Technische Universität München

Institute of Flight System Dynamics

Design, Implementation and Evaluation of an Incremental Nonlinear Dynamic Inversion Controller for a Nano-Quadrotor

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Entwurf, Implementierung und Evaluierung eines Inkrementellen Nichtlinearen Dynamischen Inversionsreglers für einen Nano-Quadrotor

Semesterarbeit

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April 2020

Statutory Declaration

I, Evghenii Volodscoi, declare on oath towards the Institute of Flight System Dynamics of Technische Universitt Mnchen, that I have prepared the present Semester Thesis independently and with the aid of nothing but the resources listed in the bibliography.

This thesis has neither as-is nor similarly been submitted to any other university.

Garching,

Kurzfassung

Deutsche Kurzfassung der Arbeit.

Abstract

English abstract of the thesis.

Table of Contents

List of Figures

List of Tables

Table of Acronyms

Acronym	Description
INDI	Incremental Nonlinear Dynamic Inversion
NDI	Nonlinear Dynamic Inversion
NED	North East Down

Table of Symbols

Latin Letters

Symbol	Unit	Description
F	N	Force
g	m/s^2	Gravitational acceleration

Greek Letters

Symbol	Unit	Description
α	rad	Angle of attack
ζ	–	Damping of a linear second order system

Indices

Symbol	Unit	Description
m		Variable related to pitch moment
W		Wind

1 Introduction

1.1 Motivation

1.2 Contribution of the Thesis

1.3 Structure of the Thesis

2 Theoretical Background

The aim of this chapter is to provide the theoretical background which serves as a basis for some of the methods which are presented and applied in the course of this thesis. At the beginning, in section 2.1 general Equations of Motion (EOM) of an aircraft are presented. These are later used to derive the control algorithm and build the Matlab/Simulink model of the Crazyflie quadrotor. Sections 2.2 and 2.3 describe the Nonlinear Dynamic Inversion (NDI) and Incremental Nonlinear Dynamic Inversion (INDI) methods in general. Later in this chapter (subsections 2.3.2 and 2.3.3) these methods are used to derive the inner and the outer loop of the INDI flight controller for the Crazyflie quadrotor.

2.1 Dynamic Equations of Motion of an Aircraft

The dynamic equations which describe the general motion of an aircraft are usually coupled first order implicit nonlinear differential equations. However, in many cases it is sufficient to use their simplified versions (Source needed!). This section presents simplified general EOM and describes the assumptions which were considered to derive them.

For the derivation of the equation of motion the aircraft system will be assumed to be a rigid body. Such a rigid body system can be described uniquely by 12 states. Note that by taking in account additional effects, such as propulsion system dynamics, multi-body dynamics etc., the number of required state variables will increase.

Additionally to the rigid body assumption, it is also assumed that the earth is flat and non-rotating and the reference point of the sum of all external forces acting on the body corresponds to the center of gravity of the body. Thus, the linear momentum equation is written as

$$\sum(\boldsymbol{F}^G)_B = m \cdot \left[(\dot{\boldsymbol{v}}^G)_B + (\boldsymbol{\omega}^{OB}) \times (\boldsymbol{v}^R)_B\right] \tag{2.1}$$

where $\sum(\boldsymbol{F}^G)_B \in \mathbb{R}^{3\times1}$ is the sum of the external forces acting on the system and applied to the center of gravity G, m the mass of the body, $(\dot{\boldsymbol{v}}^G)_B \in \mathbb{R}^{3\times1}$ the linear acceleration of the point G, $(\boldsymbol{\omega}^{OB}) \in \mathbb{R}^{3\times1}$ the angular velocity of the body-fixed frame (B) with respect to the North East Down (NED) (O) coordinate frame. Subscript B denotes that all variables are specified in the body-fixed coordinate frame.

