

Design and Implementation of Flight Dynamics Control Strategies for a Smartphone-based Quadrotor

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Abstract

The field of autonomous systems control is young, but operational experience is rapidly growing, making research on collaborative systems of great importance. Improving aerial robots in particular could be key in facing future environmental challenges..... In this work, two main problems are addressed: the cooperative source seeking problem and the cooperative level curve tracking problem by a group of agents under undirected constrained communications.

Resumen

The field of autonomous systems control is young, but operational experience is rapidly growing, making research on collaborative systems of great importance. Improving aerial robots in particular could be key in facing future environmental challenges..... In this work, two main problems are addressed: the cooperative source seeking problem and the cooperative level curve tracking problem by a group of agents under undirected constrained communications.

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Chapter 1

Introduction

In recent years, the interest in unmanned aircraft vehicles (UAVs) research, has increased substantially. This is due to the several potential new services that this type of robotic devices offers, such as search and rescue, observation, mapping, inspection, etc. On the other hand, smartphones have become essential devices for humans and easily acquirable development tools. The interaction between these two technologies allows the development of low cost aerial robots based on an everyday item such as smartphones, facilitating both the distribution of its control software and its implementation by other researchers.

1.1 Unmanned Aircraft Vehicles (UAV)

An UAV is an aircraft capable of flying without having a human on board. These aircrafts are commonly known as ‘drones’ due to the similarity of the sound they produce with that of a male bee (drone). Although they can perform flight missions in a completely autonomous way, the UAVs are complemented with remote display and control systems (Ground Control Station - GCS), and communication systems between the UAV and the GCS. These three components describe what is known as Unmanned Aircraft Systems (UAS).

The UAS were initially designed for military applications, where the presence of a human could be of high risk [1]. However, their use has been widely extended to multiple applications such as education [2], agriculture [3], search and rescue [4], delivery [5], research [6], among others.

UAVs are modelled as rigid bodies with freedom of movement in a three-dimensional space, hence have six degrees of freedom (*DoF*), three translational (position) and three rotational (attitude). These aircrafts are classified mainly according to the propulsion direction exerted by the actuators. Thus, there are two groups of UAVs:

Fixed-wing and Rotary-wing UAVs, which are described below.

1.1.1 Fixed-Wing UAVs

A fixed-wing UAV is an aircraft which consists of an airframe attached to a rigid wing that generate lift using the UAVs forward airspeed and geometry. This type of UAVs need a constant forward movement in order to produce air flow around its wing, which can be generated by the thrust of propeller pushing the air flow in opposite direction of the UAV movement, or flying against to the wind. An example of a fixed-wing UAV is shown in Fig. 1.1.



Figure 1.1: Skywalker X8 Fixed-wing UAV¹

Since they need a minimum airspeed to achieve their lift in flight, these aircrafts require a runway or catapult for take-off and landing. However, its geometry allows to achieve long-term flights (greater than 60 minutes) at high speeds (greater than 20 m/s) by taking advantage of its aerodynamic efficiency. Also, they are capable of carrying big and heavy payloads without significantly affecting the duration of the flight.

The six *DoF* of a fixed-wing UAV are controlled using elevators, ailerons and rudders, which are control surfaces built in the wing. The use of the control surfaces allows rotations to be made about any of the three perpendicular axes that intersect at the UAV center of gravity (*CoG*), and therefore control the rotational *DoF*. The translational *DoF* are directly affected by the rotations that the UAV suffers and its forward airspeed, and therefore can be indirectly controlled using the aforementioned control surfaces.

¹Fixed-wing UAV image taken from <https://goo.gl/LNEriU>

1.1.2 Rotary-Wing UAVs

Rotary-wing UAVs consist of one or multiple propellers attached to an airframe, generating an air flow and therefore generating the necessary thrust to move while overcoming the gravitational force. These UAVs are capable of doing a vertical take-off and landing (VTOL), so it is not necessary to use a catapult or runway for it. The number of rotors in the UAV determines the classification to which they belong, which usually includes: helicopter (one rotor), trirotor (three rotors), quadrotor (four rotors), hexarotor (six rotors), and octarotors (eight rotors), as the one shown in Fig. 1.2.



Figure 1.2: Altavian Octorotor Rotary-wing UAV²

The main advantage of the rotary-wing UAVs is that they do not need to be constantly moving forward in order to have enough lift that sustains the aircraft in flight, as their propellers rotation generates the lift force by itself. This makes the UAV capable of sustaining itself in a desired position.

Rotary-wing UAVs do not have control surfaces that change the direction of the air flow in order to control its six *DoF*. Instead, it uses the unbalance of thrust exerted by its motors and propellers to control the rotations of the rigid body and indirectly control its horizontal translational movement. As the motors' thrust is always pushing the airframe vertically, the vertical translational movement is independently controlled by the total thrust exerted by all the UAVs' motors.

Due to the simplicity in its construction, the most common small-size rotary-wing UAV type developed by manufacturers and hobbyists, is the quadrotor. The quadrotors, also known as quadcopters, are typically based on a light airframe built with fiberglass or carbon fiber, and four motors that serve as actuation devices, as shown in Fig. 1.3. These aircrafts can be built in a relatively simple and inexpensive manner,

²Rotary-wing UAV image taken from <https://goo.gl/WPVYAg>

besides being easy to control and model, when being compared with other multi-rotors. This is the reason why a quadrotor was established as the experimental platform in this project.



Figure 1.3: Quadrotor aircraft X650 ³

1.2 Literature Review

1.2.1 Control Strategies and State Estimation in Quadrotors

Since UAVs represent a challenge for the modelling and design of controllers, from basic to advanced, these aircrafts are widely used in the teaching and research of control systems theory. As instance, [7] implemented a PID controller (with two tuning methods) and a Linear-Quadratic regulator (LQR) for altitude control in a quadrotor, comparing them and establishing the advantages of using a PID controller tuned using the LQR equations. Moreover, [8] exposes the develop of a low cost quadrotor attitude controller based on a PID control strategy with saturation constraints, achieving the quadrotor attitude stabilization with set-points of less than 0.23 rad . Another comparison between PID and LQR control strategies is done in [9]. In this case, both controllers are used for trajectory tracking in a Qball-X4 quadcopter, getting smoother results with the LQR implementation.

In [10], a quaternion-based LQR gain scheduling controller is designed and simulated, successfully achieving six *DoF* control of the quadrotor. A position and

³Quadrotor XAircraft X650 image taken from <https://goo.gl/ug5FJs>

heading regulation system using a LQR is also presented in [11]. Here, the implementation of the designed controller is carried out, in which the elevation regulation with oscillations of 0.1 m is observed. On the other hand, [12] designed a feed-forwarding LQR, which achieve to control quadrotor attitude with errors of less than 0.08 rad .

A trajectory tracking controller based on a LQR and an Extended Kalman Filter (EKF) is shown in [13]. This approach use the non-linear quadrotor dynamics model to estimate the quadrotor states and calculte the control signals based on the estimations.

Another quadrotor control strategy found in literature is the Model Predictive Control (MPC). In [14], a MPC controller for trajectory tracking is compared to a PID controller, getting an improvement in setting time and overshoot. [15] proposed a non-linear quaternion based control law complemented with an active disturbance rejection strategy that attempts to control the attitude of a quadrotor.

In [16], a Linear Parameter-Varying (LPV) control strategy is developed. Here, an adaptive control is implemented in order to control independently a family of multi-sized quadrotors using the same controller approach. On the other hand, [17] proposes a fuzzy adaptive sliding mode controller that aims to overcome actuators fault within the quadrotor attitude control system. Another adaptive control strategy was developed in [18], [19] and [20], where parameters uncertainties were taken into account in order to control variable payload quadrotors.

Finally, in [21] and [22], the authors designed H_∞ controllers for reference tracking in quadrotors, evidencing the advantages of the implementation of this controller in terms of robustness.

Regarding about state estimation in quadrotors, after carrying out the literary review, it was found that the Kalman filter (KF) is a widely used estimation algorithm in all its different variants. For instance, in [23], a KF for altitude estimation based on the model of a moving particle was developed. A two stage KF for both quadrotor state and parameter estimation is presented in [24]. This KF is designed in order to detect and identify faults in the quadrotor actuators. As the quadrotor dynamic model is strictly non-linear, the EKF is a popular variation of the KF used in multiple ongoing research, such as [25], [26], and [27]. Other variation of the KF is the Unscented Kalman Filter (UKF) which uses a deterministic sampling approach in order to estimate the state of a non-linear model. In [28], an UKF is used to estimate the orientation of a quadrotor on a test bench, comparing its estimations with the measurements of an incremental encoder and the estimations of a standard KF. The results of this comparison show that the UKF estimations are more similar to the measured orientation, than the estimates of KF.

In [29] a model-free technique implemented within a Thau observer is presented. This state estimator aims to compensate uncertainties and unmodeled dynamics. Also, other projects have used on-board cameras, for the acquisition of extra data that improve the state estimation, as seen in [30], [31] and [32], demonstrating that the use of vision-based odometry improves the quadrotor state estimation despite depending on inaccurate sensors.

1.2.2 Quadrotor Flight Modes

In quadrotors, the on-board flight controllers keep some of the quadrotors *DoF* in a desired value autonomously in order to allow pilots to perform tasks during a flight. These controllers have different modes that can control from three to six *DoF* depending on the will of the pilot. Flight modes commonly found in commercial flight controllers may be as basic to only control its attitude or as complex to let the quadrotor follow a complex trajectory with multiple waypoints [33].

The main flight modes, widely used in commercial flight controllers, are described below according to the number of controlled *DoF*, in ascending order.

- **Stabilize Mode**

This mode allows the pilot to fly the quadrotor manually while the flight controller self-levels the quadrotor attitude and regulates its current heading. Thus, the stabilize mode attempts to control three *DoF* of the quadrotor.

The attitude references can be set or changed by the pilot using the remote control, but their default value is 0 rad . On the other hand, the quadrotor heading is simply set to be regulated in its current state, enabling its rate using the remote control.

As the stabilize mode does not take into account the control of the quadrotor position, the pilot needs to regularly change the attitude references manually to keep the quadrotor in a desired position, as it is affected by wind disturbances. Also, the pilot needs to regularly adjust the quadrotor thrust, so that a desired altitude is maintained.

- **Altitude Hold Mode**

The altitude hold mode adds automatic elevation control to the Stabilize mode. This way, in addition to controlling the attitude, the quadrotor thrust is set by the flight controller in order to maintain the quadrotor in a desired altitude,

getting four controlled *DoF*.

In this mode, the pilot can remotely control the rate of change of the elevation (with a default value of 0 m/s), as well as the attitude references.

- **Loiter Mode**

Loiter mode automatically attempts to regulate the six *DoF* of the quadrotor in order to maintain a desired position, heading and altitude during a flight. Here, the quadrotor attitude is self-leveled, while the position and altitude reference can be modified by the pilot using the remote controller. The position and altitude references are initialized using the current quadrotor position and altitude when this mode is set. This is a Global Navigation Satellite System (GNSS)-Dependent flight mode.

- **Auto Mode**

The Auto mode attempts to make a quadrotor follow automatically a pre-programmed path connecting multiple position and heading waypoints, while receiving . This mode use the same controller as the Loiter mode, but its references are set automatically following the waypoints list. As in Auto mode the quadrotor must follow geo-located waypoints, this is a GNSS-Dependent flight mode.

- **Return-To-Launch Mode**

During a flight mission, the home location is set as the position and altitude where the quadrotor took off. The Return-To-Launch mode is used in case of emergency or when a the last waypoint is reached within a flight mission. This mode is equivalent to the Auto mode, but only has two waypoints. The first waypoint consists in the position of the home location with a previously set altitude (*RTL* altitude) greater than the home altitude. When this waypoint is reached, the home location is set as the following waypoint so that the quadrotor starts its landing keeping the position controlled.

1.2.3 Smartphones in Control Systems

Current smartphone processors are able to perform complex calculations such as those required in the implementation of real time control strategies. Multiple research projects have been carried out using smartphones as tools for development of control systems in robotics.

A survey about the trend of using smartphones as main processing component in

robotics for research and education was carried out in [34]. In [35], it is proposed a low cost differential robot controlled using a smartphone as processing and sensing device, taking advantage of the ROS framework for Android. [36] expose the development of an adaptive cruise control algorithm for an object-following robot controlled by a smartphone on board. Also, an autonomous smartphone-based robot platform for football competitions, exposed in Fig. 1.4, was designed and shown in [37].



