AALBORG UNIVERSITY

STUDENT REPORT

ED5-3-E16

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Students:
Alexandra Dorina Török
Andrius Kulšinskas

Supervisors:
Christian Mai

October 25, 2016

AALBORG UNIVERSITY
STUDENT REPORT

School of Information and Communication Technology
Niels Bohrs Vej 8
DK-6700 Esbjerg
http://sict.aau.dk

Title:
xxx

Theme:
Scientific Theme

Project Period:
Autumn Semester 2016

Project Group:
ED5-3-E16

Participant(s):
Alexandra Dorina Török
Andrius Kulšinskas

Supervisor(s):
Christian Mai

Copies: x

Page Numbers: 10

Date of Completion:
October 25, 2016

Abstract:

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Preface

The project entitled *xxx* was made by two students from the Electronics and Computer Engineering programme at Aalborg University Esbjerg, for the P5 project during the fifth semester.

From hereby on, every mention of 'we' refers to the five co-authors listed below.

Aalborg University, October 25, 2016.

Andrius Kulšinskas
<akulsi14@student.aau.dk>

Alexandra Dorina Török
<atarak14@student.aau.dk>

Chapter 1

Introduction

1.1 Introduction

Chapter 2

Problem Description

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2.1 Quadcopter Flight Dynamics

Before we begin doing any work, it is important to understand how quadcopter works. A quadcopter, as the name suggest, runs on four motors usually placed at equal distances from each other (figure here)
By controlling the speed at which the motors rotate, it is possible to change how quadcopter moves. Movement can be broken down in 3 separate sets of motor speeds:
1) If the two back motors rotate faster than the two frontal motors, the quadcopter will pitch forward. Switching the speeds will result in aft pitch. 2) If the two left motors have higher RPM than the two motors on the right side, the vehicle will roll to the right. Swapping the speeds differences will result in a roll to the left. 3) Increasing the speed of one of the diagonal pair of the motors will result in yaw to the direction of the torque of the motors. The copter will then spin around its axis.
Now that the effect of speed of the motors is established, it is important to talk about the forces in play. There are 4 main forces affecting quadcopter - thrust, lift, draw and drop (figure again)
The drop - or the gravitational force - affects the vehicle at all times. As any object on Earth, its mass is driven towards the centre of the planet.
The thrust is the force generated by the motors that is allowing the vehicle to move horizontally.
The lift force is also generated by the motors and allows the vehicle to move up.
Draw force - ???
A powered off motors is only affected by the drop force and therefore stays on the ground. In order to lift it up, we need to understand the relationship between quadcopter and the thrust to weight ratio - or TWR for short. This ratio can be determined by equation Ft/Fg and describes the vehicle's ability to move up. With TWR expressed as a number, three cases can be identified: 1) TWR $<$ 1: The

gravitational force is higher than the lift force and therefore the quadcopter is drawn towards the ground. 2) TWR = 1: The forces are equal, causing quadcopter's altitude to stay constant. 3) TWR > 1: The thrust is higher than drop force, allowing vehicle to move upwards.
Therefore, in order to get a quadcopter up in the air, it is necessary to generate enough thrust for TWR ration to be higher than one. In order to land it, the TWR must be smaller than 1, allowing the quadcopter to move downwards.

Chapter 3

Physical Setup

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3.1 Electronic Speed Controllers

ESCs - which stand for Electronic Speed Controllers - are electronic circuits widely used remotely controlled vehicles. Their main purpose is to vary the motor's speed and direction.
In multicopters, they are a vital part for a successful airborne vehicle. Because multirotors rely on fast reaction and performance of motors, a device that is able to supply high frequency, power and resolution

Chapter 4

Mathematical Modelling

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Chapter 5

Experiments

Chapter 6

Discussion

Chapter 7

Conclusion

Chapter 8

Appendix

8.1 Appendix code