac{1}{2} (3r^2 \sin^2 \theta - r^2) \quad (25)$$

While equations (21) and (22) can added together to faithfully model the influence of Earth's gravity field on the spacecraft, it was decided to use a model from Simulink Aerospace Blockset - the Spherical Harmonic Gravity Model, with EGM2008 planetary model  it is much more detailed and provides better accuracy.

2.7.2 Partial Atmosphere

Earth's atmosphere is composed of complex layers that are bounded basing on their composition and parameters. Man-made objects on Earth's orbit would be located in thermosphere, if their orbit is at least partially under 600km altitude above the surface of the Earth, or exosphere if above it. The former consists mostly of molecular hydrogen and nitrogen, while the latter also of hydrogen, helium and carbon dioxide. The main effects of the higher layers of atmosphere on the spacecrafts in Low Earth orbit (LEO) are drag, degradation of surface materials and spacecraft glow. For the toolbox, the only relevant effect is the first one, resulting in both aerodynamic force and aerodynamic torque acting on the spacecraft.

Aerodynamic forces are created by spacecraft's movement through the atmosphere. The forces acting on the spacecraft are drag, lift and side slip force, but the only one taken into consideration will be the drag, acting on  spacecraft's tangential velocity, since the other are of negligible magnitude. To calculate drag force, one has to use the following equation:

$$F_d = -\frac{1}{2} \rho C_d A v^2 \quad (26)$$

Where C_d is the drag coefficient, ρ is atmospheric mass density, A is body area in a cross-section perpendicular to velocity vector and v is the total velocity of the satellite with respect to the atmosphere.

As of now, the effect of aerodynamic torque is omitted in SCARS Toolbox, as to model it with high fidelity one needs to have a 3D model of the specific spacecraft.

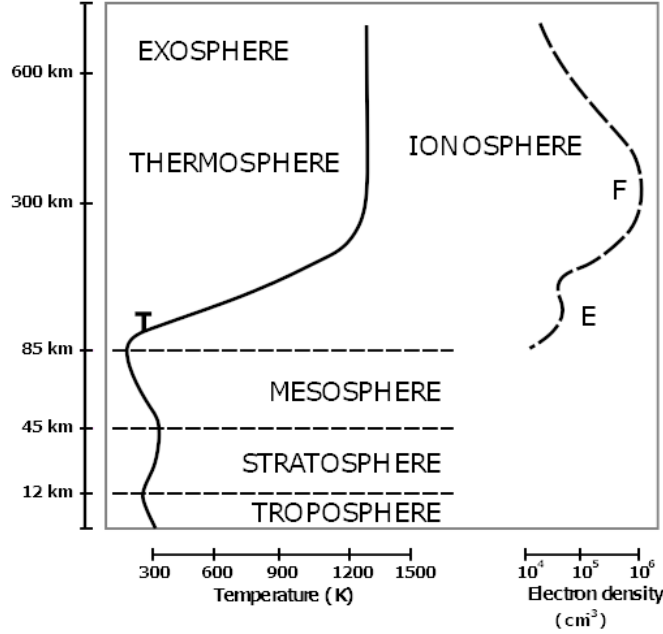


Figure 2.8: Model of Earth's atmosphere layers

The reference atmospheric model used in SCARS is NRLMSISE-00, which takes date and position of the object in geographic coordinate system as **inputs and outputs** temperature and density of the atmosphere components. As it was built for satellites, it allows for altitudes up to 1000 km . In the toolbox, orbits above that are considered to have negligible impact of the atmosphere and therefore atmospheric forces are set to zero **above this threshold**.

2.7.3 Sun and Earth Relative Position

The position of Sun in relation to Earth and to satellite is important for simulating mission elements such as spacecraft temperatures or solar panels charging times. To acquire Sun's relative position, MATLAB's Aerospace Toolbox function, `planetEphemeris()` was used. By default, the function implements the position based on the DE405 ephemeris in units of km. It was wrapped around SCARS specific function, `getSunPosition()` - a function returning array of Sun's ECI positions every day. The function takes simulation's start time in Julian date format as **first** parameter and simulation duration, in seconds, as second parameter. It is then implemented

in Simulink as a lookup table and whole model is masked for ease of usage.

2.7.4 Earth's Magnetic Model

For precise models of magnetometers and magnetometers it is necessary to include a source of information about Earth's magnetic field. Earth can be approximately modelled as an magnetic dipole, but since the intensity of magnetic field ranges from around 25.000 to 65.000nT, depending on parameters such as geographic position, altitude, time, and date, **hence the need to use a high fidelity model.** The choice was to use National Geospatial Intelligence Agency (NGA) World Magnetic Model. This model is already implemented in MATLAB Aerospace Toolbox, so it was just masked for use as a part of SCARS Toolbox.

2.8 Actuators

In the following subsections, the descriptions of actuators included in SCARS Toolbox are provided. All of them can be used in a model by themselves or in combination with any other number of actuators. The model linearization method described in subsection C allows for using all provided actuators with all control methods described in subsection 2.10.

2.8.1 Ideal and Simple Actuators

Ideal Actuators are simply Simulink subsystems including unit gain. Their purpose is to serve as a placeholder, if other parts of ADCS subsystems are tested and simulation of actuator behavior is not necessary.

Simple Actuators are ought to simulate most generic sources of errors in actuators, for the user to be able to create a more reliable placeholder for actuator not yet available in SCARS Toolbox.

2.8.2 Thrusters

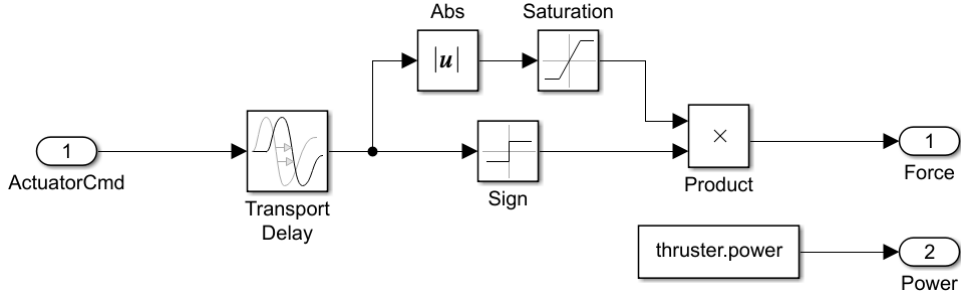


Figure 2.9: Directional Thruster model

One type of actuators that provide the source for external forces and torques acting on a spacecraft are gas thrusters. In case of small satellites, Cold Gas Propulsion (CGP) Systems are the most popular solution, since its simple design leads to smaller actuator mass and low power consumption. A CGP system operates in a process of controlled ejection of compressed liquid or gas propellant.

Spacecraft thrusters can be used for orbit change maneuvers, rapid attitude changes, momentum dumping, nutation and adjusting spin rates. The main advantage of gas propulsion is that the thrust can be controlled with high precision and they can provide high forces and torques. Moreover, there will never be a need for desaturation of a thrusters, in opposition to reaction wheels. Nevertheless the requirement for propellant poses a problem for small satellites, making it a rare method of attitude control in CubeSats and other micro- and nanosatellites.

The key parameters, available for set up in SCARS Toolbox Thruster model are: thrust range, nominal thrust, specific impulse, amount of propellant, total impulse, power consumption, mass and time delay to control. Same as in Simple Actuators, noise sources can be set up.

In SCARS Parts Library various versions of Thruster are available:

- **Directional Thrusters** - Effective forces are assumed to be located on spacecraft body axes, leading to the lack of external torques, hence this model can be used for orbit corrections and maneuvers.
- **Rotational Thrusters** - Effective forces are assumed to be axisymmetric, therefore there are no forces generated by the thrusters, so this configuration can be used for pure attitude control. Additional parameter required for this model is radial displacement for the thrusters.

- **Bang-Bang Thrusters** - Thrusters that operate in bang-bang control mode, allowing for operation only with no or maximum thrust. Additional parameters required for this model are turn-on and turn-off thresholds in control signal. They can be used either in orbit or attitude control and in respective cases they follow the principles of Directional and Rotational Thrusters.

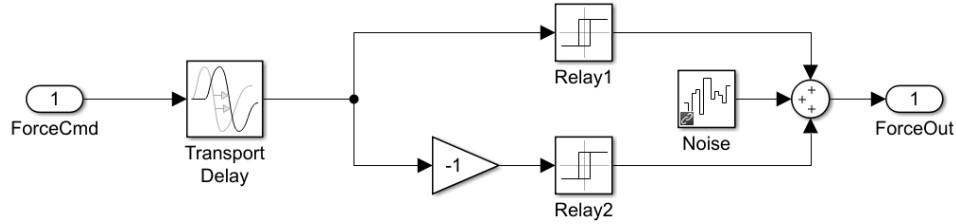


Figure 2.10: Bang-Bang Thruster model

For all thrusters models the only input is the control signal, while the outputs are fuel consumed and either generated force or torque. CGP Systems also have a downside of decreasing thrust profile in relation with time, since thrust is correlated with the pressure of the propellant inside a tank. This property is not yet modeled in SCARS Toolbox.

2.8.3 Reaction Wheels

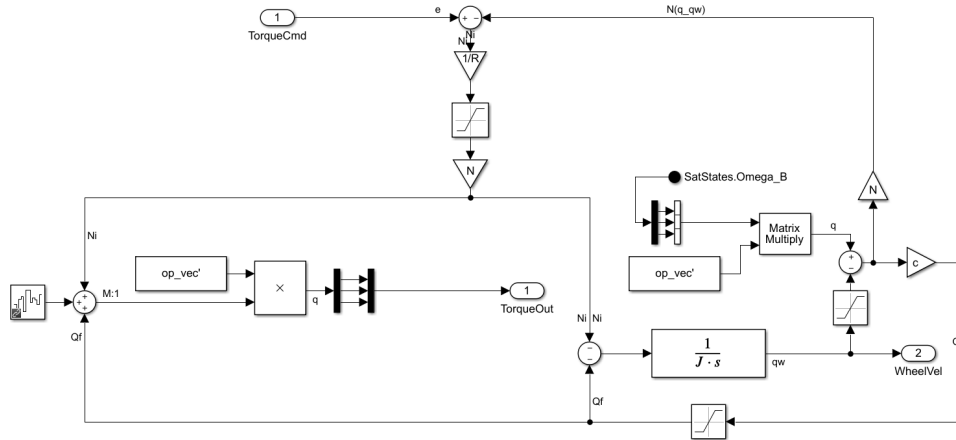


Figure 2.11: SCARS Reaction Wheel model

Fast attitude control can be also achieved by the use of reaction wheels - mechanisms consisting of rotating flywheel and proportional electromagnetic torquer, such as DC motor. This allows for very precise attitude maneuvers, with the possibility to eliminate most disturbance torques. Reaction wheels operate around at a non-zero reference speed and change in their angular velocity imposes corresponding torque on the spacecraft. The disadvantage of this solution is that reaction wheels have fixed operating range and to achieve higher angular velocities for the spacecraft, the wheels have to be desaturated using another actuators. In CubeSats, for example, most commonly this would be solved by the addition of magnetorquers.

In fast attitude control the motion about each spacecraft body axis can be considered to be decoupled from motion about two other axes. The equations of motion that describe the influence of reaction wheels angular velocity q_w on total angular momentum H are as follows:

$$I_y \dot{q} = Ni + Q_f + Q_{dy} \quad (27)$$

$$\dot{\Theta} = q \quad (28)$$

$$J \dot{q}_w = -Ni - Q_f \quad (29)$$

$$Ri = e - N(q - q_w) \quad (30)$$

$$Q_f = -c(q - q_w) \quad (31)$$

$$H = I_y q + J q_w \quad (32)$$

Where e , i , R are respectively steering voltage, current in DC motor and armature resistance. N is torque per unit current and c is viscous friction coefficient. Q_f is wheel bearing friction torque and Q_{dy} stands for external disturbance torque. Said equations were modelled in the toolbox as it can be seen on Figure 2.12.

The problem with modeling off-the-shelf reaction wheels is that datasheets rarely provide the value of viscous friction coefficient c in the DC motor, therefore in SCARS it is considered to be an optional parameter.