Figure 1.4: Smartphone-based ball tracking robot ⁴

There are many ongoing research related to the possibility of using smartphones to implement control strategies, such as [38], as configuration and monitoring interfaces in control systems as seen in [39, 40, 41], and as a tool in both education and design of control strategies seen in [42, 43]. Following this trend, in the Universidad del Valle, it was developed a smartphone-based platform for monitoring, control and communication in portable laboratories, where a controller for a pendulum, based in the Lego Mindstorms EV3 platform, was implemented [44].

1.2.4 Smartphone-based Quadrotors

Multiple attempts to unite the technologies of quadrotors and smartphones have been made. Some of this attempts are described below.

In [45], the possibility of using old discarded smartphones as sensors and processor in a quadrotor was studied. In [46], a smartphone was used as mission planner

⁴Smartphone-based ball tracking robot image taken from [37]

for a quadrotor using a commercial flight controller on board. [47] implemented a flight control system in a smartphone, using its sensors and computational power to stabilize the quadrotor attitude and control its altitude. Also, in the University of Pennsylvania [48], a Google Tango smartphone was used as a quadrotor flight controller, including an image-based positioning system based on RGB-D images captures. The state estimation algorithms, control and planning were firstly implemented in a ODROID-XU board with additional sensors, but then, in [49], this algorithms were ported to the processor of the updated smartphone used in the project. The quadrotor developed in this project is shown in Fig. 1.5.



Figure 1.5: UPenn’s smartphone-based quadrotor ⁵

In [50], a PID controller aimed to be executed in a smartphone on board a quadrotor, which is also responsible for estimating the rotational dynamics of the quadrotor using the measurements made by the smartphone, was implemented. Following this project, [51] exposes in detail the development of a model-free PID controller for a smartphone-based quadrotor, including the processing of delayed feedback in the controller. After that, in [52], a Linear-Quadratic-Integral (LQI) controller was implemented and compared with the model-free PID controller set before. Finally, [53] developed a non-linear complementary filter for position and attitude estimation in a smartphone-based quadrotor.

Smartphone-based Quadrotor Limitations

The idea of using a smartphone as flight controller in an UAV opens the possibility of a quick and inexpensive development [53]. A smartphone offers other advantages compared with off-the-shelf flight controllers, for instance its powerful quad, hexa or octa-core processors and communications interfaces. However, smartphones and

⁵UPenn’s smartphone-based quadrotor image taken from [49]

the Android operating system have some limitations that set challenges when implementing a control system in it.

Android is not a real-time operating system and thus can not assure execution of algorithms, like estimation and control, with a constant sample time. Furthermore, the sensors embedded in commercial smartphones are made for applications that do not have high requirements of accuracy nor precision and therefore may not be appropriate for sensing quadrotor dynamics. Nonetheless, as explained by [54], due to its computing capabilities, smartphones can overcome this limitations while using a temporized thread to execute the control system algorithms and implementing a sensor fusion technique to improve the states estimation reliability. This thread must be executed with a lower sample time compared to the one of the sensors embedded in the smartphone. This will ensure that the execution is not delayed by the sensors acquisition process.

1.3 Motivation

Quadrotor control is a difficult and interesting problem. As established by [55] and [56], quadrotor dynamics are affected by nonlinearity, parameters perturbations, uncertainties and disturbances: this include unknown and variable payloads, aerodynamical parameters of the system, wind changes, and sensors inaccuracies. Numerous studies have been developed in designing optimal and robust controllers that allow UAVs to fly and accomplish missions rejecting disturbances and being robust to parameter uncertainties as seen in [57, 58, 59, 60].

Although there are embedded systems with high computational capacity that can serve as controllers of a quadrotor, smartphones are available, easily accessible for people and also have a large computational capacity, hence multiple instrumentation and communication elements integrated in the same device. In the last years, computing capacity and sensor technology in smartphones have decreased in price but increased in performance. Smartphones have become an inexpensive tool capable of commanding an UAV. The challenge then, is to use smartphones as quadrotor flight controllers for autonomous flights following specific missions, taking advantage of the fact that the phones today are very powerful computers that include elements of sensing, processing and signal communication.

This research project aims to design and implement algorithms that will be executed in a smartphone to estimate and control the dynamics of a quadrotor. This project confronts several challenges such as using a smartphone as a hardware development platform, trying to use a non real-time operating system for real-time applications, designing optimal and high order controllers using Java, and executing

that controllers in a smartphone.

1.4 Research Problem

The existing research challenges include how to develop and implement efficient control algorithms for smartphones using the Android operating system, and assess, adapt and develop the appropriate communication, sensing and performance technologies with smartphones in the execution of missions using quadrotors.

Then, the question to be answered is: how to develop control strategies in a smartphone in order to control the flight dynamics of a quadrotor so that it can develop flight missions while the instrumentation and computing capacity of the smartphone is used?

1.5 Objectives

In order to find a solution for the research problem, the following general and specific objectives are proposed:

General Objective

Design and implement algorithms for control and estimation of flight dynamics executed in a smartphone for the quadrotor of the Industrial Control Research Group.

Specific Objectives

1. Conduct a study and analysis of the state of the art related to the control and estimation of states of quadrotors.
2. Integrate the existing quadrotor with a smart phone that contains the appropriate sensors for the control and estimation of states.
3. Obtain a dynamic model of the quadrotor.
4. Design and implement the algorithms for control and estimation of states for the quadrotor.
5. Integrate the experimentation platform with the control and estimation algorithms in the smartphone.
6. Evaluate the performance of the control strategies.

1.6 Outline

This thesis is organized as follows.

In Chapter 1, the definition and classification of UAVs are given. After that, a short literature review regarding control and estimation in quadrotors, flight modes, and smartphones in control systems, is detailed. Finally, the motivation and scope of this project is presented.

In the next chapter, (2), the dynamic model of the quadrotor is described. Here, the non-linear and linearized quadrotor model are obtained taking into account the main quadrotor geometry configurations and their inputs setting.

Chapter 3 focuses on the smartphone-based quadrotor prototype description, detailing all its components and their interactions, as well as the specific parameters of the prototype.

The control and estimation algorithms design is presented in Chapter 4. In this chapter, specific controllers for each quadrotor flight mode is design and simulate.

In Chapter 5, the results of the implementation of the control and estimation algorithms, as well as the description of the Android application and the GCS are detailed.

Finally, in Chapter 6, the thesis conclusions and suggestions for future developments and improvements, are shown.

Chapter 2

Dynamic Model of the Quadrotor

In this chapter, the dynamics of the quadrotor and the calculation of the mathematical model through two different approaches, are provided. In addition, the necessary considerations for the choice of a geometry configuration are exposed. This dynamic model and its inputs setting are needed to design the quadrotor flight controllers.

Section 2.1 presents the description of two of the main used quadrotor geometry configurations. Also, this section presents what it means to choose one or the other configuration for the setting of the quadrotor inputs.

The dynamic model of the quadrotor, obtained using the Newton-Euler and Euler-Lagrange approaches, neglecting the gyroscopic effects produced by the propellers, is shown in Section 2.2.

Finally, Section 2.3 describes an overview of the Jacobian linearization method applied to the quadrotor dynamic model and the thrust compensation needed to be implemented in a real quadrotor.

2.1 Quadrotors Configurations

The term ‘quadrotor’ refers to a rotary-wing UAV which thrust is generated using four motors and propellers. Quadrotors can be build in multiple ways. There are two basic configurations which are widely used by commercial manufacturers and hobbyists. These two configurations are the ‘+’ and the ‘X’.

2.1.1 The ‘+’ Configuration

The geometry used in quadrotors built in ‘+’ configuration is shown in Fig. 2.1.

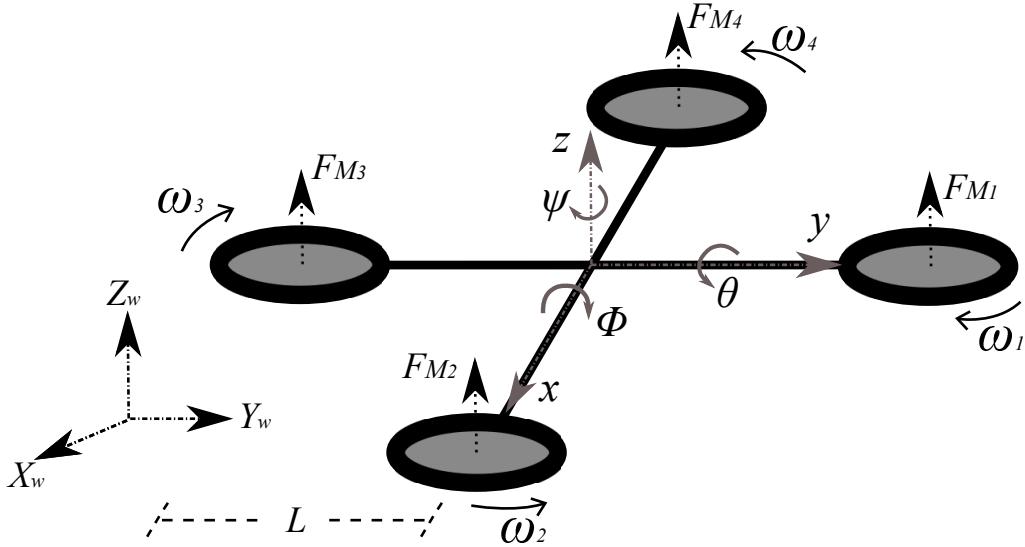


Figure 2.1: Quadrotor geometry in ‘+’ configuration

In Fig. 2.1, (ϕ, θ, ψ) are the angular deviations (pitch, roll and yaw, respectively) of the quadrotor about the body-frame; (x, y, z) are the body-frame axes; (X_w, Y_w, Z_w) are the earth-frame axes; L is the distance from the quadrotor center of gravity (*CoG*) to the motors center; F_{M_i} is the thrust force exerted by each motor M_i ; and ω_i is the angular velocity of M_i , with $i = 1, 2, 3, 4$. In this configuration, the body-frame axes x and y , coincide with the lines that connect motors of opposite sides in the quadrotor frame.

The quadrotor is a system with six *DoF*. Since a quadrotor has four actuators, it can be considered an underactuated system. This means that, it is only possible to reach a desired state for four *DoF*. However, it is possible to indirectly control the two remaining *DoF* choosing the control signals appropriately. These control signals, or inputs, represent the quadrotor basic movements and are described below.

- **Thrust T_u [N]**

The thrust T_u is the total thrust force exerted parallel to the body-frame z -axis by the four motors. This thrust, can also generate accelerations in the direction of the X_w and Y_w axes. This happens when $|\theta| > 0$ or $|\phi| > 0$.

This control signal affects the speed of rotation of all motors, and therefore their thrust, in equal magnitude, and is set as

$$T_u = \sum_{i=1}^4 F_{M_i}. \quad (2.1)$$

- **Yaw Torque τ_ψ [N · m]**

From Fig. 2.1, M_1 and M_3 have a clockwise (CW) rotation while M_2 and M_4 rotate counter-clockwise (CCW). This configuration of opposite pairs rotational directions allows the system to control its conservation of momentum, and thus change its yaw angle in a controlled manner. This is done unbalancing the total momentum around the z -axis and without the need of a tail rotor used in the standard helicopter structure ([61]). In ‘+’ configuration, the fact that the pitch and roll angles are controlled using only two motors that rotate in the same direction, leads to large changes in the thrust force of the other two motors to achieve conservation of momentum.