The rotational motion of a body is described with the angular momentum equation. To derive it, additionally to the assumptions made above it is also considered that the mass and the mass distribution are quasistationary, meaning $\frac{d}{dt}m = 0$ and $\frac{d}{dt}(I)_B = 0$ respectively?. $(I)_B$ is the inertia tensor of the body defined in the body-fixed frame. Thus, the angular momentum is

$$\sum(\boldsymbol{M}^G)_B = (\boldsymbol{I}^G)_B \cdot (\dot{\boldsymbol{\omega}}^{OB}) + (\boldsymbol{\omega}^{OB}) \times \left[(\boldsymbol{I}^G)_B \cdot (\boldsymbol{\omega}^{OB})\right] \tag{2.2}$$

where $\sum(\boldsymbol{M}^G)_B \in \mathbb{R}^{3\times1}$ is the sum of the external moments acting on the system around the center of gravity G.

The remaining two equations, that are necessary to fully describe the motion of a rigid body in space are the attitude differential equation and the position differential equation. The attitude differential equation describes the relationship between angular rates p, q, r and derivatives of the Euler angles $\dot{\Phi}, \dot{\Theta}, \dot{\Psi}$ leading to

$$\begin{bmatrix} \dot{\Phi} \\ \dot{\Theta} \\ \dot{\Psi} \end{bmatrix} = \begin{bmatrix} 1 & \sin\Phi\tan\Theta & \cos\Phi\tan\Theta \\ 0 & \cos\Phi & -\sin\Phi \\ 0 & \frac{\sin\Phi}{\cos\Theta} & \frac{\cos\Phi}{\cos\Theta} \end{bmatrix}_B \begin{bmatrix} p \\ q \\ r \end{bmatrix}_B \tag{2.3}$$

where the angular rates are related to the derivatives of the Euler angles through the *strapdown matrix*.

There are different options to represent the position differential equation. Here, for completeness only, it is written as a simple relationship between the change of the position coordinates in the local NED frame and the velocity coordinates of the same frame

$$\begin{bmatrix} \dot{x} \\ \dot{y} \\ \dot{z} \end{bmatrix}_O = \begin{bmatrix} \dot{V_N} \\ \dot{V_E} \\ \dot{V_D} \end{bmatrix}_O \tag{2.4}$$

The Equations (2.1)-(2.4) presented above can be used to represent a motion of a general aircraft. Note that terms $\sum(\boldsymbol{F}^G)_B$ and $\sum(\boldsymbol{M}^G)_B$ contain all external forces and moments acting on the rigid body. Considering an aircraft system these could be the aerodynamic forces and moments caused by the air flow, propulsion forces and moments, forces caused by the gravitation etc.. The detailed modelling of external forces and moments is presented in chapter (...Simulink).

2.2 Nonlinear Dynamic Inversion

In this subsection, the Nonlinear Dynamic Inversion (NDI) method is explained. The NDI approach is based on feedback linearization and is also called *Input-Output Linearization*. Often, such type of controllers is involved in tracking control tasks, where objective is to track some desired trajectory [1]. To derive it, consider the following nonlinear system

$$\dot{\boldsymbol{x}} = \boldsymbol{f}(\boldsymbol{x}) + \boldsymbol{G}(\boldsymbol{x})\boldsymbol{u} \tag{2.5a}$$

$$\boldsymbol{y} = \boldsymbol{h}(\boldsymbol{x}) \tag{2.5b}$$

where $\boldsymbol{x} \in \mathbb{R}^{n\times1}$ is the state vector, $\boldsymbol{u} \in \mathbb{R}^{m\times1}$ the input vector, $\boldsymbol{y} \in \mathbb{R}^{m\times1}$ the output vector, $\boldsymbol{f}(\boldsymbol{x}) \in \mathbb{R}^{n\times1}$ and $\boldsymbol{h}(\boldsymbol{x}) \in \mathbb{R}^{m\times1}$ nonlinear vector fields and $\boldsymbol{G} \in \mathbb{R}^{m\times n}$ an input matrix. Note that the system presented in Equations (2.5) is affine in the input, which is not allways fulfilled. Using a state transformation $\boldsymbol{z} = \boldsymbol{\phi}(\boldsymbol{x})$, the affine system from Equation 2.5a can be transformed into a *normal* (*canonical*) representation.

