

# **Collaborative Mapping and Navigation In GPS Denied Environments Using a Relative Framework**

by

Jacob M. Olson

A prospectus submitted to the faculty of  
Department of Mechanical Engineering  
Brigham Young University

February 22, 2018

# BYU

---

## MECHANICAL ENGINEERING

### Prospectus Approval

Prospectus submitted by:

---

Your name

---

Date

This prospectus has been approved by each member of the Graduate Committee:

---

Committee Member - Chair

---

Date

---

Committee Member

---

Date

---

Committee Member

---

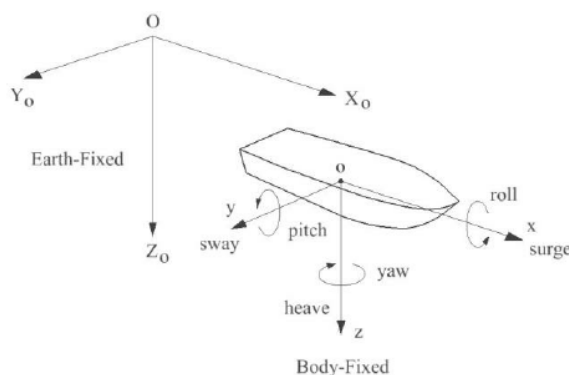
Date

# 1 Problem Statement

After a disaster such as an earthquake or fire, buildings are often left structurally unsound. Sending in a human team to inspect the building can unnecessarily put human lives at risk. This project seeks to minimize the problem by sending in a swarm of intelligent drones, able to map a building, scan for damaged structures, and identify the source of a fire to determine the level of damage and whether or not it is safe to send in humans.

In order to be of use, the UAVs must be able to safely navigate the environment without colliding with each other or obstacles. They must also be able to collaborate in their efforts to map and scan the building to quickly deliver results to the ground station.

The objective of this proposed research is to develop a method that which no one else has done



**Figure 1:** Definitions of reference frames and ship motions (surge, sway, heave, roll, pitch and yaw)

## 2 Background

Current approaches to collaborative mapping do some things

1. this
2. other
3. another

This is where I talk about a few approaches to similar problems Address the questions: What have others done? Why is it important? What are the challenges?

Example looks like this In 2009, Garratt et. al. [1] detailed a shipboard landing method for autonomous collective pitch helicopters that used a digital IR camera and a laser range finder pointed at a spinning mirror to supply data for estimating the relative position and motion of the ship deck. Flight test results showed that their system was able to estimate the relative roll and pitch angles, as well as height distance between the helicopter and the simulated ship deck to a high degree of accuracy. Their results however only demonstrated

the capabilities of their measurement and estimation system and did not demonstrate the actual ability to execute a successful landing maneuver.

From this brief survey of the current research, it can be seen that although various and significant contributions have been made in the field of autonomous shipboard landing, there is still great opportunity for continued research. The research I would like to propose I believe would help to move some of the current research from the simulation and simplified use case, to real-world application.

### 3 Research Objectives

To successfully complete this proposed research, the following objectives will be accomplished:

- Build up a simulation environment that models and controls a generic quadrotor UAS, and also includes a model of a ship deck whose motion can be driven based on a given sea state.
- Implement an existing vision-based landing approach in simulation to be used as a baseline for shipboard landing performance.
- Augment the simulation by modeling additional sensor data from the UAS and/or ship that can be used to enable successful autonomous landings in a wider range of visibility and sea conditions.
- Based on the most effective approach found through simulation, implement the solution in hardware on an actual quadrotor with onboard sensors and ship-based sensors.
- Perform flight test demonstrations and gather test data to showcase the effectiveness of the solution that has been developed.

### 4 Proposed Research

To address the problem at hand, a multi-phase approach will be used. Research work will commence by first identifying a suitable and somewhat generic controls framework that can be used to accomplish a vision-based shipboard landing. This framework will then be implemented and tested in simulation using MathWorks® MATLAB and SIMULINK. To keep things simple to begin with, a proportional integral derivative (PID) controller will be implemented for the Quadrotor UAS. The Extended Kalman Filter (EKF) will be used to generate state estimates for the UAS, and will be augmented to take in additional measurement inputs from the vision system in order to generate estimates for the ship deck attitude and relative position. Once functional in simulation, tests will be performed to evaluate the performance and limitations of the vision-based landing approach.