This conservation of momentum is controlled using the torque generated by each motor (τ_{M_i}) around the body-frame z -axis. It produces a turn in the opposite direction to the rotation of the motor. Taking into account that the torque τ_ψ is positive when it generates a clock-wise rotation around the z -axis, only M_2 and M_4 contribute positively to it. While the other tow motors have a negative contribution to τ_ψ . Thus, the total torque around the z -axis is depicted as

$$\tau_\psi = \tau_{M_2} + \tau_{M_4} - \tau_{M_1} - \tau_{M_3}. \quad (2.2)$$

Each torque τ_{M_i} has a linear relationship with the thrust applied by the motor, with K_M being the proportional constant and

$$\tau_{M_i} = K_M F_{M_i}. \quad (2.3)$$

Replacing (2.3) in (2.2) the total torque τ_ψ dependence on the forces F_{M_i} is got as

$$\tau_\psi = K_m (F_{M_2} + F_{M_4} - F_{M_1} - F_{M_3}). \quad (2.4)$$

- **Roll Torque τ_θ [N · m]**

The roll torque τ_θ is described as the torque exerted on the x -axis and about the y -axis. In the ‘+’ configuration, the only motors that affect the quadrotor rotation with respect to the x -axis are M_2 and M_4 . These do not affect the rotation with respect to the y -axis. In this case, the torques are generated by the forces F_{M_2} and F_{M_4} being applied at a distance L from the quadrotor *CoG*. Considering a positive τ_θ as the one causing a counter clock-wise rotation about the y -axis, the roll torque in ‘+’ is set as

$$\tau_\theta = L(F_{M_4} - F_{M_2}). \quad (2.5)$$

- **Pitch Torque** τ_ϕ [$N \cdot m$]

Unlike the roll torque, the pitch torque τ_ϕ is the one exerted on the y -axis about the x -axis. As Fig. 2.1 shows, M_1 and M_3 are the motors applying the forces that create this torque. Being τ_ϕ positive when clock-wise rotation about the x -axis is caused, it is defined for a ‘+’ configuration as

$$\tau_\phi = L(F_{M_3} - F_{M_1}). \quad (2.6)$$

Inputs Setting in ‘+’ Configuration

Summarizing, the ‘+’ configuration quadrotor inputs are established as linear combinations of the motors forces F_{M_i} . Equations (2.1), (2.4), (2.5) and (2.6) integrate a linear equations system where the vector of inputs $\mathbf{u}_{(+)}$ is

$$\mathbf{u}_{(+)} = \begin{bmatrix} T_u \\ \tau_\psi \\ \tau_\theta \\ \tau_\phi \end{bmatrix} = \begin{bmatrix} 1 & 1 & 1 & 1 \\ -K_m & K_m & -K_m & K_m \\ 0 & -L & 0 & L \\ -L & 0 & L & 0 \end{bmatrix} \begin{bmatrix} F_{M_1} \\ F_{M_2} \\ F_{M_3} \\ F_{M_4} \end{bmatrix}. \quad (2.7)$$

2.1.2 The ‘X’ Configuration

Following the same nomenclature used in the ‘+’ configuration, in ‘X’ configuration, the quadrotor frame is rotated $\pi/4$ rad about the z -axis in the body-frame, as shown in Fig. 2.2.

In this case, the front-line in the quadrotor is set between M_1 and M_4 . In ‘X’ configuration, the roll and pitch torques are applied using the forces exerted by all the motors at a distance $L_X = L \cdot \cos(\pi/4)$ ([62]). This geometry is shown in Fig. 2.2.

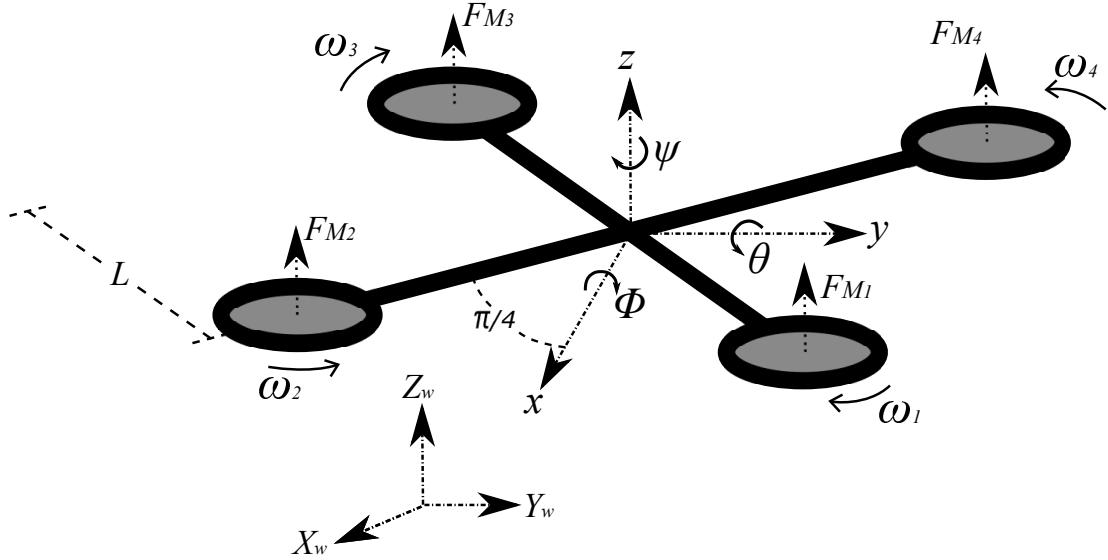


Figure 2.2: Quadrotor geometry in ‘X’ configuration

The inputs description for the quadrotor ‘X’ configuration is defined as follows.

- **Thrust** T_u [N]

The total thrust exerted by the four motors in the quadrotor is not changed between the ‘+’ and ‘X’ configurations. Hence, the thrust T_u is defined as

$$T_u = \sum_{i=1}^4 F_{M_i}. \quad (2.8)$$

- **Yaw Torque** τ_ψ [$N \cdot m$]

As the z -axis is not modified between the ‘+’ and ‘X’ configurations, and the motors rotate in the same direction as in the other configuration, the yaw torque τ_ψ is set as

$$\tau_\psi = K_m(F_{M_2} + F_{M_4} - F_{M_1} - F_{M_3}). \quad (2.9)$$

- **Roll Torque** τ_θ [$N \cdot m$]

As shown in Fig. 2.2, roll and pitch torques are affected by the effects of

all the quadrotor motors. For the roll torque τ_θ , the motors M_3 and M_4 contribute positively, while M_1 and M_2 have a negative contribution to it. In this case, the roll torque is depicted as

$$\tau_\theta = L_X(F_{M_3} + F_{M_4} - F_{M_2} - F_{M_1}). \quad (2.10)$$

- **Pitch Torque τ_ϕ [N · m]**

Due to the *CW* positive direction of the ϕ angle, and considering the sign of the contribution exerted by each force F_{M_i} , the pitch torque for the ‘X’ configuration is defined as

$$\tau_\phi = L_X(F_{M_2} + F_{M_3} - F_{M_1} - F_{M_4}). \quad (2.11)$$

Inputs Setting in ‘X’ Configuration

In the ‘X’ configuration, the quadrotor inputs remain the same regarding the ‘+’ configuration. However both τ_θ and τ_ϕ are affected by the interaction of all the motors and the change in the distance of the point of application of the forces F_{M_i} on the x and y axes. The linear equations system that shows the inputs setting for a quadrotor in ‘X’ configuration is defined as

$$\mathbf{u}_{(X)} = \begin{bmatrix} T_u \\ \tau_\psi \\ \tau_\theta \\ \tau_\phi \end{bmatrix} = \begin{bmatrix} 1 & 1 & 1 & 1 \\ -K_m & K_m & -K_m & K_m \\ -L_X & -L_X & L_X & L_X \\ -L_X & L_X & L_X & -L_X \end{bmatrix} \begin{bmatrix} F_{M_1} \\ F_{M_2} \\ F_{M_3} \\ F_{M_4} \end{bmatrix}. \quad (2.12)$$

Maximum Torque About x and y axes in ‘X’ Configuration

In ‘+’ configuration, the torques around the x and y axes are set using just two motors applying a force at a distance L from the quadrotor *CoG*. This implies that, for instance, in the case of roll torque τ_θ the maximum torque $\tau_{\theta max(+)}$ is achieved when $F_{M_4} = F_{M_{i max}}$ and $F_{M_3} = 0$, where $F_{M_{i max}}$ is the maximum thrust of the motors. Then, in ‘+’ configuration, the $\tau_{\theta max(+)}$ is set as

$$\tau_{\theta max(+)} = L \cdot F_{M_{i max}} \quad (2.13)$$

On the other hand, the torques around the x and y axes in ‘X’ configuration depend on the forces of the four motors in the quadrotor, which are applied at a distance $L_X = L \cdot \cos(\pi/4)$ from the quadrotor *CoG*. Continuing with the example of the roll torque, in ‘X’ configuration the maximum torque $\tau_{\theta max(X)}$ is achieved when

$F_{M_3} = F_{M_4} = F_{M_{i\max}}$ and $F_{M_1} = F_{M_2} = 0$. Hence, the maximum torque about the y -axis in ‘X’ configuration is

$$\begin{aligned}\tau_{\theta\max(X)} &= L \cdot \cos(\pi/4) \cdot 2 \cdot F_{M_{i\max}} \\ \tau_{\theta\max(X)} &= 2 \cdot \cos(\pi/4) \cdot \tau_{\theta\max(+)}\end{aligned}\quad (2.14)$$

Thereby, the quadrotor in ‘X’ configuration has $2 \cdot \cos(\pi/4)$ times more available torque to rotate about the x and y axes, when compared with the ‘+’ configuration, and therefore it can achieve 41.42 % more rotational acceleration about the x and y axes.

2.2 Non-linear Model

This section describes the dynamic modeling used to develop the quadrotor control, based on the study carried out in [61] and [1]. This model represents the quadrotor as a solid symmetrical object, subject to a total thrust (T_u) and three torques (τ_ψ , τ_θ and τ_ϕ), assuming that the quadrotor *CoG* coincides with the origin of the body-frame and without considering the dynamics of the actuators. The modeling of the quadrotor system is done by two different methods. The Newton-Euler approach is based on the quadrotor body-frame, while the Euler-Lagrange approach bases its translational equations in the earth-frame while keeping its rotational equations related to the body-frame.

2.2.1 Newton-Euler Approach

Following the quadrotor geometry shown in Fig. 2.2, the quadrotor position vector (Ξ), composed by the translational position (Γ_W [m]) and rotational position (Θ_W [rad]) regarding the earth-frame, is defined as

$$\Xi = \begin{bmatrix} \Gamma_W \\ \Theta_W \end{bmatrix} = \begin{bmatrix} X_W \\ Y_W \\ Z_W \\ \psi \\ \theta \\ \phi \end{bmatrix}. \quad (2.15)$$

On the other hand, the quadrotor velocity vector (ν) is composed by the translational (\mathbf{V}_B [$m \cdot s^{-1}$]) and rotational (Ω_B [$rad \cdot s^{-1}$]) velocities with respect to the body-frame

as

$$\nu = \begin{bmatrix} \mathbf{V}_B \\ \boldsymbol{\Omega}_B \end{bmatrix} = \begin{bmatrix} \dot{x} \\ \dot{y} \\ \dot{z} \\ \dot{\psi} \\ \dot{\theta} \\ \dot{\phi} \end{bmatrix}. \quad (2.16)$$

Therefore exists a generalized matrix

$$\zeta_{\Theta} = \begin{bmatrix} \mathbf{R}_b^w & \mathbf{0}_{3 \times 3} \\ \mathbf{0}_{3 \times 3} & \mathbf{T}_b^w \end{bmatrix}, \quad (2.17)$$

that ensures that

$$\dot{\Xi} = \zeta_{\Theta} \nu, \quad (2.18)$$

where $\mathbf{0}_{3 \times 3}$ is a 3×3 -matrix filled with zeros, \mathbf{R}_b^w is the rotation matrix and \mathbf{T}_b^w the transfer matrix from the body to the world-frame, defined as

$$\mathbf{R}_b^w = \begin{bmatrix} c_\theta c_\psi & c_\psi s_\theta s_\phi - c_\phi s_\psi & s_\phi s_\psi + c_\phi c_\psi s_\theta \\ c_\theta s_\psi & s_\psi s_\theta s_\phi + c_\phi c_\psi & c_\phi s_\psi s_\theta - s_\phi c_\psi \\ -s_\theta & c_\theta s_\phi & c_\theta c_\phi \end{bmatrix}, \quad (2.19)$$

$$\mathbf{T}_b^w = \begin{bmatrix} 1 & s_\phi t_\theta & c_\phi t_\theta \\ 0 & c_\phi & -s_\phi \\ 0 & s_\phi/c_\theta & c_\phi/c_\theta \end{bmatrix}, \quad (2.20)$$

with $s_\theta = \sin(\theta)$, $c_\theta = \cos(\theta)$, and $t_\theta = \tan(\theta)$.