The core idea behind the input-output linearization method is to find a direct relationship between the desired system output and the control input. After the relationship is found it is inverted to generate the control law. To derive this relationship the output $\boldsymbol{y}$ is differentiated until the input $\boldsymbol{u}$ appears

$$\begin{aligned}\dot{\boldsymbol{y}} = \frac{\partial \boldsymbol{y}}{\partial t} = \frac{\partial \boldsymbol{h}(\boldsymbol{x})}{\partial t}\frac{\partial \boldsymbol{x}}{\partial t} = \frac{\partial \boldsymbol{h}(\boldsymbol{x})}{\partial t}\dot{\boldsymbol{x}} = \nabla \boldsymbol{h}(\boldsymbol{x})[\boldsymbol{f}(\boldsymbol{x}) + \boldsymbol{G}(\boldsymbol{x})\boldsymbol{u}] \\ = \nabla \boldsymbol{h}(\boldsymbol{x})\boldsymbol{f}(\boldsymbol{x}) + \nabla \boldsymbol{h}(\boldsymbol{x})\boldsymbol{G}(\boldsymbol{x})\boldsymbol{u}] = L_{\boldsymbol{f}}\boldsymbol{h}(\boldsymbol{x}) + L_{\boldsymbol{G}}\boldsymbol{h}(\boldsymbol{x})\boldsymbol{u}\end{aligned} \tag{2.6}$$

In Equation (2.6) $L_{\boldsymbol{f}}\boldsymbol{h}(\boldsymbol{x})$ is called Lie derivative of $\boldsymbol{h}(\boldsymbol{x})$ with respect to $\boldsymbol{f}(\boldsymbol{x})$. The Lie derivative is defined as $L_{\boldsymbol{f}}\boldsymbol{h}(\boldsymbol{x}) = \nabla \boldsymbol{h}(\boldsymbol{x})\boldsymbol{f}(\boldsymbol{x})$ with ∇ being the Nabla operator. Thus, it represents a directional derivative of $\boldsymbol{h}(\boldsymbol{x})$ along the direction of the vector field $\boldsymbol{f}(\boldsymbol{x})$. If the term $L_{\boldsymbol{G}}\boldsymbol{h}(\boldsymbol{x})$ is nonzero, the relationship between input and output is

$$\dot{\boldsymbol{y}} = L_{\boldsymbol{f}}\boldsymbol{h}(\boldsymbol{x}) + L_{\boldsymbol{G}}\boldsymbol{h}(\boldsymbol{x})\boldsymbol{u} \tag{2.7}$$

Now Equation (2.7) can be used to formulate the control law by solving it for $\boldsymbol{u}$ and substituting $\dot{\boldsymbol{y}}$ with $\boldsymbol{\nu}$

$$\boldsymbol{u} = L_{\boldsymbol{G}}\boldsymbol{h}(\boldsymbol{x})^{-1}(\boldsymbol{\nu} - L_{\boldsymbol{f}}\boldsymbol{h}(\boldsymbol{x})) \tag{2.8}$$

The variable $\boldsymbol{\nu}$ is called an *equivalent input* and represents the desired output of the system.

In the example provided above the input-output relationsip was found after the first differentiation of the output $\boldsymbol{y}$. But if after the first differentiation the term $L_{\boldsymbol{G}}\boldsymbol{h}(\boldsymbol{x})$ is zero, output $\boldsymbol{y}$ has to be differentiated until the Lie derivative with respect to $\boldsymbol{G}$ is nonzero. The i-th derivative of the output is then

$$\frac{\partial^i \boldsymbol{y}}{\partial t} = \frac{\partial^i \boldsymbol{h}(\boldsymbol{x})}{\partial t} = L^i_{\boldsymbol{f}}\boldsymbol{h}(\boldsymbol{x}) + L_{\boldsymbol{G}}L^{i-1}_{\boldsymbol{f}}\boldsymbol{h}(\boldsymbol{x})\boldsymbol{u} \tag{2.9}$$

with i being the *relative degree* of the system. Using Equation (2.9) to formulate the control law leads to the following expression for the control input $\boldsymbol{u}$

$$\boldsymbol{u} = L_{\boldsymbol{G}}L^{i-1}_{\boldsymbol{f}}\boldsymbol{h}(\boldsymbol{x})^{-1}(\boldsymbol{\nu} - L^i_{\boldsymbol{f}}\boldsymbol{h}(\boldsymbol{x})) \tag{2.10}$$