2.8.4 Magnetorquers

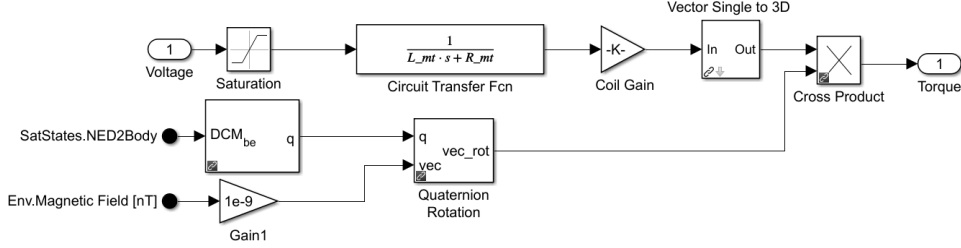


Figure 2.12: SCARS Magnetorquer model

A magnetorquer is an attitude actuator which uses Earth's geomagnetic field to generate controlling torque. The active part in the magnetorquer is the solenoid, which generates the magnetic dipole moment proportional to the current conducted by the coil. This interaction is described with the following equation:

$$\tau_B = M \times B \quad (33)$$

Where τ_B is mechanical torque acting on the spacecraft, M the generated magnetic moment inside of it and B is the magnetic field density. As the product of a skew-symmetric matrix and a vector it takes a form of:

$$\begin{bmatrix} \tau_{Bx} \\ \tau_{By} \\ \tau_{Bz} \end{bmatrix} \begin{bmatrix} 0 & B_z & -B_y \\ -B_z & 0 & B_x \\ B_y & -B_x & 0 \end{bmatrix} \begin{bmatrix} M_x \\ M_y \\ M_z \end{bmatrix} \quad (34)$$

SCARS Magnetorquer block models a torque rod, a solenoid with a magnetic core. The magnetic moment of a rod magnetorquer is a function of rod current and parameters of the coil, as described in following equation:

$$M = I_M \frac{\pi l w}{4d} \left[\left(\frac{[(\frac{l}{w}) - 1]^{3/2}}{(\frac{l}{w}) \cosh^{-1}(\frac{l}{w}) - [(\frac{l}{w})^2 - 1]^{1/2}} \right) - 1 \right] \quad (35)$$

Where l is the length of magnetic core, w is the width of it and d is the diameter of the wire. I_M is the current flowing through the rod, which can

be described with a transfer function, where L is the solenoid's inductance and R is its resistance:

$$I_M = \frac{V_M}{Ls + R} \quad (36)$$

The drawback of using magnetorquers for attitude control is that they are unfit for fast maneuvers. Moreover, since Earth's magnetic field density is inversely proportional to cube of distance from Earth's center, then without high grade sensors or on-board models, they don't allow for precise maneuvering on higher orbits.

2.8.5 Drag Sail

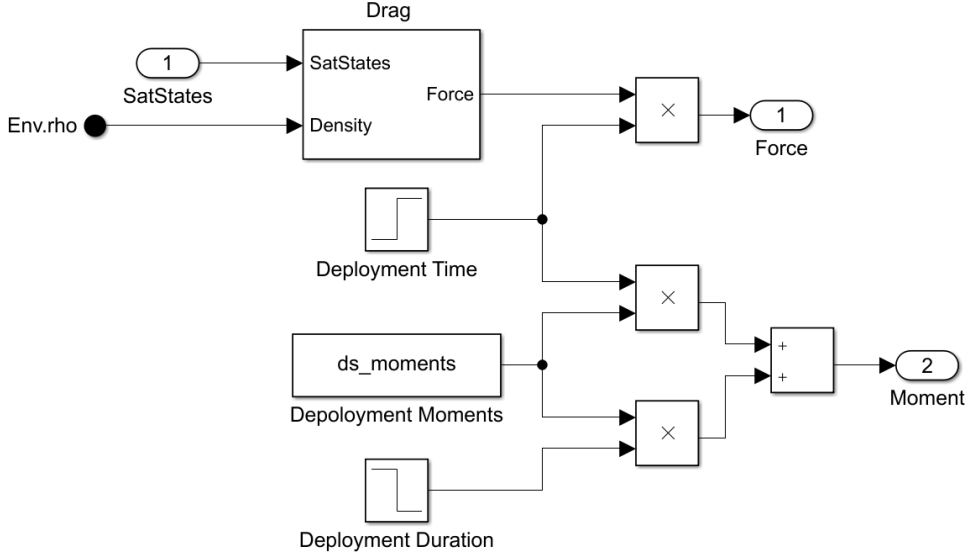



Figure 2.13: SCARS Drag Sail model

Drag sails use the occurrence of partial atmosphere (described in 2.7.2) to lower satellite's tangential velocity and therefore to quicken the deorbitation of the spacecraft. The premise is to increase area-to-mass-ratio by deploying a large and lightweight structure near the planned end-of-life of the spacecraft. Due to this operating principle, drag sails are only relevant for low and medium mass spacecrafts and are applicable only on LEO. To calculate the perturbing acceleration following equation is used:

$$F = -\frac{1}{2}\rho C_d A v^2 \sin\alpha \quad (37)$$

Where α is the angle between the sail's plane and satellite's velocity vector.  now the moment of sail's deployment is not simulated in SCARS toolbox.

2.9 Sensors

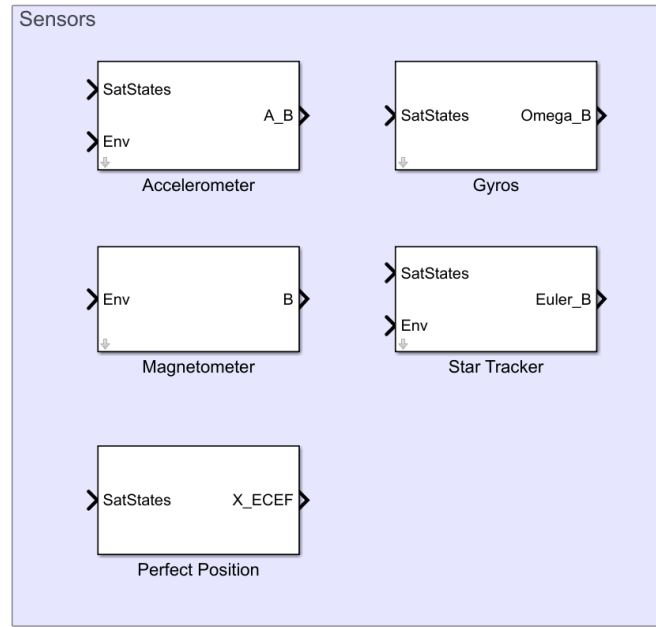


Figure 2.14: All Sensors blocks available in SCARS Parts Library

For precise orbit, or attitude, determination both sensors and mathematical models have to be used. Spacecraft sensors can be divided into two types, based on the nature of the performed measurement. One type, inertial sensors reflect the rate of change, therefore any other source of measurement is needed, for initial value acquisition and integration error correction. On the other side there are reference sensors, providing absolute measurements. Sensors of this type measure external parameters, such as Sun's position or Earth's magnetic field intensity, which when compared against mathematical or empirical models can bare the information about satellite's position or attitude. This division is visible in SCARS models, as inertial sensors require input of satellite states, while reference sensors need input from environment model.

It is important to mention, that it is possible to model sensors with various degrees of fidelity and different focus. For example, the influence of mechanical parameters on output signal of gyroscope is significant, resulting in a need for modeling it with transfer function describing its properties. On the other hand, in sensors such as star tracker the output is mostly processed in the software, therefore the focus is put on modeling the influence of spacecraft kinematics on the sensor, such as blinding the camera by the sun.

2.9.1 Ideal and Simple Sensor

Ideal Sensor is a Simulink subsystem block with unit gain inside, used for testing satellite behavior when sensor errors are not necessary to be taken into consideration.

Simple Sensor is not modelling any specific type of sensor. It can take most parameters used to transform generic ideal sensor into model which corresponds to real hardware, that is: sampling frequency, measurement range and most common sources of errors.

2.9.2 GPS Receivers

The Global Positioning System (GPS) is a global navigation satellite systems (GNSS) owned and operated by United States government. It allows for determining position, velocity and time using data taken from at least four GPS satellites.

Previously using GPS receivers in LEO was burdened with technical challenges, as off-the-shelf components were mostly designed for terrestrial operations, not encompassing for example for large variations in the received signal Doppler frequencies. Recently smaller GPS receivers became available, even for CubeSat use, such as *Venus838FLPx GPS Receiver*^[?], allowing for real time orbit determination using GPS navigation in smaller satellite projects.^[8] When choosing a GPS receiver one must take several parameters into consideration: update rate, horizontal position accuracy, vertical position accuracy, velocity accuracy and failure rate.

All listed parameters are set up in SCARS *GPS Receiver* part, but rather than designing a model from scratch, MATLAB's Navigation Toolbox function, `gpsSensor()`, was nested inside a masked Simulink block. User can set all beforementioned parameters by editing GPS model's mask fields. Inputs of the model are satellite's true position and true velocity, and the outputs are position and velocity as computed by GPS receiver.

2.9.3 Accelerometers

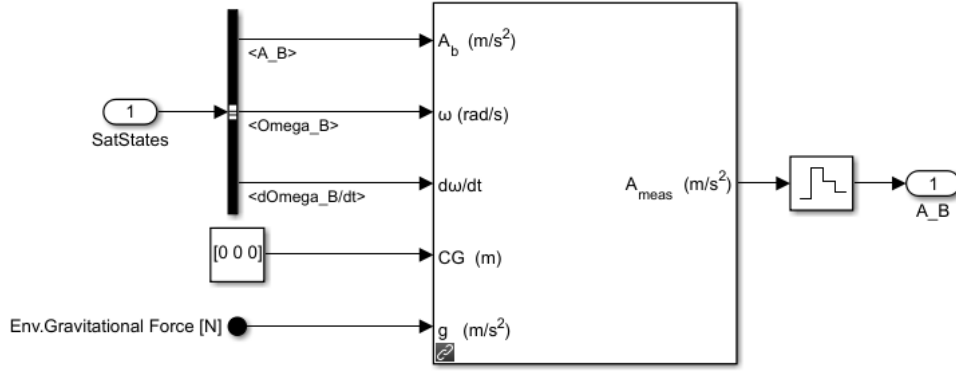


Figure 2.15: SCARS Accelerometer model

Accelerometers are force sensors, most often paired with gyroscopes as a part of Inertial Measurement Unit (IMU) board. To measure acceleration three sensors are located with their axes mutually orthogonal and the force external to the board is measured (with the exception of the gravitational force, as it likewise influences the proof mass of the sensor). These measurements are integrated once to obtain the velocity of the spacecraft with respect to the inertial space, or twice to calculate estimated position.

Accelerometer model in SCARS is based on Three-axis Accelerometer from MATLAB Aerospace Blockset. It is masked to be easily integrated with any model produced with SCARS Toolbox.

2.9.4 Magnetometers

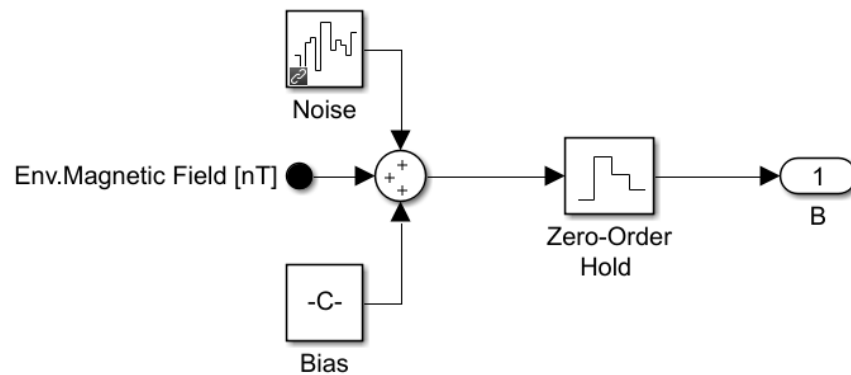


Figure 2.16: SCARS Magnetometer model

Making use of implemented Magnetic Field Model, a model of a set of magnetometers is available as a part of SCARS Toolbox. From magnetometer sensors the measurements of direction and magnitude of magnetic field can be acquired. After comparison with Earth's magnetic model spacecraft's on board software conducts transformation from measured vector to one of the reference frames used by ADCS subsystem, providing information about its attitude. Magnetometers are reliable choice of sensors as they are lightweight, consume low amounts of power, operate in wide temperature ranges.

The input for this block is magnetic field strength and the output is measured signal, both in nT unit.

... description of implementation...