As the quadrotor is assumed to be a rigid body of 6 *DoF*, its dynamics consider the mass (m [kg]) and the inertia matrix (\mathbf{J} [$kg \cdot m^2$]) of it, and are described as

$$\mathbf{M}_B \ddot{\nu} + \mathbf{S}_\nu = \boldsymbol{\Lambda} \quad (2.21)$$

where

$$\mathbf{M}_B = \begin{bmatrix} m\mathbf{I}_{3 \times 3} & \mathbf{0}_{3 \times 3} \\ \mathbf{0}_{3 \times 3} & \mathbf{J} \end{bmatrix} = \begin{bmatrix} m & 0 & 0 & 0 & 0 & 0 \\ 0 & m & 0 & 0 & 0 & 0 \\ 0 & 0 & m & 0 & 0 & 0 \\ 0 & 0 & 0 & J_{zz} & 0 & 0 \\ 0 & 0 & 0 & 0 & J_{yy} & 0 \\ 0 & 0 & 0 & 0 & 0 & J_{xx} \end{bmatrix},$$

$$\dot{\nu} = \begin{bmatrix} \dot{\mathbf{V}}_B \\ \dot{\Omega}_B \end{bmatrix}, \quad (2.22)$$

$$\mathbf{S}_\nu = \begin{bmatrix} \Omega_B \times m\mathbf{V}_B \\ \Omega_B \times \mathbf{J}\Omega_B \end{bmatrix} = \begin{bmatrix} m(\ddot{x} + \dot{z}\dot{\theta} - \dot{y}\dot{\phi}) \\ m(\ddot{y} + \dot{x}\dot{\phi} - \dot{z}\dot{\psi}) \\ m(\ddot{z} + \dot{y}\dot{\psi} - \dot{x}\dot{\theta}) \\ J_{zz}\dot{\psi} + \dot{\theta}\dot{\phi}(J_{xx} - J_{yy}) \\ J_{yy}\dot{\theta} + \dot{\psi}\dot{\phi}(J_{zz} - J_{xx}) \\ J_{xx}\dot{\phi} + \dot{\psi}\dot{\theta}(J_{yy} - J_{zz}) \end{bmatrix},$$

$$\Lambda = \begin{bmatrix} \mathbf{F}_B \\ \tau_B \end{bmatrix} = [F_x \ F_y \ F_z \ \tau_z \ \tau_y \ \tau_x]^T,$$

being \mathbf{J} diagonal due to the assumption of a perfect symmetric quadrotor body, \mathbf{I} the identity matrix, $\dot{\mathbf{V}}_B$ is the quadrotor translational acceleration in the body-frame, $\dot{\Omega}_B$ is the quadrotor angular acceleration in the body-frame, \mathbf{F}_B is the quadrotor force vector and τ_B is the quadrotor torques vector.

The forces and torques vector Λ results from the effect of the gravitational force (represented in \mathbf{G}_Λ), the quadrotor inputs created by the motor forces (represented in \mathbf{U}_Λ), and the gyroscopic effects produced when the motors propellers are rotating (represented in \mathbf{P}_Λ). However in this project, for simplicity in the dynamic model, it is not taken into account the \mathbf{P}_Λ contribution to the Λ vector and thus $\mathbf{P}_\Lambda \approx \mathbf{0}_{6 \times 1}$.

The gravitational force affects just the \mathbf{F}_B component in Λ , proportionally to its magnitude $|\vec{g}| = g = 9.807 \text{ m/s}^2$. \mathbf{G}_Λ is the contribution of the gravitational force to the vector Λ and is expressed as

$$\mathbf{G}_\Lambda = \begin{bmatrix} \hat{\mathbf{F}}_{Gb} \\ \mathbf{0}_{3 \times 1} \end{bmatrix} = \begin{bmatrix} \mathbf{R}_b^w \mathbf{F}_{G\xi} \\ \mathbf{0}_{3 \times 1} \end{bmatrix} = \begin{bmatrix} \mathbf{R}_w^b \begin{bmatrix} 0 \\ 0 \\ -mg \end{bmatrix} \\ \mathbf{0}_{3 \times 1} \end{bmatrix} = \begin{bmatrix} mg \sin(\theta) \\ mg \cos(\theta) \sin(\phi) \\ -mg \cos(\theta) \sin(\phi) \\ \mathbf{0}_{3 \times 1} \end{bmatrix} \quad (2.23)$$

were $\mathbf{F}_{G\xi} = \mathbf{R}_b^w \hat{\mathbf{F}}_{Gb}$ is the translational force due to gravity in the earth-frame, and $\mathbf{R}_w^b = (\mathbf{R}_b^w)^{-1}$ is the rotation matrix from the world to the body-frame.

From Section 2.1, it follows that the quadrotor inputs are proportional to the motor forces F_{M_i} , and do not affect the x and y components of \mathbf{F}_B . These inputs, depend on the quadrotor configuration ('+' or 'X') and are set as

$$\mathbf{u}_\Lambda = \begin{bmatrix} 0 \\ 0 \\ u_1 \\ u_2 \\ u_3 \\ u_4 \end{bmatrix} = \begin{bmatrix} 0 \\ 0 \\ T_u \\ \tau_\psi \\ \tau_\theta \\ \tau_\phi \end{bmatrix} \quad (2.24)$$

where T_u , τ_ψ , τ_θ and τ_ϕ depend on the configuration of the quadrotor as exposed in (2.7) and (2.12).

Thus, (2.21) can be redefined as

$$\mathbf{M}_B \dot{\nu} + \mathbf{S}_\nu = \mathbf{G}_\Lambda + \mathbf{u}_\Lambda. \quad (2.25)$$

The quadrotor acceleration vector $\dot{\nu}$ in the body-frame is then isolated from (2.25), getting

$$\dot{\nu} = \mathbf{M}_B^{-1}(-\mathbf{S}_\nu + \mathbf{G}_\Lambda + \mathbf{u}_\Lambda), \quad (2.26)$$

or expressed as a system of equations

$$\begin{aligned} \ddot{x} &= \dot{y}\dot{\phi} - \dot{z}\dot{\theta} + g \sin(\theta), \\ \ddot{y} &= \dot{z}\dot{\psi} - \dot{x}\dot{\phi} + g \cos(\theta) \sin(\phi), \\ \ddot{z} &= \dot{x}\dot{\theta} - \dot{y}\dot{\psi} - g \sin(\theta) + \frac{u_1}{m}, \\ \ddot{\psi} &= \dot{\phi}\dot{\theta} \frac{J_{xx} - J_{yy}}{J_{zz}} + \frac{u_2}{J_{zz}}, \\ \ddot{\theta} &= \dot{\phi}\dot{\psi} \frac{J_{zz} - J_{xx}}{J_{yy}} + \frac{u_3}{J_{yy}}, \\ \ddot{\phi} &= \dot{\theta}\dot{\psi} \frac{J_{yy} - J_{zz}}{J_{xx}} + \frac{u_4}{J_{xx}}, \end{aligned} \quad (2.27)$$

with the inputs set as

$$\begin{bmatrix} u_1 \\ u_2 \\ u_3 \\ u_4 \end{bmatrix} = \begin{bmatrix} T_u \\ \tau_\psi \\ \tau_\theta \\ \tau_\phi \end{bmatrix} = \begin{bmatrix} 1 & 1 & 1 & 1 \\ -K_m & K_m & -K_m & K_m \\ 0 & -L & 0 & L \\ -L & 0 & L & 0 \end{bmatrix} \begin{bmatrix} F_{M_1} \\ F_{M_2} \\ F_{M_3} \\ F_{M_4} \end{bmatrix} \quad (2.28)$$

for quadrotors in ‘+’ configuration, and

$$\begin{bmatrix} u_1 \\ u_2 \\ u_3 \\ u_4 \end{bmatrix} = \begin{bmatrix} T_u \\ \tau_\psi \\ \tau_\theta \\ \tau_\phi \end{bmatrix} = \begin{bmatrix} 1 & 1 & 1 & 1 \\ -K_m & K_m & -K_m & K_m \\ -L_X & -L_X & L_X & L_X \\ -L_X & L_X & L_X & -L_X \end{bmatrix} \begin{bmatrix} F_{M_1} \\ F_{M_2} \\ F_{M_3} \\ F_{M_4} \end{bmatrix} \quad (2.29)$$

for quadrotors in ‘X’ configuration.

Defining the state vector as

$$\mathbf{x} = [x \ \dot{x} \ y \ \dot{y} \ z \ \dot{z} \ \psi \ \dot{\psi} \ \theta \ \dot{\theta} \ \phi \ \dot{\phi}]^T, \quad (2.30)$$

the quadrotor non-linear dynamics model $\mathbf{f}(\mathbf{x}, \mathbf{u})$ got with a Newton-Euler approach is

$$\dot{\mathbf{x}} = \mathbf{f}(\mathbf{x}, \mathbf{u}) = \begin{bmatrix} \dot{x} \\ \dot{y}\dot{\phi} - \dot{z}\dot{\theta} + g \sin(\theta) \\ \dot{y} \\ \dot{z}\dot{\psi} - \dot{x}\dot{\phi} + g \cos(\theta) \sin(\phi) \\ \dot{z} \\ \dot{x}\dot{\theta} - \dot{y}\dot{\psi} - g \sin(\theta) + \frac{u_1}{m} \\ \dot{\psi} \\ \dot{\phi}\dot{\theta} \frac{J_{xx} - J_{yy}}{J_{zz}} + \frac{u_2}{J_{zz}} \\ \dot{\theta} \\ \dot{\phi}\dot{\psi} \frac{J_{zz} - J_{xx}}{J_{yy}} + \frac{u_3}{J_{yy}} \\ \dot{\phi} \\ \dot{\theta}\dot{\psi} \frac{J_{yy} - J_{zz}}{J_{xx}} + \frac{u_4}{J_{xx}} \end{bmatrix} \quad (2.31)$$

2.2.2 Euler-Lagrange Approach

The general coordinates representing the position and attitude of the quadrotor are defined as

$$\boldsymbol{\Xi} = [\xi_{\mathbf{W}} \ \boldsymbol{\Theta}_{\mathbf{B}}]^T, \quad (2.32)$$

where $\xi_{\mathbf{W}} = [X_W \ Y_W \ Z_W]^T$ is the vector representing the position of the *CoG* of the quadrotor relative to the earth-frame shown in Fig. 2.2 and $\boldsymbol{\Theta}_{\mathbf{B}} = [\psi \ \theta \ \phi]^T$ represent the quadrotor attitude.

The Lagrangian of the quadrotor is defined by

$$L(\boldsymbol{\Xi}, \dot{\boldsymbol{\Xi}}) = K_{trans} + K_{rot} - E_{pot}, \quad (2.33)$$

where K_{trans} is the quadrotor translational kinetic energy, K_{rot} is the quadrotor rotational kinetic energy, E_{pot} is the quadrotor potential energy, and z is the quadrotor elevation. Hence, the Lagrangian in (2.33) is rewritten as

$$L(\boldsymbol{\Xi}, \dot{\boldsymbol{\Xi}}) = \frac{m}{2} \dot{\xi}_{\mathbf{W}}^T \dot{\xi}_{\mathbf{W}} + \frac{1}{2} \dot{\Theta}_{\mathbf{B}}^T J \dot{\Theta}_{\mathbf{B}} - mgz. \quad (2.34)$$

The dynamic model of the quadrotor is derived from the Euler-Lagrange equation

$$\frac{d}{dt} \frac{\partial L}{\partial \dot{\boldsymbol{\Xi}}} - \frac{\partial L}{\partial \boldsymbol{\Xi}} = \begin{bmatrix} F_{\xi} \\ \tau \end{bmatrix}, \quad (2.35)$$

where $F_{\xi} = R_b^w \hat{F}_b$ is the translational force applied to the quadrotor by its four motors, and $\tau = [\tau_{\psi} \ \tau_{\theta} \ \tau_{\phi}]^T$.