Thus, Equation (2.10) applied to Equation (2.9) yields the simple linear relation

$$\boldsymbol{y}^i = \boldsymbol{\nu} \tag{2.11}$$

The NDI method was widely adopted for civil and military aircrafts and has numerous of extensions [2]. Nevertheless, it has some drawbacks. The major one is that the control law derived using the NDI approach is dependent on the full system dynamics model [3]. The equations of motion of an aircraft usually have a complicated nonlinear character. Thus, describing complex physical phenomena often leads to the inconsistency between the real aircraft and its mathematical representation used in the model. As some of those inconsistencies are inevitable there is a need to build a control law which performance is less dependent on the uncertainties of the model. A method called Incremental Nonlinear Dynamic Inversion (INDI) can be used to achieve this, it is discussed in the next section.

2.3 Incremental Nonlinear Dynamic Inversion

The INDI is an incremental form of the NDI for which the lack of the accurate system dynamics model does not critically affect the performance of the control algorithm [4]. At first the general form of the INDI is presented in 2.3.1, then the inner and outer control loops for the Crazyflie quadrotor are derived in 2.3.2 and 2.3.3.

2.3.1 General INDI

The incremental form of the system can be obtained by taking a Taylor series expansion of the Equation 2.5a

$$\begin{aligned}\dot{\boldsymbol{x}} &= \boldsymbol{f}(\boldsymbol{x}_0) + \boldsymbol{G}(\boldsymbol{x}_0)\boldsymbol{u}_0 \\ &+ \frac{\partial}{\partial \boldsymbol{x}}[\boldsymbol{f}(\boldsymbol{x}) + \boldsymbol{G}(\boldsymbol{x})\boldsymbol{u}]\bigg|_{\boldsymbol{x}=\boldsymbol{x}_0,\boldsymbol{u}=\boldsymbol{u}_0}(\boldsymbol{x}-\boldsymbol{x}_0) \\ &+ \frac{\partial}{\partial \boldsymbol{u}}[\boldsymbol{f}(\boldsymbol{x}) + \boldsymbol{G}(\boldsymbol{x})\boldsymbol{u}]\bigg|_{\boldsymbol{x}=\boldsymbol{x}_0,\boldsymbol{u}=\boldsymbol{u}_0}(\boldsymbol{u}-\boldsymbol{u}_0)\end{aligned} \tag{2.12}$$

The first term on the right side of the Equation 2.12 is $\dot{\boldsymbol{x}}_{\boldsymbol{0}}$. Also, evaluating the differentiation of the third term leads to

$$\begin{aligned}\dot{\boldsymbol{x}} &= \dot{\boldsymbol{x}}_0 \\ &+ \frac{\partial}{\partial \boldsymbol{x}}[\boldsymbol{f}(\boldsymbol{x}) + \boldsymbol{G}(\boldsymbol{x})\boldsymbol{u}]\bigg|_{\boldsymbol{x}=\boldsymbol{x}_0,\boldsymbol{u}=\boldsymbol{u}_0}(\boldsymbol{x}-\boldsymbol{x}_0) \\ &+ \boldsymbol{G}(\boldsymbol{x}_0)(\boldsymbol{u}-\boldsymbol{u}_0)\end{aligned} \tag{2.13}$$

The second term of the Equation 2.13 contains partial derivative with respect to the state vector. Considering very small time increments of the controller loop and applying the *principle of time scale separation* the second term vanishes. This is a valid assumption if the dynamics of the actuators is fast compared with the dynamics of the system. Thus, the Equation 2.13 is further simplified to

$$\dot{\boldsymbol{x}} = \dot{\boldsymbol{x}}_0 + \boldsymbol{G}(\boldsymbol{x}_0)(\boldsymbol{u}-\boldsymbol{u}_0) \tag{2.14}$$