2.9.5 Gyroscopes

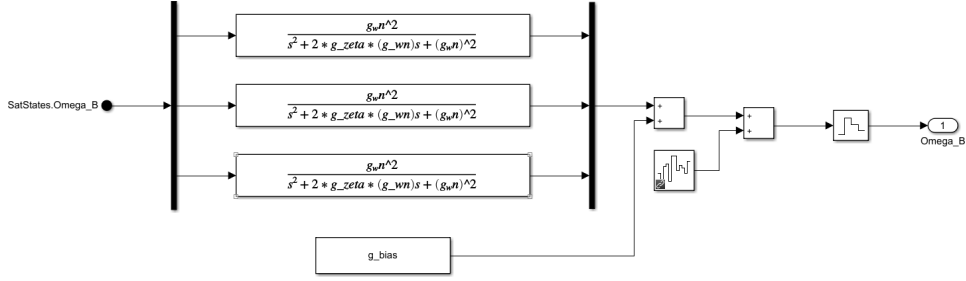


Figure 2.17: SCARS Gyroscope model

Gyroscopes, which fall under category of inertial sensors, measure angular rate around fixed axis. In smaller spacecraft, which is in great deal of SCARS toolbox use-cases, the conventional spinning mass gyroscopes are rarely used, due to limitations in mass and size. Recent developments allow for use of much smaller and cheaper micro-electromechanical systems (MEMS) gyroscopes, which are vibrating angular rate sensors. They were chosen to model for the toolbox, as of popularity in projects with highly restricted budget.^[5] Inside of vibrating gyroscope the Coriolis effect is a cause the vibrating core to produce a force acting on its support. The measurement of the force is used to determine the rate of rotation of the body around gyroscope axis. MEMS gyros are similar to integrated circuits, which use the miniaturized version of mechanisms based on principles of operation of either vibrating wheels, tuning forks, resonant solids or similar common designs.^[6] While, besides previously mentioned qualities, the upsides of MEMS gyroscopes are availability of both analog and digital outputs, low power consumption and commercial availability. On the other hand, MEMS gyros have shorter lifetime and lower performance when compare to pricier alternatives.

In SCARS the gyroscope model, as seen on Figure 2.17, includes a second order transfer function, describing the system using parameters such as natural frequency, bandwidth, damping ratio, but also it includes gyroscopic bias and noise source, in attempt to transfer ideal gyroscope into real sensor.

2.9.6 Star Tracker

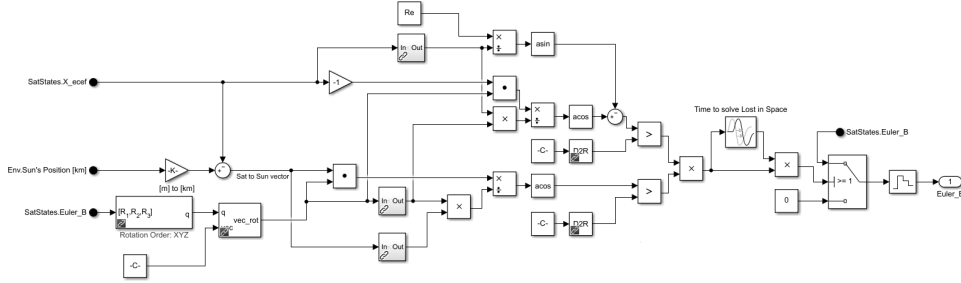


Figure 2.18: SCARS Star Tracker model

A star tracker is an complex attitude sensor, providing the most accurate determination within available commercial solutions. It consist of optical camera and wide array of processing algorithms, which allow to read the position of the stars from captured image and to compare that positions to database of known and visible stars to find the attitude of the spacecraft. Moreover, it can do so without a-priori knowledge, using lost-in-space algorithm^[19].

As simulating stars position to achieve high fidelity star tracker model and using parameters such as camera resolution and algorithm accuracy and precision, it was decided to assume ideal output from star tracker and to focus on mechanical problems, such as blinding the sensitive camera sensor by light from the Sun or reflected by the Earth. As it can be seen on Figure 2.18, the model calculates the relative position of Sun and satellite, then Earth and satellite and based on this, and two key parameters input by the user - Sun and Earth exclusive angle, provides the actual output or null value, if the star tracker is blinded. Additionally, if the parameter is non-zero given, the model adds the delay of time it takes the software to solve the lost-in-space problem to the null value output duration.

2.10 Control Methods

In following sections all control methods implemented in SCARS are described, along with their implementation. Furthermore, the tools available in the toolbox are presented.

2.10.1 PID Controoler

Proportional-integral-derivative controller (PID) is a feedback control loop method, widely used in most industrial applications where the simplicity of the design is of importance. It can be described with a transfer function in Laplace domain, as seen on Equation 2.10.1

$$L(s) = K_p + \frac{K_i}{s} + K_d s \quad (38)$$

Where K_p , K_i and K_d are, respectively, proportional, integral and derivative gains of the controller. Most relevant use of the PID controller is to minimize the error between reference state and actual state of the plant it controls - in case of SCARS most often it will be used to provide input signals for the actuators, whether it is required thrust or moment, or in more specific cases, driving voltage.

The controller can be set up to be only proportional, integral or derivative controller, or any combination of these modes. In that case, the gain values for unused modes have to be set to zero.

In SCARS the input of PID Controller block is error signal and the output is control signal. Only out The integral part is set to reset

2.10.2 LQR

Linear Quadratic Regulator (LQR) is an optimal control method that uses a solution which in simplest form minimizes the quadratic cost function presented in Equation 2.10.2 to generate static gain matrix K .

$$cost = \int x^T Q x + u^T R u \quad (39)$$

LQR method requires the state (Q) and control (R) weighting matrices, which respectively correspond to state and input vectors of the system. They describe the control effort that the controller puts on either minimizing the error in each state or magnitude of each input. Both Q and R matrices are diagonal, and most often are chosen arbitrarily and tuned in iterative process to achieve required controller behavior. Once calculated, the static gain matrix K is used in a feedback control law:

$$u = -Kx \quad (40)$$

To use LQR method in SCARS Toolbox, the state-space system of the spacecraft model has to be found first. As mentioned before, this is done by following the linearization process described in subsection C.

Implementing LQR Controller in SCARS toolbox automates the process for the user, asking only to input Q and R matrices as block's mask parameters. The gain matrix is then calculated with MATLAB `lqr` function.

2.10.3 B-dot Algorithm

B-dot algorithm is popularly used for spacecraft detumbling. In its principle, magnetorquers are used to generate a torque that dampens the initial rotation of the spacecraft. The required magnetic moment is proportional to the change of magnetic field around the spacecraft. The required magnetic dipole M is calculated from the following equation:

$$M = -k\dot{B} \quad (41)$$

Where k is the tunable control constant and B is the magnetic field intensity in satellite body frame^[13].

2.10.4 Analysis Tools

As mentioned before, models built with SCARS Toolbox are easily linearizable with Simulink Linear Analysis Tool. The process is described in subsection C.

2.11 Visualization Tools

While analytical approach may provide all necessary information to conduct a technical review of a control system, it might be convenient to present the behavior of the spacecraft in visual form. In these chapters three software solutions are described: one directly implemented in SCARS Toolbox and other two can use simulation outputs to show how modelled satellite performs.

2.11.1 MATLAB Virtual Reality Toolbox

Virtual Reality Toolbox is an extension for MATLAB which allows creating and interacting with 3D virtual reality models of dynamic systems. In its core it uses Virtual Reality Markup Language (VRML), a language created in the early days of World Wide Web (WWW) to display 3D objects

and animations. This toolbox provides a way for implementing the VRML models inside MATLAB script or Simulink simulation, and allows **for** control of driving display or animation with MATLAB variables and Simulink signals. Moreover, the toolbox is integrated with VRML viewer and VRML editor, allowing **for** building and displaying models directly from MATLAB environment.

Virtual Reality Toolbox was used in SCARS as most core method of visualization. The VRML model is set up with 3 objects: Satellite, Earth and Sun, as they can be considered most useful when observing the effects of the simulation. Satellite model also includes objects representing antennas' range or optical instrument's field of view, if set up in simulation. This feature can be useful for analysis of imaging capabilities.

The transformations required to process the data generated by SCARS' Vehicle Dynamics block into VRML parameters are as follows:

$$r_{VRML} = \begin{bmatrix} 1 & 0 & 0 \\ 0 & 0 & -1 \\ 0 & 1 & 0 \end{bmatrix} r_{ECEF} \quad (42)$$

To calculate spacecraft's rotation vector **rot** as required by VRML, one has to transform ECEF to Body direction cosine matrix into quaternion $[q_0 q_1 q_2 q_3]$ (scalar first) and then use the following equation:

$$\mathbf{rot} = \begin{bmatrix} q_3 \\ q_1 \\ q_0 \\ 2 * \text{acos}(-q_2) \end{bmatrix}^T \quad (43)$$

Figure 2.19 the example of Virtual World visualization is provided. The animation is set up so that the user can move the camera around, or they can choose (visible in top-left corner) a "Sat Cam" viewpoint, which follows the satellite translation and rotation.

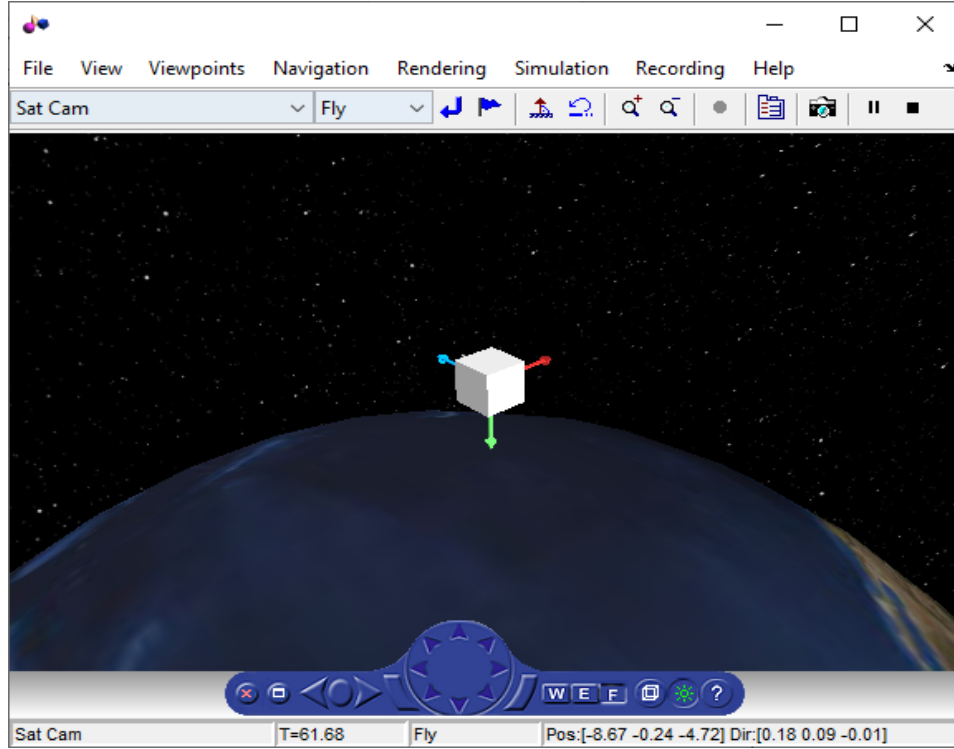


Figure 2.19: Example of Virtual World satellite visualization

2.11.2 Systems Tool Kit

Systems Tool Kit (STK), formerly named Satellite Tool Kit, is a platform for analyzing and visualizing variety of ground, sea and space platforms missions. STK is a commercial software solution used by most major organizations and companies such as National Aeronautics and Space Administration (NASA), ESA, German Aerospace Center (DLR), Boeing, ICEYE. Features most relevant to the topic of this thesis are the graphical engine allowing **for** displaying the position and attitude of the satellite, and the set of analytical tools, such as ground station connection time calculator, allowing for fine-tuning of mission details.

To visualize SCARS simulation results with STK, one must generate timestamped ephemeris and attitude files. SCARS **can** generate such files for the user, with predetermined format according to STK documentation^[7]. Both files contain the preamble specifying parameters such as scenario epoch time, central body, coordinate system, distance unit and format of the file.

As SCARS relies mostly on ECEF reference frame, it is also chosen for ephemeris and attitude files. After the preamble, the file contains the lines for each data point. In case of ephemeris file (.e file) the have a format of:

```
<TimeInSeconds> <X> <Y> <Z> <xDot> <yDot> <zDot>
```

Where the unit of time is seconds and relative to defined scenario epoch and following parameters are ECEF vectors in m , m/s and m/s^2 respectively. For the attitude file (.a file), the format is:

```
<TimeInSeconds> <q1> <q2> <q3> <q4>
```

Where time is formatted in same manner as in ephemeris file and the following parameters build a quaternion vector, with fourth element being scalar component.