In the quadrotor body-frame, the translational force \hat{F}_b is only applied in the z -axis, and thus it is represented by

$$\hat{F}_b = \begin{bmatrix} 0 \\ 0 \\ T_u \end{bmatrix} = \begin{bmatrix} 0 \\ 0 \\ \sum_{i=1}^4 F_{M_i} \end{bmatrix}. \quad (2.36)$$

The system of equations that represent the dynamics of the quadrotor got using the Euler-Lagrange approach (2.35) is

$$\begin{aligned} \ddot{X}_W &= \frac{u_1}{m} (\cos(\phi) \sin(\theta) \cos(\psi) + \sin(\phi) \sin(\psi)), \\ \ddot{Y}_W &= \frac{u_1}{m} (\cos(\phi) \sin(\theta) \sin(\psi) - \sin(\phi) \cos(\psi)), \\ \ddot{Z}_W &= \frac{u_1}{m} (\cos(\phi) \cos(\theta)) - g, \\ \ddot{\psi} &= \dot{\phi} \dot{\theta} \frac{J_{xx} - J_{yy}}{J_{zz}} + \frac{u_2}{J_{zz}}, \\ \ddot{\theta} &= \dot{\phi} \dot{\psi} \frac{J_{zz} - J_{xx}}{J_{yy}} + \frac{u_3}{J_{yy}}, \\ \ddot{\phi} &= \dot{\theta} \dot{\psi} \frac{J_{yy} - J_{zz}}{J_{xx}} + \frac{u_4}{J_{xx}}, \end{aligned} \quad (2.37)$$

with the inputs set as

$$\begin{bmatrix} u_1 \\ u_2 \\ u_3 \\ u_4 \end{bmatrix} = \begin{bmatrix} T_u \\ \tau_\psi \\ \tau_\theta \\ \tau_\phi \end{bmatrix} = \begin{bmatrix} 1 & 1 & 1 & 1 \\ -K_m & K_m & -K_m & K_m \\ 0 & -L & 0 & L \\ -L & 0 & L & 0 \end{bmatrix} \begin{bmatrix} F_{M_1} \\ F_{M_2} \\ F_{M_3} \\ F_{M_4} \end{bmatrix} \quad (2.38)$$

for quadrotors in ‘+’ configuration, and

$$\begin{bmatrix} u_1 \\ u_2 \\ u_3 \\ u_4 \end{bmatrix} = \begin{bmatrix} T_u \\ \tau_\psi \\ \tau_\theta \\ \tau_\phi \end{bmatrix} = \begin{bmatrix} 1 & 1 & 1 & 1 \\ -K_m & K_m & -K_m & K_m \\ -L_X & -L_X & L_X & L_X \\ -L_X & L_X & L_X & -L_X \end{bmatrix} \begin{bmatrix} F_{M_1} \\ F_{M_2} \\ F_{M_3} \\ F_{M_4} \end{bmatrix} \quad (2.39)$$

for quadrotors in ‘X’ configuration ([63, 64]).

Defining the state vector as

$$\mathbf{x} = [X_W \ X_W \dot{ } \ Y \ Y_W \dot{ } \ Z_W \ Z_W \dot{ } \ \psi \ \dot{\psi} \ \theta \ \dot{\theta} \ \phi \ \dot{\phi}]^T, \quad (2.40)$$

the quadrotor non-linear dynamics model got with an Euler-Lagrange approach, can be represented as

$$\dot{\mathbf{x}} = \mathbf{f}(\mathbf{x}, \mathbf{u}) = \begin{bmatrix} \dot{X}_W \\ \frac{u_1}{m}(\cos(\phi) \sin(\theta) \cos(\psi) + \sin(\phi) \sin(\psi)) \\ \dot{Y}_W \\ \frac{u_1}{m}(\cos(\phi) \sin(\theta) \sin(\psi) - \sin(\phi) \cos(\psi)) \\ \dot{Z}_W \\ \frac{u_1}{m}(\cos(\phi) \cos(\theta)) - g \\ \dot{\psi} \\ \dot{\phi} \dot{\theta} \frac{J_{xx} - J_{yy}}{J_{zz}} + \frac{u_2}{J_{zz}} \\ \dot{\phi} \dot{\psi} \frac{J_{zz} - J_{xx}}{J_{yy}} + \frac{u_3}{J_{yy}} \\ \dot{\theta} \dot{\psi} \frac{J_{yy} - J_{zz}}{J_{xx}} + \frac{u_4}{J_{xx}} \end{bmatrix} \quad (2.41)$$

2.3 Linearized Model

2.3.1 Jacobian Linearization

The linearization of a non-linear system is done about an equilibrium point $\bar{\mathbf{x}}$ achieved with a specific input called equilibrium input $\bar{\mathbf{u}}$ where $\mathbf{f}(\bar{\mathbf{x}}, \bar{\mathbf{u}}) \approx \mathbf{0}$. In the quadrotor, such an equilibrium point can be the hover state where $\Omega_{\mathbf{B}} \rightarrow \mathbf{0}_{3 \times 1}$, $\dot{\Omega}_{\mathbf{B}} \rightarrow \mathbf{0}_{3 \times 1}$, and $\mathbf{V}_{\mathbf{B}} \rightarrow \mathbf{0}_{3 \times 1}$. This is

$$\begin{aligned}\bar{\mathbf{x}} &= [\bar{x} \ \dot{\bar{x}} \ \bar{y} \ \dot{\bar{y}} \ \bar{z} \ \dot{\bar{z}} \ \bar{\psi} \ \dot{\bar{\psi}} \ \bar{\theta} \ \dot{\bar{\theta}} \ \bar{\phi} \ \dot{\bar{\phi}}]^T \\ &= [\bar{x} \ 0 \ \bar{y} \ 0 \ \bar{z} \ 0 \ 0 \ 0 \ 0 \ 0 \ 0 \ 0]^T,\end{aligned}\quad (2.42)$$

where \bar{x} , \bar{y} and \bar{z} define a constant desired position in the body and earth-frame. When the quadrotor state is near the equilibrium point, the body and earth frames are assumed to coincide and thus $\dot{\xi}_{\mathbf{W}} \rightarrow \mathbf{V}_{\mathbf{B}}$, $X_W \rightarrow x$, $Y_W \rightarrow y$, and $Z_W \rightarrow z$ ([65]).

The equilibrium point shown in 2.42 is obtained using a constant input value $\bar{\mathbf{u}}$ where only the thrust that overcomes gravity is applied, as shown below.

$$\bar{\mathbf{u}} = [T_u \ \tau_{\psi} \ \tau_{\theta} \ \tau_{\phi}]^T = [mg \ 0 \ 0 \ 0]^T \quad (2.43)$$

The Jacobian linearization is based on the fact that if the quadrotor is not exactly at the equilibrium point, but close to it with a small deviation $\delta_{\mathbf{x}} = \mathbf{x} - \bar{\mathbf{x}}$ due to an input deviation $\delta_{\mathbf{u}} = \mathbf{u} - \bar{\mathbf{u}}$ ([66]), the non-linear system will be represented by

$$\dot{\delta}_{\mathbf{x}} = \mathbf{f}(\bar{\mathbf{x}} + \delta_{\mathbf{x}}, \bar{\mathbf{u}} + \delta_{\mathbf{u}}). \quad (2.44)$$

Using the first order Taylor polynomial from (2.44) and considering that $\mathbf{f}(\bar{\mathbf{x}}, \bar{\mathbf{u}}) \approx \mathbf{0}$, the following expression is obtained.

$$\dot{\delta}_{\mathbf{x}} \approx \frac{\partial f(\mathbf{x}, \mathbf{u})}{\partial \mathbf{x}} \Big|_{\substack{\mathbf{x}=\bar{\mathbf{x}} \\ \mathbf{u}=\bar{\mathbf{u}}}} \delta_{\mathbf{x}} + \frac{\partial f(\mathbf{x}, \mathbf{u})}{\partial \mathbf{u}} \Big|_{\substack{\mathbf{x}=\bar{\mathbf{x}} \\ \mathbf{u}=\bar{\mathbf{u}}}} \delta_{\mathbf{u}} \quad (2.45)$$

The equation (2.45) describes a linear time-invariant representation of the non-linear dynamics of the quadrotor near an equilibrium point $\bar{\mathbf{x}}$ and with an input that tends to be $\bar{\mathbf{u}}$, which is established as a state space model

$$\dot{\mathbf{x}}(t) = A\mathbf{x}(t) + B\mathbf{u}(t) \quad (2.46)$$

where

$$\mathbf{x} = [x \ \dot{x} \ y \ \dot{y} \ z \ \dot{z} \ \psi \ \dot{\psi} \ \theta \ \dot{\theta} \ \phi \ \dot{\phi}]^T,$$

$$\mathbf{u} = [T_u \ \tau_\psi \ \tau_\theta \ \tau_\phi]^T,$$

$$A = \frac{\partial f(\mathbf{x}, \mathbf{u})}{\partial \mathbf{x}} \Big|_{\substack{\mathbf{x}=\bar{\mathbf{x}} \\ \mathbf{u}=\bar{\mathbf{u}}}} = \begin{bmatrix} 0 & 1 & 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 \\ 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 & g & 0 & 0 & 0 \\ 0 & 0 & 0 & 1 & 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 \\ 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 & g & 0 \\ 0 & 0 & 0 & 0 & 0 & 1 & 0 & 0 & 0 & 0 & 0 & 0 \\ 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 \\ 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 \\ 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 \\ 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 \\ 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 \\ 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 \\ 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 \end{bmatrix}, \quad (2.47)$$

$$B = \frac{\partial f(\mathbf{x}, \mathbf{u})}{\partial \mathbf{u}} \Big|_{\substack{\mathbf{x}=\bar{\mathbf{x}} \\ \mathbf{u}=\bar{\mathbf{u}}}} = \begin{bmatrix} 0 & 0 & 0 & 0 & 0 & \frac{1}{m} & 0 & 0 & 0 & 0 & 0 & 0 \\ 0 & 0 & 0 & 0 & 0 & 0 & 0 & \frac{1}{J_{zz}} & 0 & 0 & 0 & 0 \\ 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 & \frac{1}{J_{yy}} & 0 & 0 \\ 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 & \frac{1}{J_{xx}} \end{bmatrix}^T.$$

2.3.2 Thrust Compensation

Given the fact that the forces F_{M_i} applied by the motors in the quadrotor are parallel to the body-frame z -axis and not to the earth-frame Z_W -axis, a compensated thrust input u_1^* must be set so that its projection u_1 (third component of F_ξ) on the Z_W -axis is such that it allows to keep the inputs of the system close to the equilibrium input, even though there are deviations in θ or ϕ .

Given the linearization consideration where the z and Z_W axes coincide, if a linear controller is designed to control the quadrotor, it takes the projection u_1 of $u_1^* = T_u$ on the Z_W -axis as its thrust control signal. From linear algebra, and following the geometry seen in Fig. 2.2, the projection u_1 is defined as

$$u_1 = u_1^* \cos(\theta) \cos(\phi), \quad (2.48)$$

for any $|\theta|$ and $|\phi|$ magnitudes greater than zero. Thus, after each iteration of the control algorithm the real thrust input u_1^* is calculated as

$$u_1^* = \frac{u_1}{\cos(\theta) \cos(\phi)}, \quad (2.49)$$

keeping the desired vertical thrust, despite any deviation about the x or y axes.

For simplicity, the rest of the document assumes that $u_1 = u_1^*$, however during the real implementation the thrust compensation is taken into account.

2.4 Conclusions

This chapter describes the dynamic model of the quadrotor system, based on its reference frame and geometry configuration. The ‘+’ and ‘X’ quadrotor configurations are detailed, including the setting of the quadrotor inputs and its dependence on the quadrotor motors forces. The dynamic model is obtained using the Newton-Euler approach, for a body-frame base model, and an Euler-Lagrange approach, for a hybrid earth-frame-position/body-frame-attitude model. In order to design linear controllers for the flight dynamics of the quadrotor, a Jacobian linearization about an equilibrium point is implemented. This linearized model is valid for low translational and rotation speed flights with small angular deviations, where both of the non-linear models, got from different approaches, tend to be equivalent. This equilibrium point is achieved by an equilibrium input, which must be added to any control action set by the controller during its implementation. Finally, it is considered the decompensation of the force set by the controller to be exerted by the motors on the earth-frame Z_W -axis, so that it can be compensated in the real quadrotor implementation.

Chapter 3

Smartphone-based Quadrotor Prototype

In this chapter, the quadrotor prototype is presented. All the components that are used to build the prototype are described with the purpose of detailing the function that each component fulfils within the quadrotor. Furthermore, the specific parameters of the built quadrotor are shown and the procedure carried out to find them experimentally is explained. This is of great importance for the design of the controllers that allow the flight of the built system.

In Fig. 3.1, a small overview of the hardware related to the electrical signals within the quadrotor is presented. This overview shows the interrelation between the main components detailed below.