Solving Equation 2.14 for $\boldsymbol{u}$ and substituting $\dot{\boldsymbol{y}}$ with $\boldsymbol{\nu}$, the INDI control law is obtained

$$\boldsymbol{u} = \boldsymbol{u}_0 + \boldsymbol{G}(\boldsymbol{x}_0)^{-1}(\boldsymbol{\nu} - \dot{\boldsymbol{x}}_0) \tag{2.15}$$

where $\dot{\boldsymbol{x}}_0$ is a measurable value from the previous step, $\boldsymbol{u}_{\boldsymbol{0}}$ the control input from the previous step, $\boldsymbol{\nu}$ the reference value and $\boldsymbol{G}(\boldsymbol{x}_0)$ the control effectiveness matrix. With $\boldsymbol{\Delta u} = \boldsymbol{u} - \boldsymbol{u}_0$ the control law from Equation 2.15 represents an incremental version of the Equation 2.8. Instead of computing the complete control input command $\boldsymbol{u}$, this control law results in computing the increment of the control input $\boldsymbol{\Delta u}$ and adding it to the previous value $\boldsymbol{u}_0$. As it is less dependent on the model of the system dynamics, it is able to increase the robustness of the system [3].

2.3.2 Inner INDI loop for Quadrotor

In this subsection, using theory from 2.3.1 the inner loop INDI controller is derived to control angular acceleration of the Crazyflie quadrotor. Equation 2.2 from section 2.1 serves as a basis for this derivation. This equation is also augmented with a thrust T of all four rotors. As only the body-fixed frame is used for this derivation the subscripts B are not used in this subsection. Also all external forces and moments apply to the center of gravity of the quadrotor, thus the upperscripts G are also omitted. Solving equation 2.2 for the angular acceleration $\dot{\omega}$ results in

$$\begin{bmatrix} \dot{\boldsymbol{\omega}} \\ T \end{bmatrix} = \underbrace{\begin{bmatrix} -\boldsymbol{I}^{-1}(\boldsymbol{\omega} \times \boldsymbol{I}\boldsymbol{\omega}) \\ 0 \end{bmatrix}}_{\boldsymbol{F}(\boldsymbol{\omega})} + \underbrace{\begin{bmatrix} \boldsymbol{I}^{-1}(\boldsymbol{M}_G + \boldsymbol{M}_A + \boldsymbol{M}_P) \\ T \end{bmatrix}}_{\boldsymbol{G}(\boldsymbol{\omega}, \boldsymbol{\Omega}, \dot{\boldsymbol{\Omega}})} \tag{2.16}$$

where $\boldsymbol{\omega}$ and $\dot{\boldsymbol{\omega}}$ are angular velocity and acceleration of the body-fixed frame (B) with respect to the NED (O) coordinate frame, $\boldsymbol{M}_G$ the gravitational moment, $\boldsymbol{M}_A$ the aerodynamic moment and $\boldsymbol{M}_P$ propulsion moment. It is assumed that the gravitational force is applied to the center of gravity of the quadrotor and does not cause any moment around it. Due to the absence of the aerodynamic moment this term is omitted. It can also be seen as disturbance. The remaining propulsion moment is written as $\boldsymbol{M}_P = \boldsymbol{M}_C - \boldsymbol{M}_{gyro}$ where $\boldsymbol{M}_C$ is the control moment generated by the rotors and $\boldsymbol{M}_{gyro}$ the moment containing the gyroscopic effect of the rotors. This two moments can be explicitly written as

$$\boldsymbol{M}_C = \begin{bmatrix} -bk_F & bk_F & bk_F & -bk_F \\ lk_F & lk_F & -lk_F & -lk_F \\ k_M & -k_M & k_M & -k_M \end{bmatrix} \boldsymbol{\Omega} \tag{2.17}$$