Example .e and .a files can be found in subsection A and subsection B respectively.

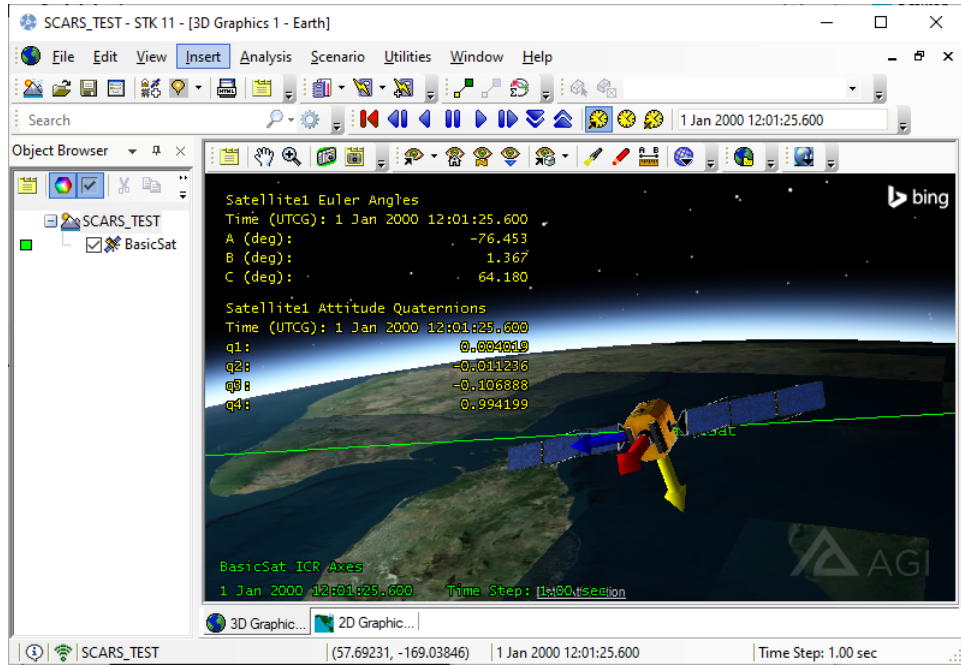


Figure 2.20: Example of STK 3D satellite visualization

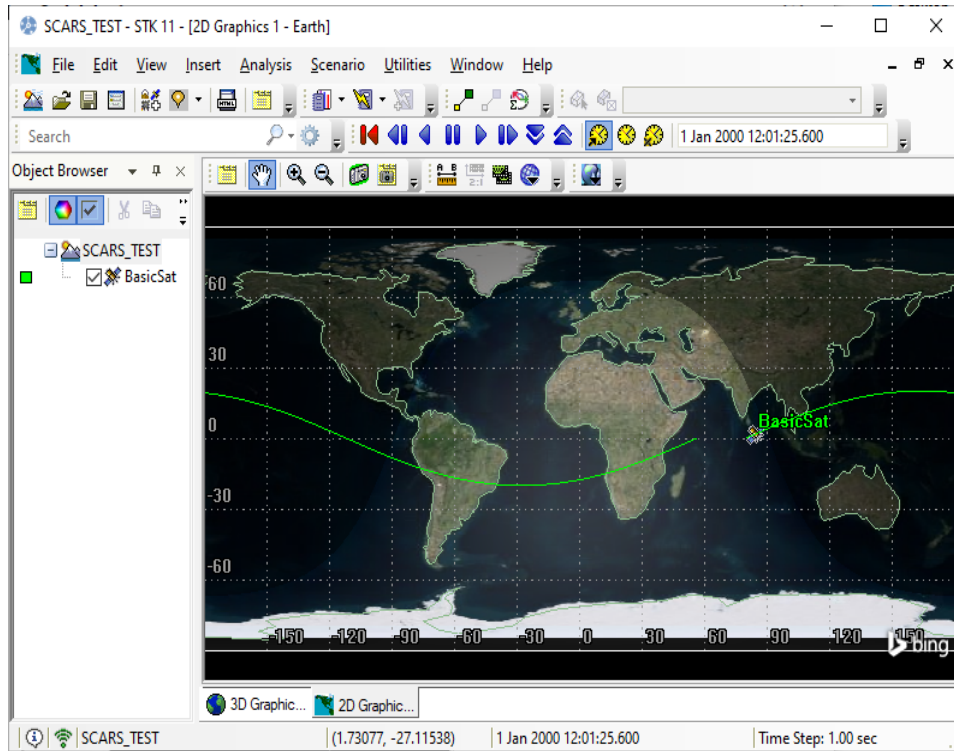


Figure 2.21: Example of STK ground track representation

Data produced by a simulation of a simple model, consisting only of **Environment** and **Satellite Dynamics** blocks created with SCARS Toolbox was exported into `.e` and `.a`, from which first lines are shown in mentioned Appendixes. The results were imported into STK and can be seen on Figure 2.20 and Figure 2.21.

2.11.3 Kerbal Space Program

Finally, Kerbal Space Program (KSP), a space flight simulation video game, can be used as a nonconventional method to visualize the results of SCARS Toolbox simulation. In KSP the player directs a developing space program originated on fictional Earth-like planet Kerbin. The game provides the tools for the players to design and fly rockets, probes, satellites, spaceplanes, rovers, and other spacecraft from a library of components.^[?] The aim of this visualization method was to build a sample satellite in KSP, simulate it in SCARS and execute a Hohmann Transfer within a game, using simulation outputs as game inputs.

The connection between MATLAB and KSP is possible because of fan-made Remote Procedure Call Server for KSP (kRPC) mod. It creates **a** API server running alongside the game, **with which calls can be made** using already written clients in most popular languages, like C++, Python, Lua, Java, etc. Integrating it with MATLAB has **proved** to be a difficult task, as MATLAB **doesn't** provide simple means for threading, which means that inputs for the game have to be precalculated to work in real time. Moreover, there is no kRPC library written directly for MATLAB, therefore a simple Python bridge was written to parse the data taken from the game, compare them with pre-generated SCARS simulation scenario outputs and send them to KSP as in-game AOCS subsystem inputs.

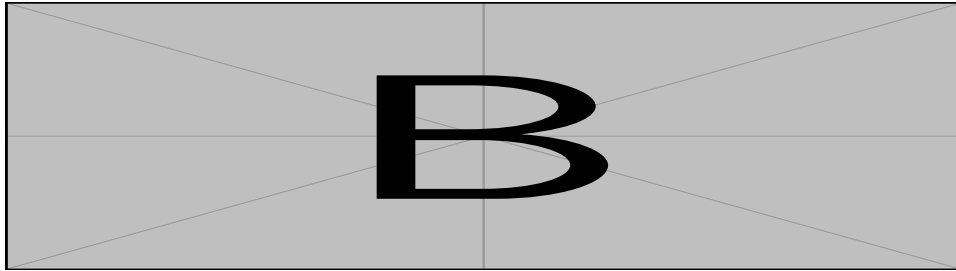


Figure 2.22: Example of kRPC Python client code

...rest description and screenshots of visualization...

3 SCARS Documentation

... implementation...

3.1 Folder Structure

... description...

3.2 MATLAB Scripts

... description...

3.3 Simulink Models Masks

... description...

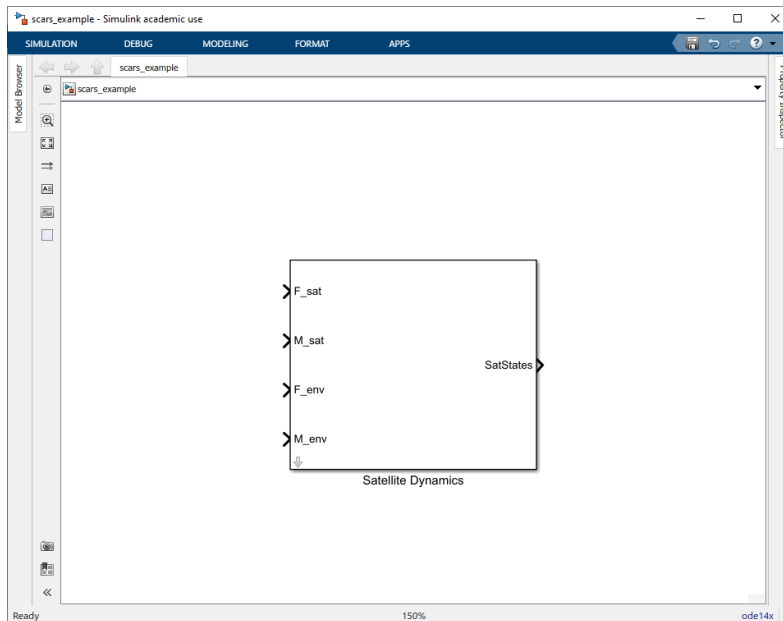
4 Examples of usage

The following chapters shows typical use-cases of SCARS Toolbox. First two sections can serve the purpose of teaching with step-by-step instructions how to set-up a simple project. Following parts showcase real life example spacecrafts, which AOCS Subsystems **can be simulated as accordingly set up SCARS Modular Simulations**. Finally, **examples of control system tests** are shown, proving that SCARS can be used for both prototyping and reviewing processes.

4.1 Simple spacecraft example

The nominal usage of SCARS Toolbox **is take a simple** objective that designed AOCS subsystem has to fulfil, **chose** on board hardware and model the spacecraft accordingly, using only necessary components. To showcase the basic workflow below are presented the steps describing a process to **check whether chosen set of reaction wheels and gyroscopes can provide ± 10 arcminutes accuracy during 10s of geographic coordinates tracking**. The model constructed for this example will be further referred to as Example Model.

Step 1: Initial Spacecraft Dynamics setup



(a) Example Model

The screenshot shows the 'Block Parameters: Satellite Dynamics' dialog box. The title bar reads 'Block Parameters: Satellite Dynamics'. The main text area contains the following information: 'Satellite Dynamics (mask) (link)', 'Main block of SCARS Toolbox. Allows for setting up satellite dynamics in with initial values in various coordinate system. The order of all axis, in position, velocity, orientation and rates, is always XYZ, unless otherwise stated.', and a 'Parameters' section. The 'Parameters' section includes: 'Initialization method' set to 'LLA Position & NED Velocity, Rotation', 'Epoch of ECI frame' set to '2451545', 'Satellite mass [kg]' set to '1', and a tabbed interface for 'Elements'. The 'Elements' tab is selected, showing: 'Altitude [m]' set to '400e3', 'Geodetic position (latitude, longitude) [deg]' set to '[10 25]', 'Body velocity in NED frame [m/s]' set to '[.41761449570 7062.27056473502 -0.000303983477717348]', 'Euler orientation with reference to NED [deg]' set to '[0 0 0]', and 'Body rotation rates [deg/s]' set to '[0.01 0.02 0.005]'. At the bottom are 'OK', 'Cancel', 'Help', and 'Apply' buttons.

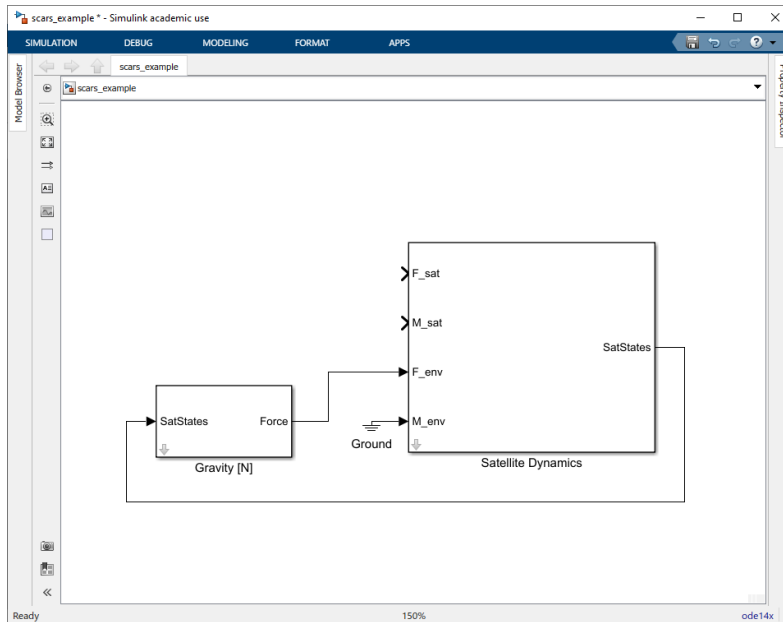
(b) Spacecraft Dynamics Mask

Figure 4.1: Step 1

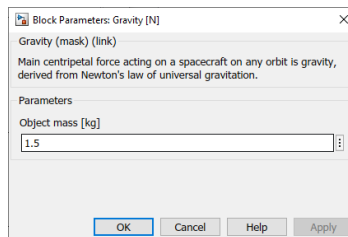
To set up the spacecraft as a point in orbit spacecraft dynamics model everything that needs to be done is to add **Spacecraft Dynamics** block from SCARS Parts Library, as seen on Figure 4.21 (a) and to input parameters describing the simulated spacecraft into object's mask. Available are several initialization methods, corresponding to reference frames in which the user can input the starting point. In this case, since the objective is to track geographic coordinates, the method of choice is **LLA Position & NED Velocity, Rotation**. The choice of parameters, corresponding to average CubeSat, can be seen on Figure 4.21 (b). Initial latitude and longitude were chosen arbitrarily and are in the neighborhood of the tracking point, which will be set up later.