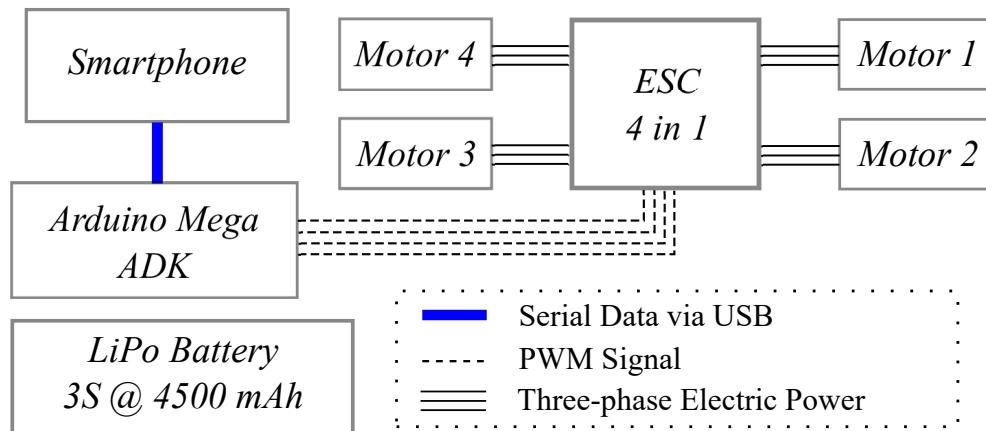


Figure 3.1: Quadrotor prototype's hardware overview

3.1 Quadrotor Components

The hardware used to build the quadrotor prototype is detailed in this section. The main goal of this research project is to control a quadrotor using just a smartphone on-board. This smartphone executes the state estimation algorithms and defines the controls signals that will command the actuators. The control signals are processed in the smartphone and then sent, through a gateway, to the Electronic Speed Controllers (ESCs) that will set the angular speed of the motors depending on the control signal they receive.

3.1.1 Frame

The quadrotor's frame is responsible for carrying all the other components needed in the system. Additionally, it must be able to support the weight of any possible payload that the quadrotor will carry. The multirotors frames are usually built using fiberglass or carbon fiber as main material, being the carbon fiber frames stiffer and lighter than equally built fiberglass frames.

For this project, the requirement to build a quadrotor between 0.20 and 0.30 *cm* in radius was defined. This requirement is based on the fact that the quadrotor must carry a smartphone and possibly some mission-related payloads, which weight can be greater than 100 *g*. Taking that requirement and the literature review into account, in addition to the weight and stiffness advantages of the carbon fiber, a LJI 500-X4 carbon fiber frame was selected.



Figure 3.2: LJI 500-X4 carbon fiber frame¹

This frame (Fig. 3.2) has a weight of 431 *g* and a radius L of 0.244 *m* measured between the frame center and each of the four rotor axis holes. Its landing gear

¹LJI 500-X4 frame image taken from <https://goo.gl/hHfHQR>

has a height of 0.170 m , allowing the payload to be placed in the lower part of the quadrotor.

3.1.2 Smartphone

In this project, the smartphone takes the place of the quadrotor's flight controller. The basic instrumentation needed for a flight controller includes a triaxial accelerometer, a triaxial gyroscope, a triaxial magnetometer, a barometer and a GNSS receiver that can process signals from the GPS and GLONASS satellites constellations. On the other side, the processor of a flight controller must be powerful enough to execute the control and estimation algorithms within the sample time of the control system.

The LG Nexus 5X, shown in Fig. 3.3, is a smartphone developed by Google and assembled by LG, released in 2015 with the Android 6.0.1 operating system. This phone has a Hexa-core Qualcomm MSM8992 Snapdragon 808 CPU that includes four Cortex-A53 and two Cortex-A57 cores with 1.4 GHz and 1.8 GHz clock rate respectively and an Adreno 418 GPU. Its features also include 2 GB of RAM memory, 32 GB of Flash memory, total mass of 136 g and a 12.3 MP camera.



Figure 3.3: LG Nexus 5X, smartphone used as flight controller²

This smartphone features all the needed instrumentation for a flight controller, specified previously. The maximum sample rates of the instrumentation contained in the LG Nexus 5X are described in Table 3.1.

²LG Nexus 5X image taken from <https://goo.gl/RxyDJd>

Table 3.1: Sample Rates of the Sensors in the Smartphone

Sensor	Sample rate [Hz]
Triaxis accelerometer	400
Triaxis gyroscope	200
Triaxis magnetometer	50
Barometer	10
GNSS	1

The LG Nexus 5X smartphone was selected in this project mainly due to its computational and instrumentation capabilities in addition to its communication interfaces (Bluetooth 4.0, Wireless LAN, USB Type-C and GSM). Its powerful CPU handling a GPU enables the possibility of developments using the camera for visual odometry, and controllers whose execution represents a high computational load, which exceeds the limits of a standard microcontroller such as the ATmega 2560.

As the quadrotor's flight controller, the smartphone receives remote orders from the quadrotor's pilot using wireless communication, while executing the sensorial, estimation and control algorithms. After the control signals are calculated, they are sent to the actuators as a serial data frame using the USB interface between the smartphone and a gateway that converts the serial data into PWM signals.

3.1.3 Motors and Electronic Speed Controllers

The actuation system of the quadrotor is composed by R/C-type brushless motors, propellers and ESCs. The LJI 500-X4 frame manufacturer recommends using motors with a RPM constant of 810 *KV*, which means that these motors can rotate at a speed of 810 *RPM* for each Volt applied to it. This kind of motors are used in medium to big sized multirotors due to its thrust efficiency and thrust capacity.

Following this recommendation, the EMAX MT2216II motors were selected. These motors, shown in Fig. 3.4a, are labelled by its manufacturer as 810 *KV* motors with a maximum current consumption of 9.8 *A* and a maximum thrust of 6.6 *N*, when using a 10-inch propeller.

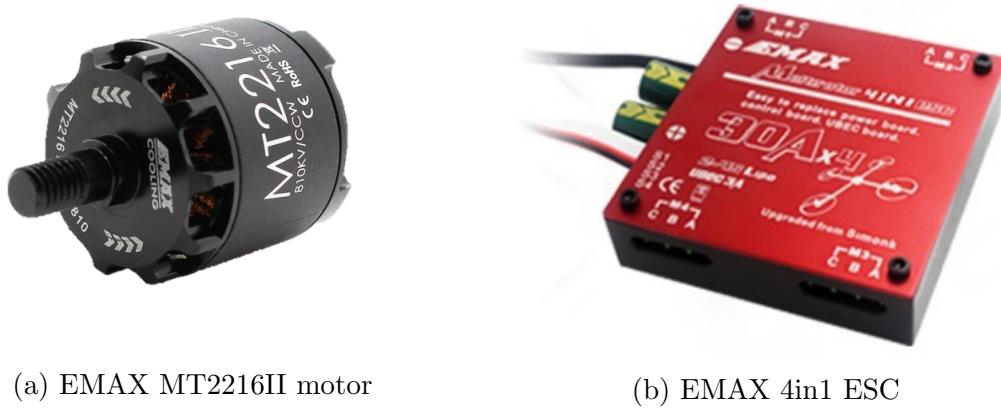


Figure 3.4: Motors and ESC used in the Quadrotor³

The quadrotor's brushless motors are powered using a three-phase electric signal generated by the ESC. Each ESC sets one motor rotational velocity depending on a PWM signal input, and must be able to handle the maximum current consumption of the motor. Mainly due to the ease of handling and positioning within the frame, the EMAX 4in1 ESC was selected for this project (Fig. 3.4b). This 4in1 ESC contains four ESCs with a maximum current supply of 30 A each. It also has a DC-DC converter that outputs an isolated 5 V DC supply for any additional electronics. The power supply of the ESC is fully delivered by the quadrotor's battery.

3.1.4 Smartphone-to-ESC Gateway

As the smartphone can not generate any PWM signal and each ESC needs a PWM signal input to set the rotational velocity of a motor, a gateway between the smartphone and the ESCs must be used. In order to avoid interference in the electromagnetic spectrum and delays that could lead the control system to instability while using wireless communications, the smartphone wired serial bus (USB interface) is defined as the only channel of communication through which the control signals are sent to the gateway.

The Arduino Mega ADK, is shown in Fig. 3.5, is a development board based on the Atmel 8-bit AVR RISC-based ATmega2560 microcontroller. This board supports the Android Open Accessory (AOA) protocol, which allows external hardware to exchange data with Android devices.

³Taken from <https://goo.gl/6qD6Qg> and <https://goo.gl/fDHiUp>

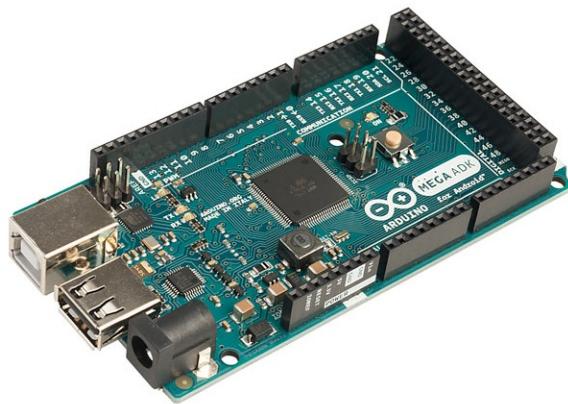


Figure 3.5: Arduino Mega ADK⁴

Although there are other boards that support the AOA protocol, as the IOIO board, the Arduino Mega ADK offers the possibility of executing tasks in the ATmega2560 microcontroller without any intervention of the Android device. This feature is very useful in case of future developments that include additional hardware to the smartphone-based quadrotor.

The Arduino Mega ADK is selected as the smartphone-to-ESC gateway. The workflow of this board is set as follows: the microcontroller receives a serial data frame from the smartphone through the USB port, each of the four PWM signal widths is extracted from the data frame, the PWM signals are sent to the ESCs, finally the cycle starts again. This workflow is executed each 2 ms and if the gateway does not receive any updated data frame from the smartphone, it keeps the last PWM signals set.

3.1.5 Battery

The quadrotor's battery must supply power to all the active components in the quadrotor. The maximum power consumption of these components, based on the nominal voltage value of a 3-cells lithium-ion polymer (LiPo) battery (11.1 V), is shown below.

The maximum current consumption in the quadrotor reaches 42.08 A , so the battery must be able to deliver current amplitudes greater than that value. A Floureon 3-cells LiPo battery with a nominal capacity of 4500 mAh and a nominal voltage of 11.1 V , was selected for this prototype and is shown in Fig. 3.6. This battery can deliver up to 30 times its nominal current, this is 135 A , continuously.

⁴Arduino Mega ADK image taken from <https://goo.gl/ejeQeX>

Table 3.2: Maximum Power Consumption of the Quadrotor's Components

Component	Voltage [V]	Max. Current [A]	Max. Power [W]
Smartphone	5	0.75	3.75
Arduino Mega ADK	11.1	0.75	8.33
4 x ESCs	11.1	1.38	15.32
4 x Motors	11.1	39.2	435.12

Figure 3.6: LiPo battery that powers the Quadrotor⁵

3.1.6 3D-printed Parts

The smartphone, the Arduino Mega ADK and the 4in1 ESC need to be easily placed and protected when installed on the frame. For that reason, multiple support components and one case were designed and 3D-printed using polylactic acid (PLA) filament. These 3D-printed objects are detailed below.

Smartphone Support

In order to place the smartphone near the *CoG* in the quadrotor and enable the possibility of capturing nadir photos or videos, the smartphone support is designed in such a way that it can be placed under the quadrotor's *CoG* but above the landing gear of the frame. Additionally, the support includes a free area that allows to use the complete field of view of the camera without being obstructed by it. The smartphone support is shown in Fig. 3.7.

Arduino Mega ADK and ESC supports

The Arduino Mega ADK and the Emax 4in1 ESC are placed on the frame, above the quadrotor's *CoG*. Given the limited space available to locate these components

⁵Floureon 3S LiPo battery image taken from <https://goo.gl/anC9M2>



Figure 3.7: Smartphone support

on the top of the frame, their supports are designed to be placed one on top of the other, as shown in Fig. 3.8.