The first augmentation to a standard vision-based landing method that we would like to research is operating in low-light or total darkness. This stage of the research will require different sensor and landing marker combinations to be evaluated and tested. Of current



**Figure 2:** Infrared markers as seen through RGB and IR cameras [4].

interest is using an infrared (IR) camera and IR markers. In 2015 Wilson [4] successfully used an IR-sensitive camera to track IR beacons along the trailing edge of a leading aircraft’s wing and around the rim of a drogue that the leading aircraft was towing behind (see Figure 2). It was shown that the IR beacons could easily be seen and tracked by the IR vision system in a wide range of lighting conditions. Wilson’s results also showed that he was able to obtain good relative position estimates between the leading and following aircraft using the same IR markers. Building on Wilson’s findings, we would like to see how a similar IR vision and marker system could be implemented to enable autonomous shipboard landing in dark and lighted conditions.

Brigham Young University, and specifically the MAGICC Lab, has a strong background in the field of Relative Navigation for UAS [5]. Though the shipboard landing problem is significantly different than the relative navigation work that has been previously performed here, successful shipboard landing requires a form of relative navigation, and can likely draw on some of the relative navigation work that has already been done. In the current relative navigation problem, measurements between the static surroundings and the dynamic UAS are taken to estimate the relative position and velocities of the UAS. If we now flip the problem by assuming that the UAS is pseudo-stationary (i.e. its movement is small and its position is known thanks to GPS), we would like to explore the possibility of taking similar measurements to estimate the state of the dynamic surrounding (i.e. the ship deck). In the current relative navigation problem, an accurate estimate of the UAS’ state is aided significantly by measurements from an on-board IMU. Similarly, we would like to research the contribution that a ship-based IMU can offer to enable a more robust shipboard landing solution.

Though much of this proposed research will begin in simulation, the resultant methods and solutions that are discovered are planned to be implemented in hardware flight tests. Testing in hardware will require a quadrotor UAS to be procured and assembled, and will also require a ship deck motion emulator to be fabricated. The UAS will be comprised of standard hobbyist equipment for the airframe and propulsion system, and the ship deck emulator will similarly be fabricated using off-the-shelf components. Autopilot capabilities for the UAS will be enabled through the use of a ROSflight flight controller paired with an on-board computer that will run the autopilot control loops in Robot Operating System (ROS). The ship deck emulator is planned to have its own GPS receiver and IMU unit. Communication of sensor measurements and/or state estimates from the ship deck emulator to the UAS

are planned to be communicated over a local WiFi network. At all times during flight test operations the UAS will be controllable through a ground-station computer, and a safety pilot will be present to take manual control of the UAS at any moment. When satisfactory results from flight demonstrations are obtained, the data will be collected, analyzed, and presented in the form of a formal Thesis.

## **5 Anticipated Contributions**

As a result of this research, there will be an improved understanding of how robust maritime landing can be achieved for real-world applications and conditions. Specifically, it is anticipated that this work will demonstrate the contributions that an IR vision system and shipboard IMU can make in helping to ensure a soft and safe landing. Although there are many shipboard landing methods that have already been developed, this proposed research seeks to extend and add to current methods to a degree that is new and unique. Maritime landing in darkness, and landing with ship deck IMU data, are both areas that appear to be absent in the current literature. Good results coming out of this research would open opportunities for possible journal or conference paper publications, and would also pave the way to further research opportunities for future students.

## References

- [1] M. Garratt, H. Pota, A. Lambert, S. Eckersley-Maslin, and C. Farabet, “Visual tracking and LIDAR relative positioning for automated launch and recovery of an unmanned rotorcraft from ships at sea,” *Naval Engineers Journal*, vol. 121, no. 2, pp. 99–110, 2009.
- [2] K. Ling, D. Chow, A. Das, and S. L. Waslander, “Autonomous maritime landings for low-cost VTOL aerial vehicles,” *Proceedings - Conference on Computer and Robot Vision, CRV 2014*, pp. 32–39, 2014.
- [3] C. K. Tan, J. Wang, Y. C. Paw, and F. Liao, “Autonomous ship deck landing of a quadrotor using invariant ellipsoid method,” *IEEE Transactions on Aerospace and Electronic Systems*, vol. 52, no. 2, pp. 891–903, 2016.
- [4] Wilson D B., “Guidance, Navigation and Control for UAV Close Formation Flight and Airborne Docking,” 2015.
- [5] R. Leishman, “A vision-based relative navigation approach for autonomous multirotor aircraft,” Ph.D. dissertation, Brigham Young University, 2013. [Online]. Available: <http://adsabs.harvard.edu/abs/2013PhDT.....130L>