Afterwards the user can set up Simulink model solver parameters to **Fixed-step** with **ode14x** solver choice, with the rest left to default settings. It is not necessary, but allows for larger step-size when using **Derivative** blocks.

Step 2: Environment setup



(a) Example Model

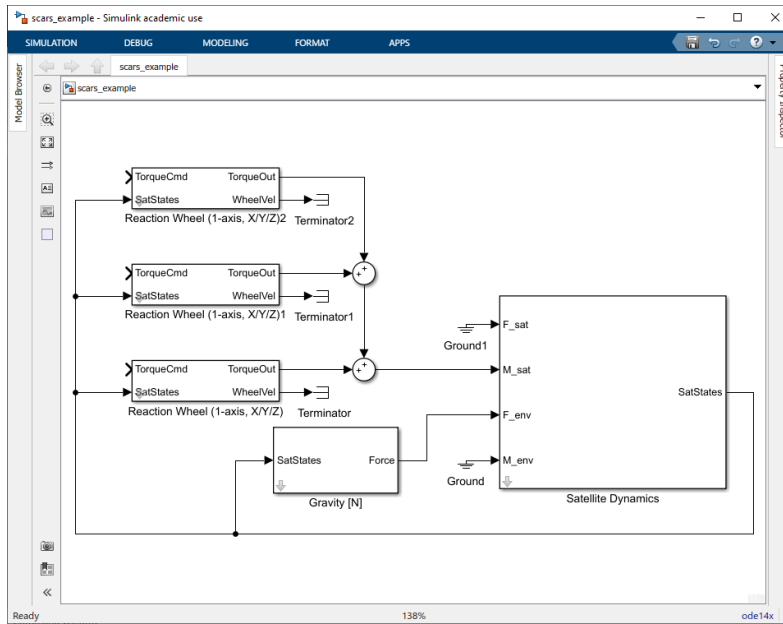


(b) Gravity Mask

Figure 4.2: Step 2

As this spacecraft does not use magnetorquers nor does not have any major drag-inducing components, the only relevant block representing environment's influence on the satellite is the **Gravity [N]** block. The only parameter to input is spacecraft's mass, as seen on Figure 4.2 (a).

Step 3: Actuators choice and setup



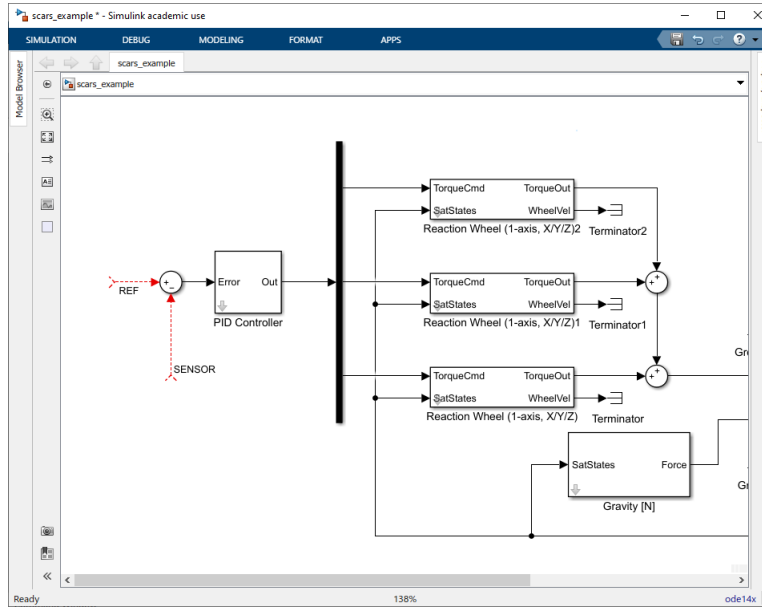
(a) Example Model

(b) Reaction Wheel Mask

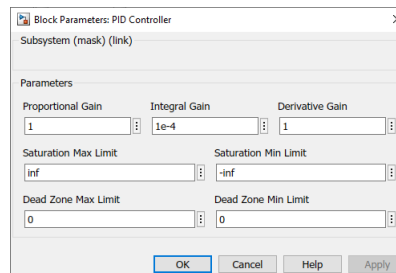
Figure 4.3: Step 3

The next step **would** be to implement the choice of actuators into the spacecraft model. In this example the user **could** want to test the NanoTorque GSW-600 reaction wheels, in nominal configuration of one wheel for each spacecraft body axis, from GomSpace manufacturer. The list of relevant parameters, compiled from the actuator's datasheet, can be seen on Figure 4.3 (b). They were put into as parameters of **Reaction Wheel (1 axis X/Y/Z)** block from SCARS Parts Library and added to Example Model. The required inputs are the control signal and **SatStates** bus signal (described in subsection 2.4), while the outputs are torque and wheel angular rate.

Step 4: Setup of control algorithm



(a) Example Model

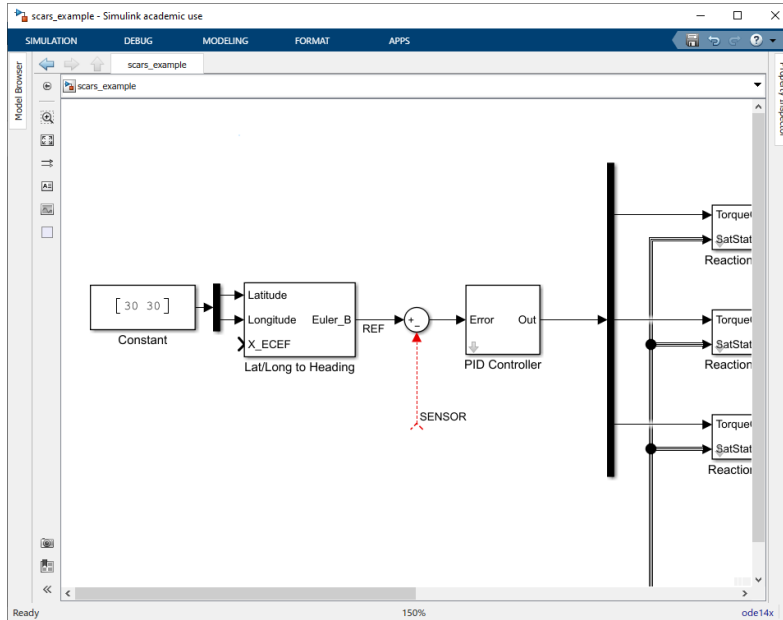


(b) PID Mask

Figure 4.4: Step 4

A PID controller was chosen as a control mechanism as the source of input signal in reaction wheels. The parameters were initially set as can be seen on Figure 4.4 (b). Saturation of **PID Controller** block output signal was set up in accordance to hardware's maximum voltage.

Step 5: Coordinate transformation and reference signal

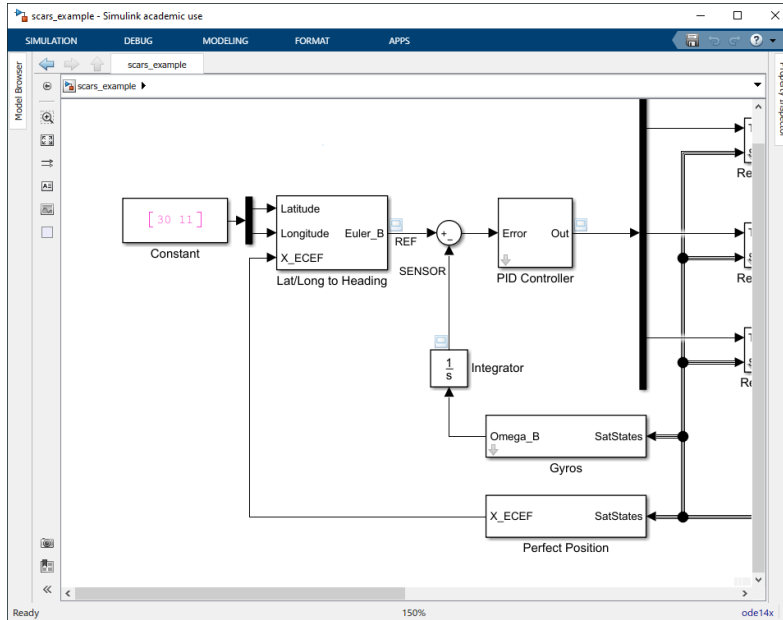


(a) Example Model

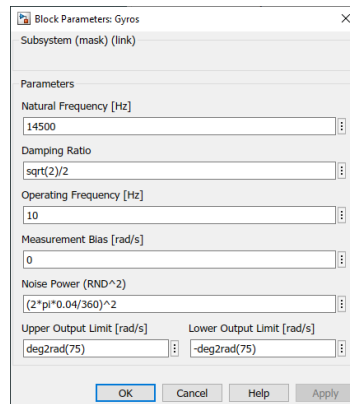
Figure 4.5: Step 5

SCARS Toolbox also provides a way to speed up the process of building mathematical transformations, **allowing the user conduct initial tests first and only later think about software implementation.** This approach **may lead to** significant savings in manhours, **as failing approaches can be rejected** without spending time on setting up algorithms from scratch. In this case, **Lat/Long to Heading** block was used, without the need for any further setup. As first two inputs are the desired geographical coordinates and the last one is the position vector of the satellite, in ECEF reference system.

Step 6: Sensors choice and setup



(a) Example Model



(b) Gyros Mask

Figure 4.6: Step 6

As one can see on Figure Figure 4.5, the only signals necessary to close the control loop are satellite's position, as an input to **Lat/Long to Heading** and Euler angles in body reference frame. The former was not relevant

to the posed objective of this Example Model, therefore **was set up to be** measured by the **Ideal Position Sensor (ECEF)** block, **but** the latter had to be a gyroscope. **Gyros** block was added to the simulation and set up with the parameters of the gyroscope, chosen by the fictitious user to be ADXRS614 MEMS Gyroscope, as proposed by Li et al.^[14]

The extract from the datasheet and it's representation as SCARS' block parameters can be found on Figure Figure 4.6 (a) and Figure 4.6 (b) respectively.

Step 7: Simulation and verification

Finally, the simulation can be run by the user and the results **can be** verified. The model is simulated to track reference geographic position of 10 degrees of latitude and 40 degrees of longitude. The satellite progresses over geographical coordinates as presented on Figure 4.7 (a), which results in calculated reference angle visible on Figure 4.7 (b).