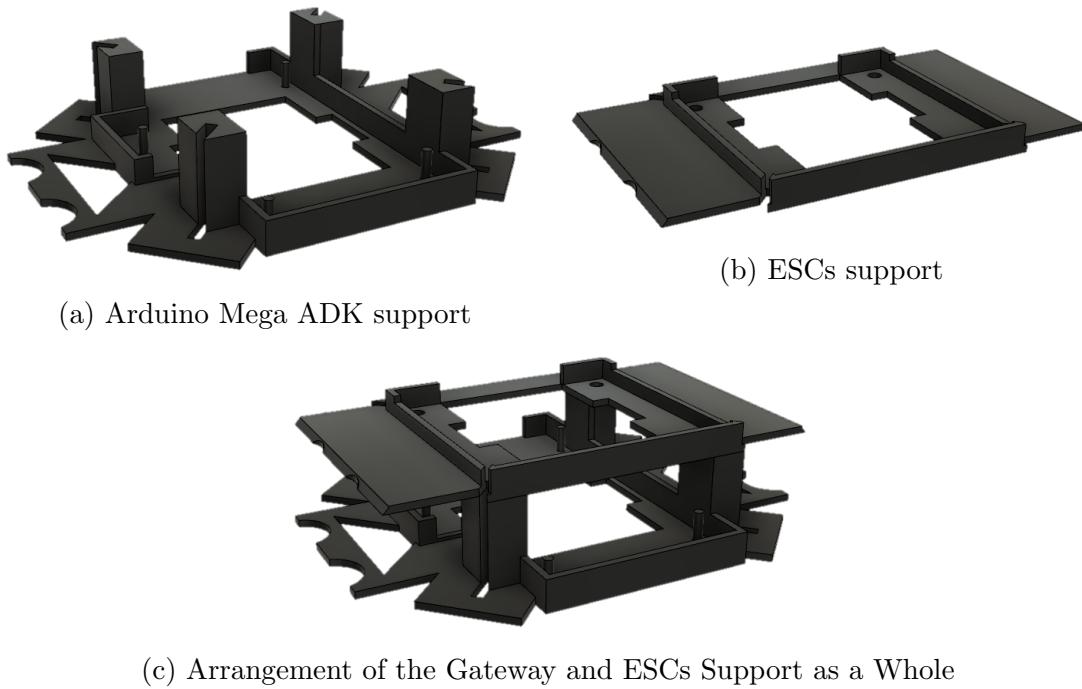


Figure 3.8: Arduino Mega ADK and EMAX 4in1 ESCs designed supports

Dome

To protect the Arduino Mega ADK and the ESCs, a dome that covers and encloses them is designed. This dome, shown in Fig. 3.9, totally encloses the Mega ADK and

ESCs supports restricting their movement and protecting them in case of a shock or hit.

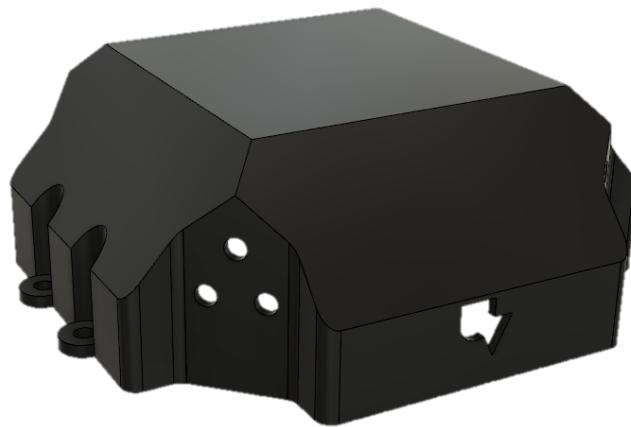


Figure 3.9: 3D Designed Dome

3.1.7 Assembled Smartphone-based Quadrotor

The smartphone-based quadrotor prototype is assembled using all the components exposed in this section, and is shown in Fig. 3.10.



Figure 3.10: Assembled Smartphone-based Quadrotor Prototype

3.2 Quadrotor Parameters

In this section, the quadrotor parameters are detailed. These parameters define the specific dynamic model for the smartphone-based quadrotor prototype and the conversion of control signals to correctly set the motors thrust.

3.2.1 Mass

The mass of each quadrotor's component is measured using a kitchen scale that has an uncertainty of $\pm 1\text{ g}$. The results are shown in Table 3.3.

The total mass of the quadrotor m is then calculated as the sum of the weight of each of the components in the quadrotor, being $m = 1.568\text{ kg}$.

Table 3.3: Mass values of all the Quadrotor's components

Component	Mass [kg]
Smartphone	0.136
Frame	0.431
Battery	0.351
ESC	0.110
Arduino Mega ADK	0.330
Motors (4)	0.140
Propellers (4)	0.380
Smartphone support	0.105
ADK support	0.590
ESC support	0.350
Dome	0.130
Total	1.568

3.2.2 Moments of Inertia

As exposed by [67], in a quadrotor, the moment of inertia matrix \mathbf{J} is set as

$$\mathbf{J} = \begin{bmatrix} J_{xx} & -J_{xy} & -J_{xz} \\ -J_{yx} & J_{yy} & -J_{yz} \\ -J_{zx} & -J_{zy} & J_{zz} \end{bmatrix}. \quad (3.1)$$

Taking into account that the symmetry of the quadrotor with respect to the x and y axes is assumed, the \mathbf{J} matrix can be approximated to

$$\mathbf{J} \approx \begin{bmatrix} J_{xx} & 0 & 0 \\ 0 & J_{yy} & 0 \\ 0 & 0 & J_{zz} \end{bmatrix}. \quad (3.2)$$

The J_{xx} , J_{yy} and J_{zz} values can be obtained using multiple methods including: using a CAD model of the quadrotor and obtaining the inertia values from a 3D design software ([68]), approximating the shape of the quadrotor components to cylinders, cubes and other basic shapes to simplify the mathematical calculation of inertia ([69]), and developing the bifilar pendulum experiment on the quadrotor ([70]). For this project, it was decided to obtain the quadrotor parameters experimentally, so the bifilar pendulum experiment was developed.

In the bifilar pendulum experiment, an object is hung from two parallel ropes of length r and separated by a distance $2l$, being allowed to rotate freely around a the

axis that is parallel to the ropes. In Fig. 3.11, the geometry of the experiment to get J_{zz} , is shown. For the J_{xx} and J_{yy} inertias experiment, it is necessary to place the quadrotor hanging in such a way that the x and y axes are pointing parallel to the ropes, respectively.

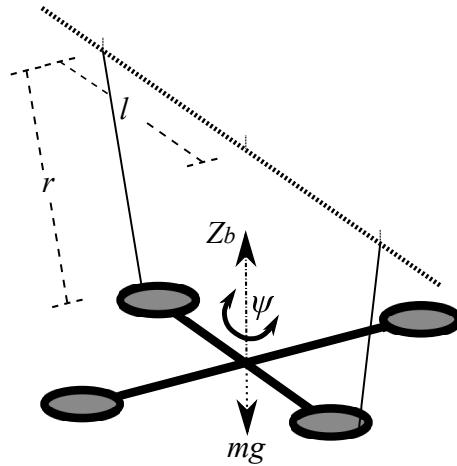


Figure 3.11: Bifilar pendulum experiment geometry for inertia identification

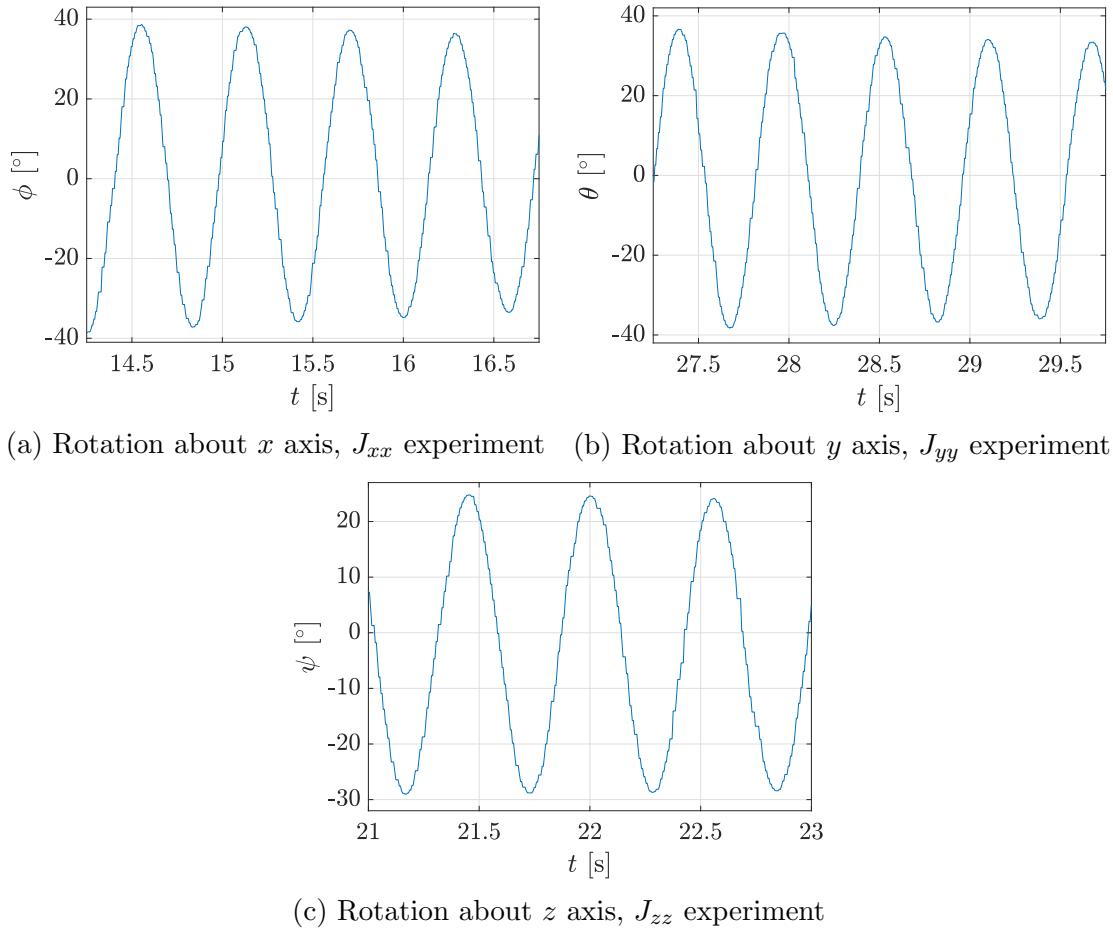
Once the quadrotor is hanging from the ropes, a small torque is applied manually to the quadrotor making it rotate about the vertical axis. The tension in the ropes makes the quadrotor swing, with a period of T_{osc} [s], about the rotation axis.

The moment of inertia is then calculated using the bifilar equation

$$J_{..} = \frac{mgT_{osc}^2l^2}{4\pi^2r} [kg \cdot m^2], \quad (3.3)$$

where $m = 1.568 \text{ kg}$ is the quadrotor's total mass and $g = 9.807 \text{ m/s}^2$ is the gravity acceleration magnitude ([71]).

In Fig. 3.12, it is shown the excursion of the rotation angles, ϕ , θ and ψ , about the x , y and z axes respectively, while performing the bifilar pendulum experiment separately.

Figure 3.12: Rotation about x , y and z axes during the bifilar pendulum experiments

The resulting data got after the execution of the experiment around the three components of the quadrotor body frame, are shown in Table 3.4.

Table 3.4: Bifilar pendulum experiment results

Rotation Axis	r [m]	l [m]	T_{osc} [s]	Inertia value [$kg \cdot m^2$]
x	1.18	0.173	1.168	$J_{xx} = 0.0135$
y	1.10	0.173	1.080	$J_{yy} = 0.0124$
z	1.025	0.265	1.122	$J_{zz} = 0.0336$

3.2.3 Motors Thrust

As seen in Section 3.1, the motors rotational velocity ω_i is set by the ESC, which receives a *PWM* signal input. However, the inputs of the quadrotor (T_u , τ_ψ , τ_θ , and τ_ϕ) depend on the thrust force F_{M_i} applied by each quadrotor motor, as exposed in Section 2.1.

In order to correctly set the desired force F_{M_i} in each motor during a flight, it is necessary to characterize the motor; and thus know how the force applied by the motor behaves with respect to the input *PWM* signal. This characterization is carried out by means of a thrust test.

In the thrust test, the motor and its corresponding propeller are fixed pointing up over a calibrated scale, as shown in Fig. 3.13, while connected to the ESC, and then the *PWM* signal is increased with steps of 10, with 0 being the minimum width of *PWM* signal and 255 the maximum, until reaching the maximum *PWM* width.