$$\boldsymbol{M}_{gyro} = \begin{bmatrix} 0 & 0 & 0 & 0 \\ 0 & 0 & 0 & 0 \\ I_{rzz} & -I_{rzz} & I_{rzz} & -I_{rzz} \end{bmatrix} \dot{\boldsymbol{\Omega}} + \begin{bmatrix} \boldsymbol{\omega}_y & 0 & 0 \\ 0 & \boldsymbol{\omega}_x & 0 \\ 0 & 0 & 0 \end{bmatrix} \begin{bmatrix} I_{rzz} & -I_{rzz} & I_{rzz} & -I_{rzz} \\ -I_{rzz} & I_{rzz} & -I_{rzz} & I_{rzz} \\ 0 & 0 & 0 & 0 \end{bmatrix} \boldsymbol{\omega} \tag{2.18}$$

where I_{rzz} is the element of the inertia matrix I_r of the rotor, l and b lever arms as denoted in the Figure (...), k_F and k_M force and moment constants of the rotors.

As already explained in the previous section to derive the incremental control law the Taylor series expansion is perfromed on the Equation 2.16

$$\begin{aligned} \begin{bmatrix} \dot{\boldsymbol{\omega}} \\ T \end{bmatrix} &= \boldsymbol{F}(\boldsymbol{\omega}_0) + \boldsymbol{G}(\boldsymbol{\omega}_0, \boldsymbol{\Omega}_0, \dot{\boldsymbol{\Omega}}_0) \\ &+ \frac{\partial}{\partial \boldsymbol{\omega}} \left[\boldsymbol{F}(\boldsymbol{\omega}) + \boldsymbol{G}(\boldsymbol{\omega}_0, \boldsymbol{\Omega}_0, \dot{\boldsymbol{\Omega}}_0)\right]\Big|_{\boldsymbol{\omega}=\boldsymbol{\omega}_0} (\boldsymbol{\omega} - \boldsymbol{\omega}_0) \\ &+ \frac{\partial}{\partial \boldsymbol{\Omega}} \left[\boldsymbol{G}(\boldsymbol{\omega}_0, \boldsymbol{\Omega}, \dot{\boldsymbol{\Omega}}_0)\right]\Big|_{\boldsymbol{\Omega}=\boldsymbol{\Omega}_0} (\boldsymbol{\Omega} - \boldsymbol{\Omega}_0) \\ &+ \frac{\partial}{\partial \dot{\boldsymbol{\Omega}}} \left[\boldsymbol{G}(\boldsymbol{\omega}_0, \boldsymbol{\Omega}_0, \dot{\boldsymbol{\Omega}})\right]\Big|_{\dot{\boldsymbol{\Omega}}=\dot{\boldsymbol{\Omega}}_0} (\dot{\boldsymbol{\Omega}} - \dot{\boldsymbol{\Omega}}_0) \end{aligned} \tag{2.19}$$

The first term of this equation is the angular acceleration based on the current angular rates $\boldsymbol{\Omega}_0$ and inputs $\boldsymbol{\omega}_0$ and can be denoted as $\dot{\boldsymbol{\omega}}_0$.

$$\begin{bmatrix} \dot{\boldsymbol{\omega}} \\ T \end{bmatrix} = \begin{bmatrix} \dot{\boldsymbol{\omega}}_0 \\ T_0 \end{bmatrix} + \boldsymbol{G}_1(\boldsymbol{\Omega} - \boldsymbol{\Omega}_0) + T_S \boldsymbol{G}_2(\dot{\boldsymbol{\Omega}} - \dot{\boldsymbol{\Omega}}_0) \tag{2.20}$$

$$\boldsymbol{G}_1 = \begin{bmatrix} \boldsymbol{I}^{-1} \begin{bmatrix} -bk_F & bk_F & bk_F & -bk_F \\ lk_F & lk_F & -lk_F & -lk_F \\ k_M & -k_M & k_M & -k_M \end{bmatrix} + \begin{bmatrix} \boldsymbol{\omega}_y & 0 & 0 \\ 0 & \boldsymbol{\omega}_x & 0 \\ 0 & 0 & 0 \end{bmatrix} \begin{bmatrix} I_{rzz} & -I_{rzz} & I_{rzz} & -I_{rzz} \\ -I_{rzz} & I_{rzz} & -I_{rzz} & I_{rzz} \\ 0 & 0 & 0 & 0 \end{bmatrix} \\ k_F \mathbf{1}_{1\times 4} \end{bmatrix} \begin{bmatrix} \Omega_1 \\ \Omega_2 \\ \Omega_3 \\ \Omega_4 \end{bmatrix} \tag{2.21}$$