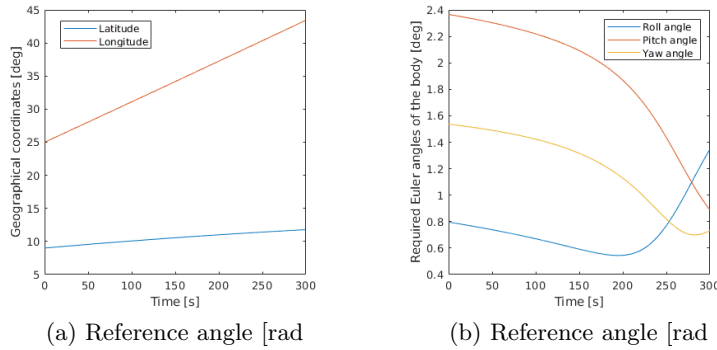


Figure 4.7: Reference angle in Example Model simulation

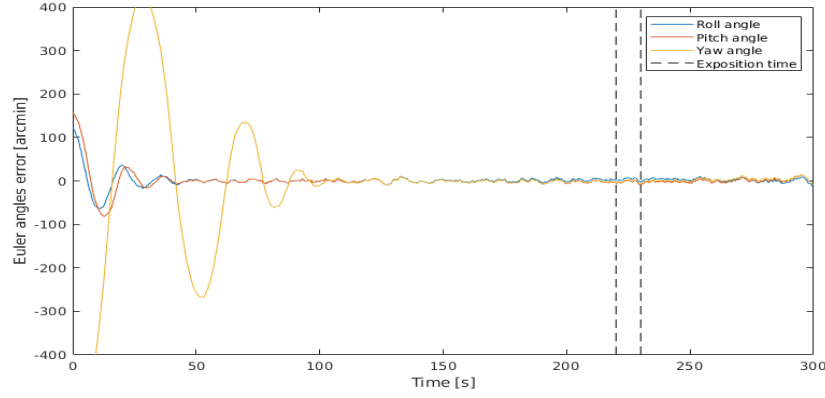


Figure 4.8: Plot of Euler angle error against reference angles, derived from geographical coordinates and satellite position

Figure 4.8 shows the results from Example Model simulation. It is assumed that the satellite has attained attitude close to required during previous orbit, to mitigate the possibility of high body rates achieved during reference tracking rise time. **It can be seen that** in first minute the satellite reaches accuracy under 1 degree and the error decreases. The reference angle is calculated based on geographical coordinates and satellite position - both angle and position are presented on Figure 4.10

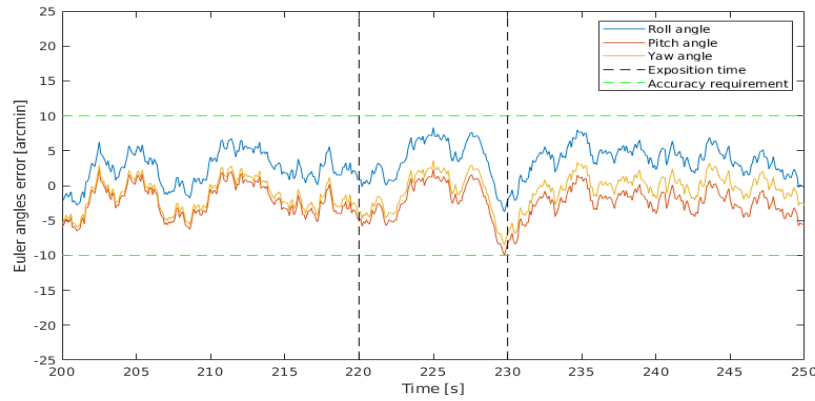


Figure 4.9: Plot of Euler angle error against reference angles, derived from geographical coordinates and satellite position, in focus on time between 200 and 250 seconds

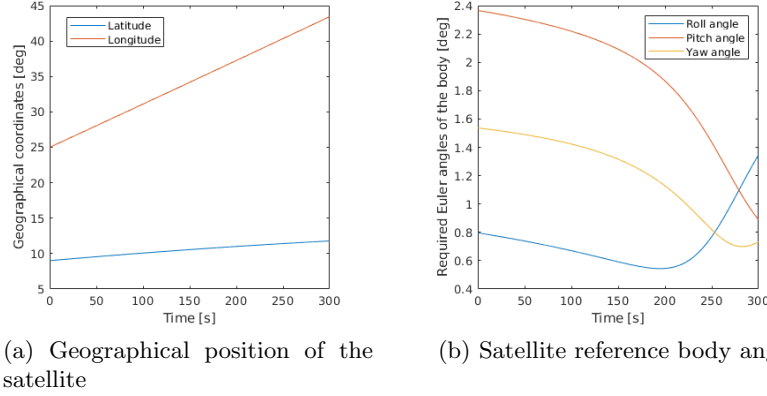


Figure 4.10: Data used for and produced by tracking subsystem

The resulting plot is magnified to focus on simulation time between 200 and 250 seconds. It can be observed that for 10 seconds of marked timing the accuracy of the control system maintains the angle within ± 10 arcminutes. While this can be considered satisfactory and concludes this example, the used can try to improve the system using methods presented in subsection 4.4.

4.2 PW-Sat2

As written on its website, "PW-Sat2 is a student satellite project started in 2013 at Warsaw University of Technology by the Students Space Association members. Its main technical goal is to test new deorbitation technology in form of a large deorbitation sail whereas the project purpose is to educate a group of new space engineers. In February 2018 PW-Sat2 became fully integrated and was being prepared to the launch into orbit planned for the second half of 2018." [15]

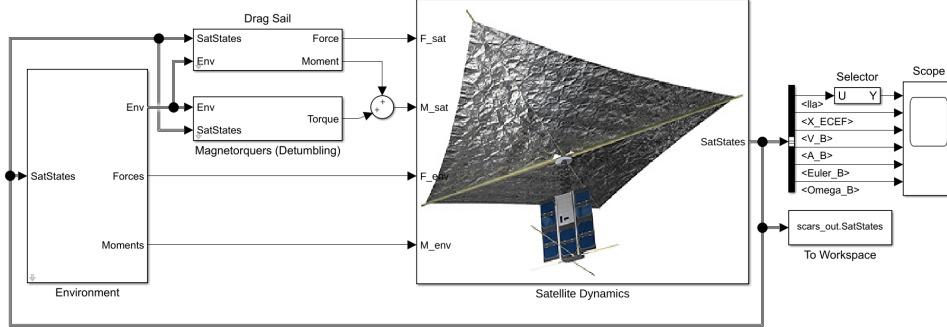
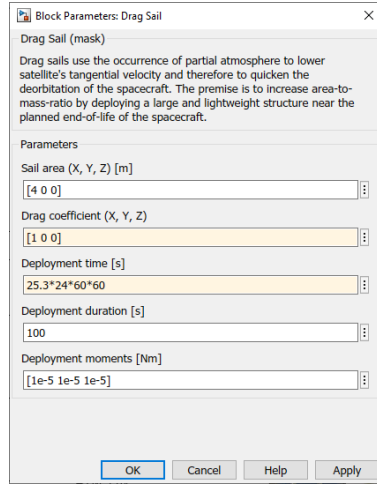
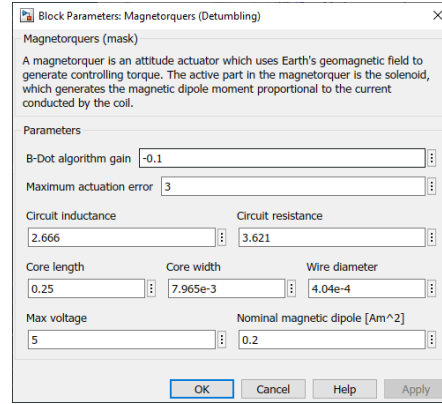


Figure 4.11: PW-Sat2 model created with components from SCARS Parts Library

As it can be seen on Figure 4.11, PW-Sat2 Simulink model is build exclusively from parts available SCARS toolbox, save for connecting blocks. It contains **Satellite Dynamics** block as the core of the simulation and it is set up using Keplerian elements taken from PW-Sat2 first Two-line element set (TLE) frame. Apart from that, full SCARS **Environment** model is included and connected to two actuators: **Drag Sail** and **Magnetorquers (Detumbling)**. Figure 4.12 shows the setup of actuators' parameters - sources of these values are described in following sections.



(a) Drag Sail block mask



(b) Magnetorquers (Detumbling) block mask

Figure 4.12: Parameters of SCARS PW-Sat2 model

Parameter	Value
Nominal magnetic dipole	$0.2Am^2$
Maximum actuation envelope error	$3\mu T$
Power consumption during actuation	$1.2W$
Maximum operating voltage	$5V$
Mass	$196g$

Table 4: Parameters gather from magnetorquer board installed on PW-Sat2

4.2.1 Detumbling

One of two modes of control that PW-Sat2 operates in (with the other one being Sun Pointing Mode) is Detumbling Control Mode. Detumbling maneuver is performed after deployment of the spacecraft from a carrier rocket. As the satellites are separated from the deployment mechanism, they are burdened by non-zero initial angular rates. To counteract that and stabilize a satellite PW-Sat2 is equipped with a set of two perpendicular magnetorquer rods and one air core, in total one coil acting along each of satellite's body axis. The most important parameters used by SCARS model of PW-Sat2 are listed in Table 4.^[?] Exact values are taken directly from the datasheet of ISIS Magnetorquer Board (iMQT)^[?], which is used in PW-Sat2. Since SCARS contains only model for magnetorquer rods, the air core magnetorquer was assumed to be another torque rod. Also, since not every parameter of magnetorquer could be found in the datasheet, the missing fields were filled with data from similar ones.

As it can be seen on Figure 4.13, detumbling was mostly successful, with small angular rates remaining on each axis. This is possible, since change in magnetic field on magnetorquers is proportional to the angular rate of the spacecraft, so when spacecraft is rotating slowly generated torque is also minor. Given enough time the satellite should approach near-zero rotation rate, but resulting value should be enough for good connection from ground station, to transfer into more active control mode.

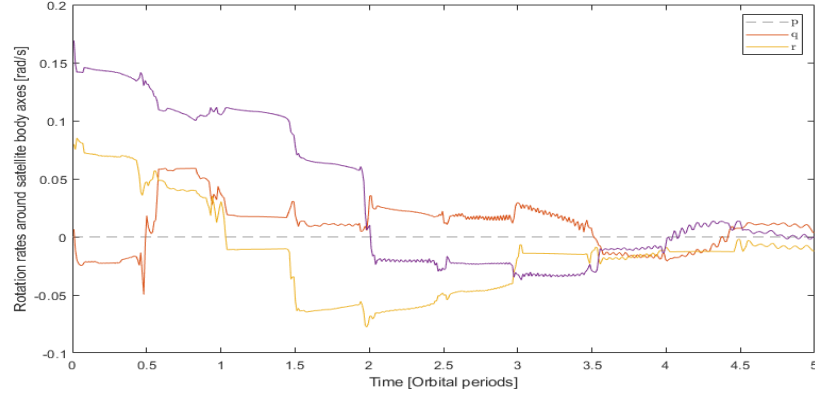


Figure 4.13: Results from SCARS simulation, with magnetorquers set up for detumbling

4.2.2 Deorbitation with drag sail

One of the main objectives of PW-Sat2 mission was to deploy and test the effectiveness of **it's** drag sail in deorbitation maneuver. The sail was $2 \times 2m$ square made from aluminized polyester boPET film^[18].

In this example, SCARS toolbox was tested against data points derived from NORAD measurements. The simulation was run in two cases: **only** with drag sail set up and with drag sail and magnetorquers on to keep sail's plane perpendicular to spacecraft's orbit tangent vector. The sail was deployed around 25th day of the mission.

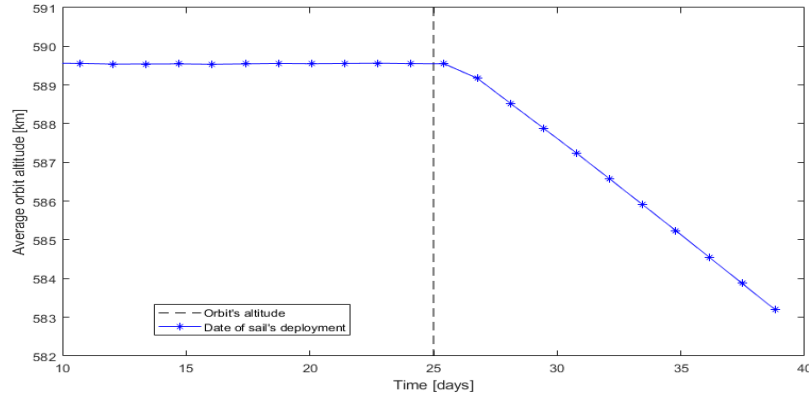


Figure 4.14: Results from SCARS simulation, with drag sail included

It is visible on Figure 4.15 that since deployment moment satellite's altitude began decreasing, showing the negative effect of drag sail on body's velocity. When compering results from SCARS simulation with data collected from PW-Sat2 TLEs, presented on Figure 4.15 it is apparent that attitude changes are much more drastic in SCARS model than in real life. This is an expected result, as in PW-Sat2, shortly after deployment the sail has torn, therefore the effective drag was much lower than simulated value^[21]. Also, since TLE data is a mixture of propagation and observation, the rate of descent is not accurate for first few days after sail's deployment. Also, simulated results may seem much smoother, as they the data points are averaged over duration of 10 orbits, when TLE data points are located arbitrarily.