$$\boldsymbol{G}_2 = \begin{bmatrix} \boldsymbol{I}^{-1} T_S^{-1} \begin{bmatrix} 0 & 0 & 0 & 0 \\ 0 & 0 & 0 & 0 \\ I_{rzz} & -I_{rzz} & I_{rzz} & -I_{rzz} \end{bmatrix} \\ \mathbf{0}_{1\times 4} \end{bmatrix} \begin{bmatrix} \dot{\Omega}_1 \\ \dot{\Omega}_2 \\ \dot{\Omega}_3 \\ \dot{\Omega}_4 \end{bmatrix} \tag{2.22}$$

$$\begin{bmatrix} \dot{\boldsymbol{\omega}} \\ T \end{bmatrix} = \begin{bmatrix} \dot{\boldsymbol{\omega}}_f \\ T_f \end{bmatrix} + (\boldsymbol{G}_1 + \boldsymbol{G}_2)(\boldsymbol{\Omega} - \boldsymbol{\Omega}_f) - \boldsymbol{G}_2 z^{-1}(\boldsymbol{\Omega} - \boldsymbol{\Omega}_f) \tag{2.23}$$

$$\dot{\boldsymbol{\Omega}}_c = \dot{\boldsymbol{\Omega}} = \dot{\boldsymbol{\Omega}}_f + (\boldsymbol{G}_1 + \boldsymbol{G}_2)^{-1} \left(\begin{bmatrix} \boldsymbol{\nu} - \dot{\boldsymbol{\Omega}}_f \\ \tilde{T} \end{bmatrix} + \boldsymbol{G}_2 z^{-1}(\boldsymbol{\Omega} - \boldsymbol{\Omega}_f) \right) \tag{2.24}$$

Note:
- Name equations
- Ts explain
- remove brackets AND indices from bm
- describe Attitude control with PD
- derivation is based on the work of Smeur
- Derivation of the inner INDI loop (what we want to control, detailed equations).

2.3.3 Outer INDI loop for Quadrotor

- Derivation of the outer INDI loop (what we want to control, detailed equations).

3 Implementation

3.1 Research Quadrotor

- Some facts about Crazyflie hardware (foto, uC frequency, weight, length (foto of lever arms), onboard sensors, additional sensors/HW (optoflow, sd-card))

3.2 Implementation in Simulink (Simulink Model)

3.2.1 Purpose

- Estimation of the relevant for the HW implementation components (which terms make a huge impact on the controller performance: G1, G1 etc)
- Estimate where value explosion can occur
- Testing the behaviour of the filter
- Testing of the PD-gains

3.2.2 Structure

- Describe some assumptions: eg newton second law frame transformation from B to O for an easy representation
- Present each equation of forces with explaining made assumptions
- Parameter choice (k_F, k_M, ...)
- Describe the actuator dynamics modelling
- Describe the filter transfer function
- Images of the Simulink model

3.2.3 Simulation Results

- Plot differences with or without some terms (G1, G2_yaw)

3.3 Implementation on the Hardware

3.3.1 Parameter Estimation

- Actuator Dynamics (Estimation of the time constant), plot response with estimated constant
- Estimation of the control effectiveness parameters G1, G2 for inner INDI (describe performed flight to log data), plot the curve with contribution of G1, G2 to the fitting
- PD gain tuning for inner INDI (using pd_inner_cs(), show plots with different D-gains (e.g 25, 10 and 3) to see different damping behaviour), Before explaining gain tuning present all relevant transfer functions of the closed and open loops
- Outer loop (show new diagram of the controller)

3.3.2 Structure of the Code

3.3.3 Testing with contact Forces and Moments?

4 Results

- To make the controller work a minimal knowledge of the system dynymics is need. Neverther-less G1, G2 still have to estimated accuratly because this 2 parameters do have inpact on the controller performance.

5 Discussion

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Appendix