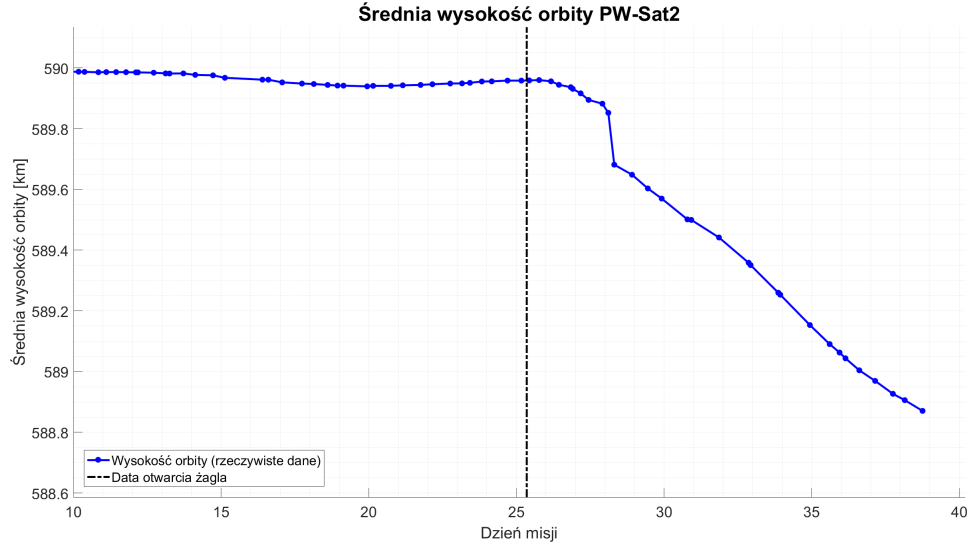


Figure 4.15: Average altitude of PW-Sat2 satellite as taken from North American Aerospace Defense Command measurements. On X axis there is mission time in days, on Y axis there is average altitude in km^[20]

Simulation of PW-Sat2 deorbitation showcases the SCARS Toolbox' ability of performing long-term simulation.

4.3 Sentinel-2

Sentinel-2 is a European polar satellite mission carried out by ESA as a part of Copernicus Programme. It consists of constellation of twin po-

No.	Unit	Type	Supplier	Name
3	MAG	3-axis fluxgate magnetometer	ZARM Technik	FGM-A-75
2	GPRS	2 band GPS receiver	RUAG	-
3	STR	Active pixel sensor star tracker	Jena Optronik	Astro APS
4	IMU	High performance fibre optical gyro	Astrium	ASTRIX 200
3	MTQ	140Am ² magnetic torquer	ZARM Technik	MT140-2
4	RW	18Nms reaction wheel	Honeywell	HR12
8	THR	1N monopropellant thruster	EADS ST	CHTIN-6

Table 5: Actuators and sensors on board of Sentinel-2 spacecraft^[?]]

lar orbit satellites, Sentinel-2A and Sentinel-2B and its aim is to deliver Earth observation data to broad public, providing wide range of services such as natural emergency management, agricultural monitoring or water classification^[?]].

As per document describing Sentinel-2 ADCS subsystem, the satellites operate on a sun-synchronous orbit, with 786km mean altitude and 10 : 30 local time of descending node. They maintain Earth-oriented attitude in all operational modes. The required pointing performance is moderate, but the main design driver is the need for precise geo-location of the images^[?]]. The actuators and sensors on board of Sentinel-2 are described in Table 5.

Using that data, the model was created using SCARS Parts Library. It was created purely for demonstration purposes, to prove that this toolbox can be used not only for small satellite missions, but also for purposes of scientific and commercial satellites. As one can see in Figure 4.16, the connections between **Satellite Dynamic** model, **Environment** block, **Sensors** and **Actuators** subsystems are solved with signal buses described in subsection 2.3.3.

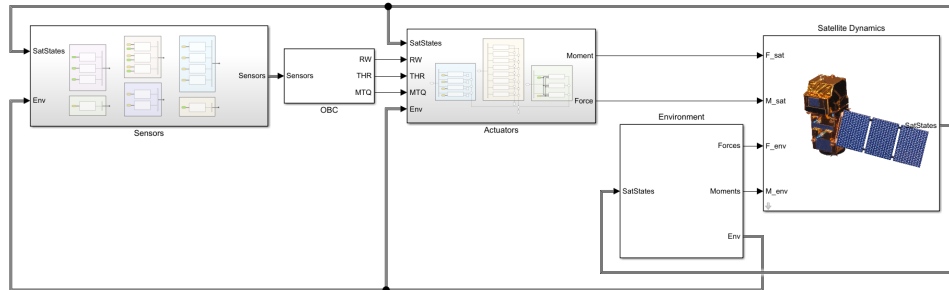


Figure 4.16: Sentinel-2 satellite ADCS model top-level view

The subsystems can be explored, showing the setup of SCARS block responsible for sensors in Figure 4.18 and actuators in ???. Since the model serves for example only, it is not fully functional, as on board computer and state machine responsible for sensor fusion and for fault detection and isolation is not recreated in the model - reproducing algorithms behind this could be a topic for another thesis. Also, one can notice that Sentinel-2 model includes a sun sensor model. In current version of SCARS it could be only implemented by using **Ideal Sensor** block.

4.4 Other application of SCARS Toolbox

4.4.1 Controller design using linearized model

In subsection 4.1, the gains in PID controller for reaction wheels were set up basing on empirical analysis, rather than on any tuning method. Alternative to that would be to use the linearization method described in subsection C and Control System Designer, which is available as a part of MATLAB Control System Toolbox. To showcase this possibility Example Model from previous chapter was linearized according to appendix, with resulting state-space representation:

$$A = \begin{bmatrix} 2.5e-6 & 0 & 0 & 7.5e-7 & 0 & 0 & 0 & 0 & 0 \\ 0 & -2.5e-6 & 0 & 0 & 7.5e-7 & 0 & 0 & 0 & 0 \\ 0 & 0 & -2.5e-6 & 0 & 0 & 7.5e-7 & 0 & 0 & 0 \\ 2.5e-6 & 0 & 0 & -7.5e-7 & 0 & 0 & 0 & 0 & 0 \\ 0 & 2.5e-6 & 0 & 0 & -7.5e-7 & 0 & 0 & 0 & 0 \\ 0 & 0 & 2.5e-6 & 0 & 0 & -7.5e-7 & 0 & 0 & 0 \\ 0 & 0 & 0 & 1 & 0 & 0 & 0 & 0 & 0 \\ 0 & 0 & 0 & 0 & 1 & 0 & 0 & 0 & 0 \\ 0 & 0 & 0 & 0 & 0 & 1 & 0 & 0 & 0 \end{bmatrix} \quad (44)$$

$$B = \begin{bmatrix} -0.00025 & 0 & 0 \\ 0 & -0.00025 & 0 \\ 0 & 0 & -0.00025 \\ 0.00025 & 0 & 0 \\ 0 & 0.00025 & 0 \\ 0 & 0 & 0.00025 \\ 0 & 0 & 0 \\ 0 & 0 & 0 \\ 0 & 0 & 0 \end{bmatrix} \quad (45)$$

Where rows from 1 to 3 represent for reaction wheels angular rates, from 4 to 6 for satellite angular rates and from 7 to 9 for body angles. Said system can be put into controller-plant feedback loop on figure Figure 4.19 in form

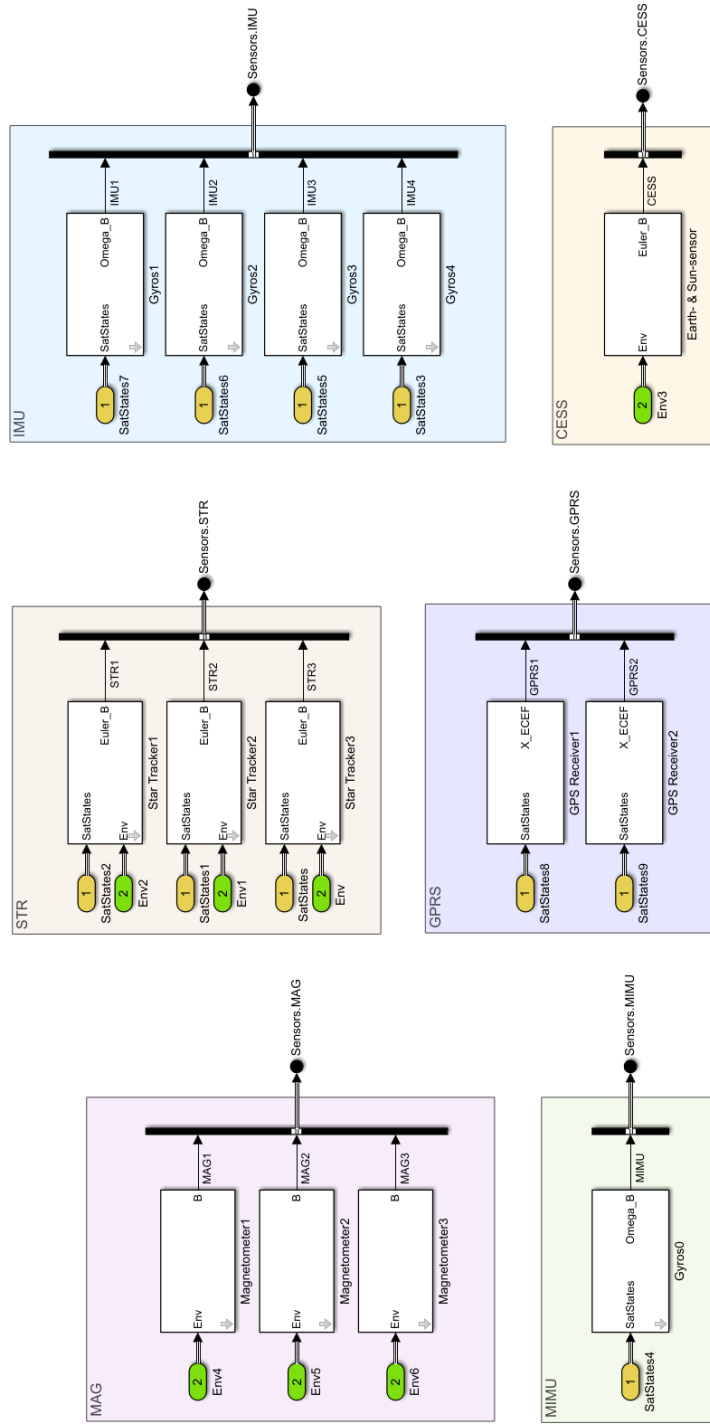


Figure 4.17: Sentinel-2 satellite ADCS model, Sensors subsystem

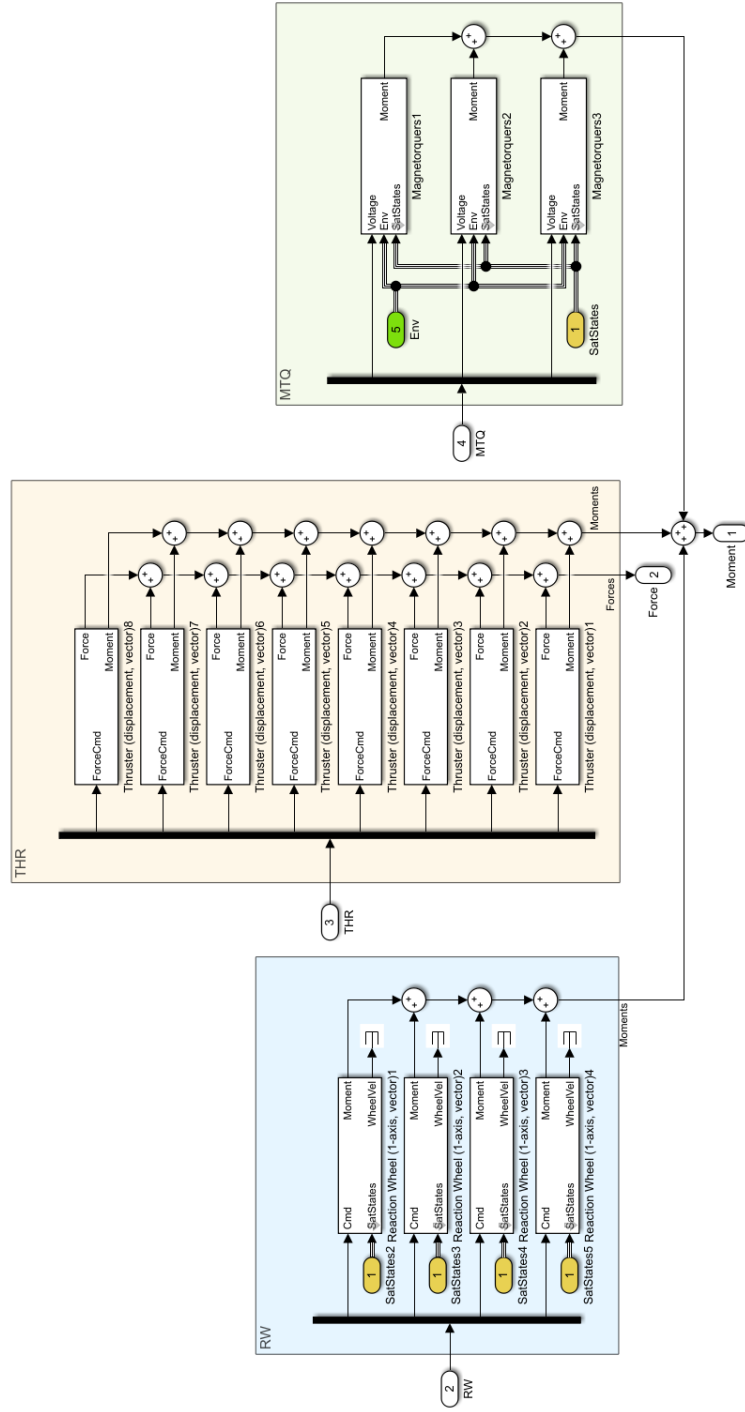


Figure 4.18: Sentinel-2 satellite ADCS model, Actuators subsystem

$G = Ax + Bu$. In this loop, the controller function **that one can find** with Control System Designer is put in place of C block.

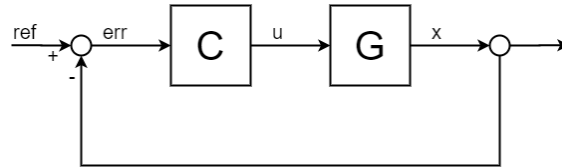


Figure 4.19: Feedback loop diagram

As Control System Designer only works with Single Input Single Output (SISO) systems, the next step is to choose which output **one desires to analyse**. **In case of Example Model it does not make a difference which axis is chosen**. This task can be performed with (.....) described in Chapter 3.

After setting it up in Control System Designer it shows Bode plots, Root Locus diagram and Step Response plot for the system. Using provided tools one can set up desired form of the controller, and edit Bode plots and Root Locus diagram until desired response is achieved. It was assumed that the system needs one pole and one zero, to be able to follow reference signal during tracking. **Also**, since the noise in gyroscopes might **be causing the plant to drift too much**, the desired system has to have a larger pole than zero. After setting it up and using Bode Editor to get high enough gain and phase margin, as seen on Figure 4.20.

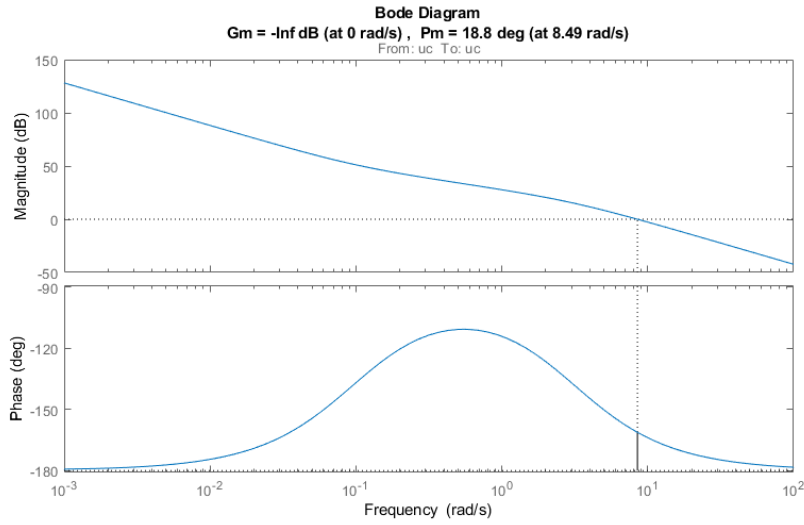


Figure 4.20: Bode plot of tuned system

The acquired controller form has following transfer function:

$$C(s) = 10200 \frac{1 + 10s}{1 + 0.33s} \quad (46)$$

Which turned out to be a very aggressive controller, with step response presented on Figure 4.21.

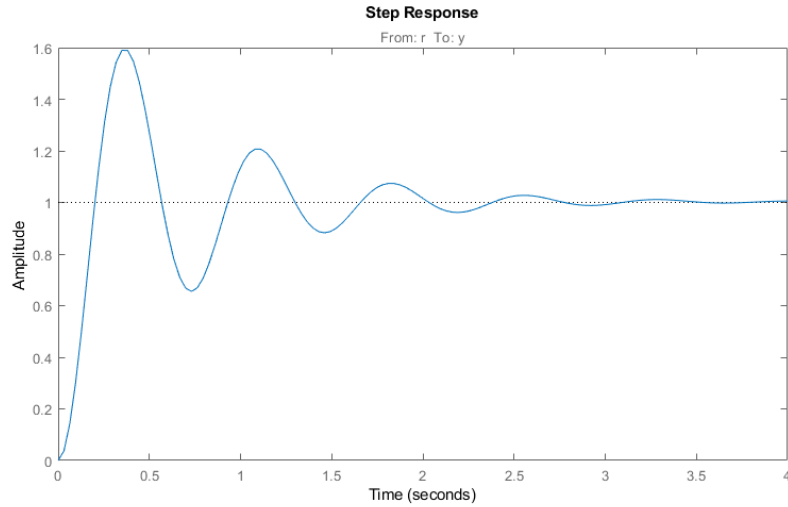


Figure 4.21: Step response of tuned system

In the end Figures ?? and ?? present the performance of new controller, which was comparable with the one designed by empirical methods, with slight advantage on using the one tuned with Control System Designer. Figures 4.22 and 4.23 contain, for comparison, Bode and Step Response plots generated for controller from subsection 4.1.

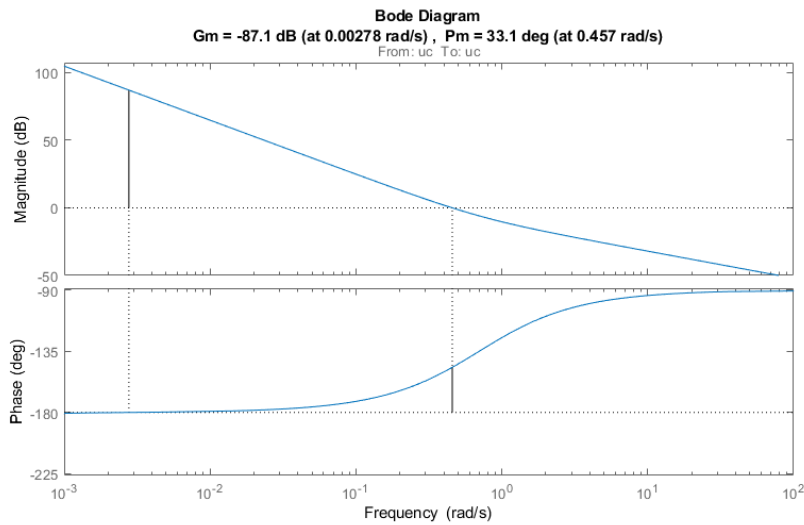


Figure 4.22: Bode plot of PID controller from subsection 4.1

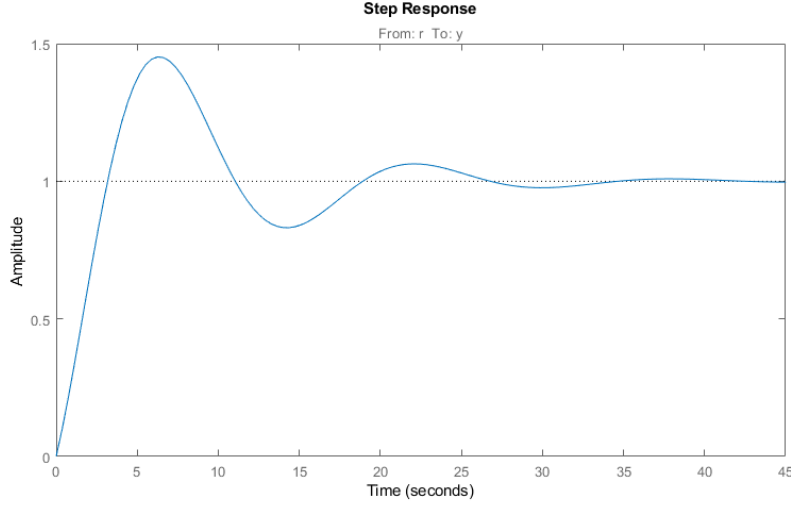


Figure 4.23: Step Response plot of PID controller from subsection 4.1

4.4.2 Contingency scenarios simulation

SCARS provides an easy ways of testing various contingency scenarios, which means it is possible to quickly adapt the simulation to represent redundant structures, by swapping one sensor or actuator for another, or even by just modifying existing elements. Scenario and Example Model from subsection 4.1 can be given as a good example. In this case, Nan-oTorque GSW-600 reaction wheels set contains four reaction wheels, one for each Cartesian axis and one on located on direction vector $\mathbf{r} = [1, 1, 1]$, which makes it possible to have 3 degrees of freedom even if one actuator is not responding.

To adapt Example Model to this scenario, one must only change one reaction wheel block from **Reaction Wheel (1-axis, X/Y/Z)** to **Reaction Wheel (1-axis, vector)** and set the **Operating Axis** parameter to **[111]** value (the norm is calculated from the vector, so its length is not relevant in this case).

5 Conclusions

The aims behind this work were stated in subsection 1.2, with description. SCARS Toolbox was designed as a part of **project** destined to fulfil these objectives. Below **this list** is repeated, with description of proposed solutions and discussion on the degree of the success in regards to fulfillment of these aims.

- **Conduct a review of existing tools for preliminary spacecraft design:** In subsection 1.3 a comprehensive review was presented, with reasons **why a** toolbox such as SCARS is needed and widely available solution do not fill its niche.
- **Create a spacecraft dynamics and AOCS model:** For purposes of the thesis a spacecraft dynamics model was created, basing on tools available in MATLAB and Simulink software family. The product, **which is Satellite Dynamics** block described in subsection 2.4 was mostly based on review and implementation of existing solutions **rather than designing something from the ground up**. On the other hand, the toolbox fulfilled an objective of creating a library of models, from which an ADCS subsystem can be built, as presented in **both a simple case in subsection 4.1, but** also in subsection 4.3, with advanced set of sensors and actuators. However during the creation of **such** models **some problems were encountered, such as lack of detailed listing of hardware parameters in available datasheets. For example, it can be seen in subsection 4.2 it was necessary to assume or estimating** certain parameters of the magnetometers, as the only provided ones were on lower level of complexity than SCARS magnetometer model.
- **Assemble a library of models:** SCARS Parts Library was created, **and with techniques described in subsubsection 2.3.3 they can be easily connected with themselves. Moreover,** since models available as a part of SCARS Toolbox are composed from basic elements and niche Simulink toolboxes were avoided, it is possible to include them in unrelated models with next to no set up. The library provides a **list of most To complete a list of most** crucial building blocks for control system design, SCARS Toolbox is only lacking a way to perform sensor fusion such as, for example, Kalman filter implementation.
- **Provide a documentation of the toolbox:** This objective is mostly fulfilled by the contents of this thesis, specifically Chapter 2, Chapter 3 and Chapter 4. In addition **to this**, the blocks available as a part of SCARS Parts Library contain descriptions leading the users to

methods of their implementation.

- **Share the toolbox to be available online:** As SCARS Toolbox is already a usable product, there are directions in which it could be improved (as described in last paragraph of this chapter). Author decided to withhold with uploading the toolbox, developing it further and making it a more complete tool. For now, it can be found on author's public GitHub repository under a following address: <https://github.com/asmialek/SCARS-Toolbox>.

Apart from that, SCARS Toolbox itself was created with much more specific goals in mind, most of them described in subsection 2.1. It can be declared that all these objectives were met and it was **proved** so in the scope of this thesis.

It can be argued that SCARS Toolbox could be further expanded, mitigating some problems described in this chapter. For example, to avoid the problem of having a datasheet with too few details, the models could be prepared with various options for initial set up, or with multiple version of the model, operating with different sets of parameters. To solve the problem with lacking a model of certain actuator, more models can be designed to be used as a part of SCARS Parts Library. However in its base structure, SCARS Toolbox fulfils the objectives for which it was designed. **As with** most software projects, there is always room for improvement, but it can be safely assumed that SCARS can prove itself to be an useful tool for both unexperienced student teams and for control systems engineers **looking** for a way to quickly design a prototype model.

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Appendices

A Example STK Ephemeris File

... *code* ...

B Example STK Attitude File

... *code* ...

C Model Linearization with Control System Toolbox

... *explanation* ...