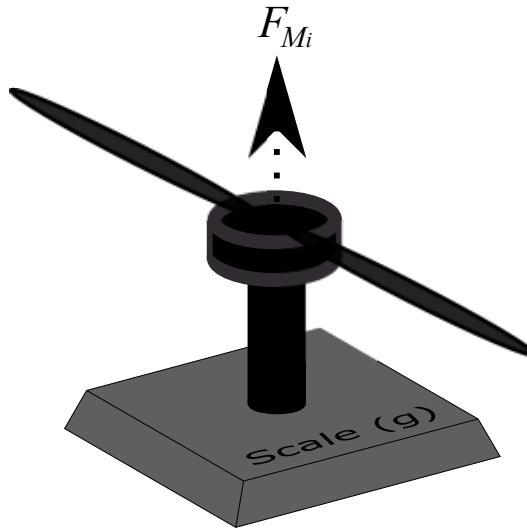


Figure 3.13: Thrust test configuration

With each *PWM* signal width increment, a scale reading is made. Since the readings m_s are obtained in units of mass (kg), the F_{M_i} must be calculated as

$$F_{M_i} = m_s g \quad [N]. \quad (3.4)$$

This test was developed twice with each motor and its results are shown in Fig. 3.14a.

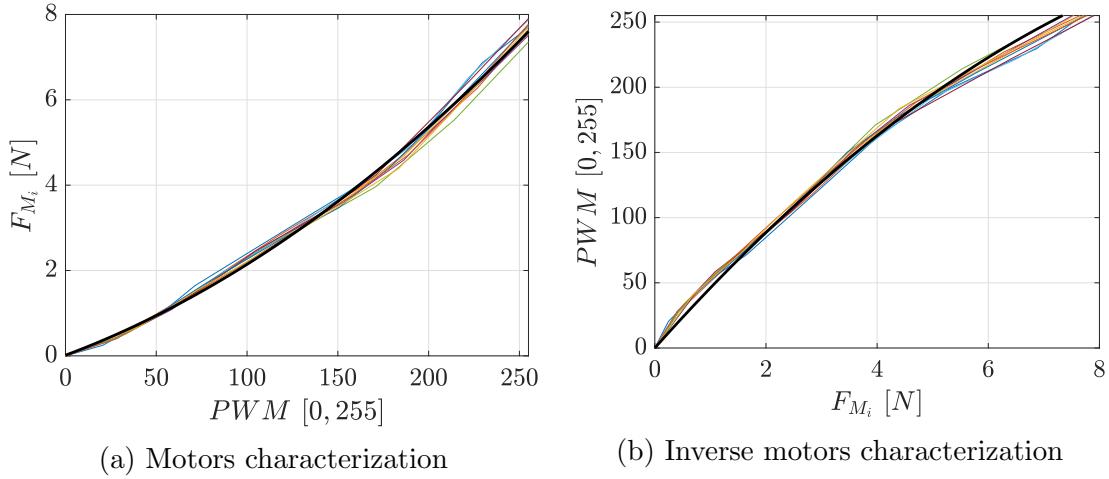


Figure 3.14: Motors thrust test results

In Fig. 3.14b, the inverse characterization is exposed. In this case, the PWM signal is defined as the dependent variable, and F_{M_i} as independent. This inverse characterization defines the PWM width setting that is sent from the smartphone to the Arduino Mega ADK.

The trend equations resulting from the thrust test are

$$F_{M_i} = (5.441 \times 10^{-5})(PWM)^2 + 0.01586(PWM) + 0.014808, \quad (3.5)$$

$$PWM = -1.983F_{M_i}^2 + 47.84F_{M_i} + 3.835, \quad (3.6)$$

where F_{M_i} is given in N , and PWM is a value between 0 and 255.

3.2.4 Motors Torque

The quadrotor suffers the application of a torque τ_{M_i} around the z axis when a motor M_i rotates. This torque affects the ψ angle indirectly by adding to the τ_ψ torque proportionally to the thrust force F_{M_i} , being $\tau_{M_i} = K_M F_{M_i}$, as shown in (2.3).

The torque τ_{M_i} is generated due to the conservation of momentum, and its unbalance is used to rotate the quadrotor about the z axis in the opposite direction to the rotation of the motor that generates it as exposed in Section 2.1. In order to properly control the mentioned unbalance, it is necessary to find the value of the constant K_m .

The constant K_m can be found through a steady-state torque experiment, as stated by [72]. In this experiment, the z axis in the quadrotor is located parallel to the ground, leaving the rotation about this axis as the only unblocked *DoF*. Using the

geometry seen in Fig. 3.15, it is necessary to measure the force F_s that is generated when the motor M_i is rotating.

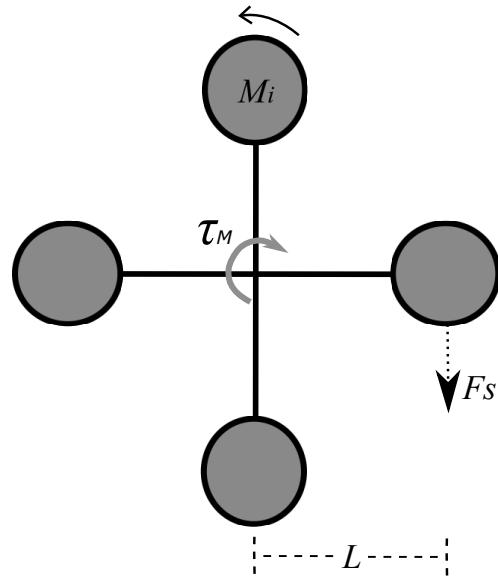


Figure 3.15: Motors torque experiment configuration

Taking into account that when the motor rotates clockwise, the quadrotor will tend to rotate counter-clockwise and vice versa, a scale is located to indirectly obtain the generated force F_s , using the reading of the weight m_s as $F_s = m_s|\vec{g}|$ [N]. Using (3.5) and the PWM width steps used in the motors thrust experiment, multiple F_{M_i} -dependent F_s readings are obtained. The torques τ_M are then calculated by

$$\tau_M = F_s L \text{ [N} \cdot \text{m}], \quad (3.7)$$

and their results are shown in Fig. 3.16.

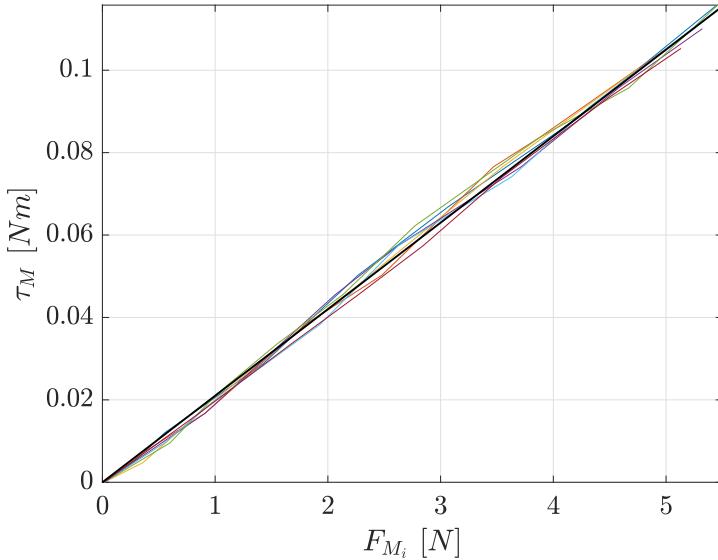


Figure 3.16: Motors torque experiment results

The relation between τ_M and F_{M_i} is linear as expected, and its slope defines the variable K_m as

$$K_m = 0.021 \text{ [m].} \quad (3.8)$$

3.3 Conclusions

This chapter presented the physical composition and parametrization of the smartphone-based quadrotor prototype. In the first part, all the components of the quadrotor are detailed. A medium-size carbon fiber frame is used to support the complete quadrotor system. The LG Nexus 5X is selected as the smartphone where the control and estimation algorithms will be executed, which sends the control signals to an Arduino Mega ADK in order to generate *PWM* signals that set the motors rotational velocities through the ESC. These components are supported and protected by 3D-printed objects that are attached to the carbon fiber frame. On the other hand, the system is parameterized in its entirety using experimental methods. Here, the total mass and moments of inertia of the system are defined using a scale and the bifilar pendulum experiment respectively, while the motor's thrust and torque about the *z*-axis are found applying multiple *PWM* signals to the ESCs and obtaining the corresponding variable with the help of the scale.

Chapter 4

Control Strategies and State Estimation

This project seeks to evaluate control strategies designed for a quadrotor, test its performance in simulation, and then implement them in the smartphone-based quadrotor prototype. In this chapter, the design procedure of the control and estimation algorithms for the quadrotor is shown. These algorithms are based on the linearized model of the quadrotor, detailed in Section 2.3. Also, all the simulations carried out in MATLAB to verify the proper functioning of the designed algorithms are exposed.

The concept of state-space representation, controllability and observability of a system are briefly introduced in Section 4.1. Then, Section 4.2 shows the theoretical basis required for the design of the controllers used in this project. These controllers are the Linear Quadratic Integral (LQI) controller and the H_∞ controller.

Section 4.3 presents the considerations made for the design of the two types of controllers according to the flight mode of the quadrotor. In addition, this section shows the simulated response of the quadrotor being controlled by both types of controllers in each flight mode.

Finally, the state estimation algorithm developed mainly for the case of the LQI controller, is detailed in Section 4.4.

4.1 Concept and Generalities

4.1.1 State Space Representation

$$\begin{aligned}\dot{\mathbf{x}}(t) &= A\mathbf{x}(t) + B\mathbf{u}(t) \\ \mathbf{y}(t) &= C\mathbf{x}(t) + D\mathbf{u}(t)\end{aligned}\tag{4.1}$$

where A is the system matrix; B is the input matrix; C is the output matrix; and D is the feed-through matrix.

This system, can be also represented by the quartet of matrices G as

$$G = \left[\begin{array}{c|c} A & B \\ \hline C & D \end{array} \right].\tag{4.2}$$

4.1.2 Controllability and Observability

The controllability and observability features of the linearized system are checked using the controllability and observability Grammians W_c and W_o defined as

$$W_c = \int_0^\infty e^{At} BB^T e^{A^T t} dt,\tag{4.3}$$

$$W_o = \int_0^\infty e^{A^T t} C^T C e^{At} dt.\tag{4.4}$$

As the matrices W_c and W_o are positive definite matrices, then the system is both controllable and observable [73].

$$\mathcal{C}_G = [B \ AB \ \dots \ A^{k-1}B],\tag{4.5}$$

$$\mathcal{O}_G = \begin{bmatrix} C \\ CA \\ \vdots \\ CA^{k-1} \end{bmatrix}\tag{4.6}$$

4.2 Control Strategies

This section exposes the controllers design procedure. Here, the mathematical procedure to design a linear quadratic integral controller is described. It includes a regulator and an estimator, in addition to a gain compensator, allowing the system to track a trajectory. The design process of a H_∞ controller is shown, taking into account some weighting sensitivities.

4.2.1 Linear Quadratic Integral (LQI) Controller

Designing an infinite-time regulator, a linear quadratic regulator (LQR) is set while looking for the minimization of the cost function V as

$$V = \int_0^\infty (\mathbf{x}^T Q \mathbf{x} + \mathbf{u}^T R \mathbf{u}) dt. \quad (4.7)$$

This minimization is achieved using Q and R as penalization matrices for the states and the inputs respectively, and the optimal input \mathbf{u}^* is found as

$$\begin{aligned} \mathbf{u}^* &= K_{lqr} \mathbf{x}, \\ K_{lqr} &= -R^{-1} B^T P, \end{aligned} \quad (4.8)$$

such that P is a solution of the Algebraic Riccati Equation (ARE) [74]

$$0 = PA + A^T P + Q - PBR^{-1}B^T P. \quad (4.9)$$

As the LQR is not made for reference tracking, to let the quadrotor track a defined trajectory, it is necessary to include a gain filter v for the reference that compensates the total gain of the closed-loop system and enables the tracking of a reference input r . This gain filter is defined as

$$v = -(C * (A + BF + F_e C)^{-1} * B)^{-1}, \quad (4.10)$$

and its placing in the system is shown in Fig. 4.1.

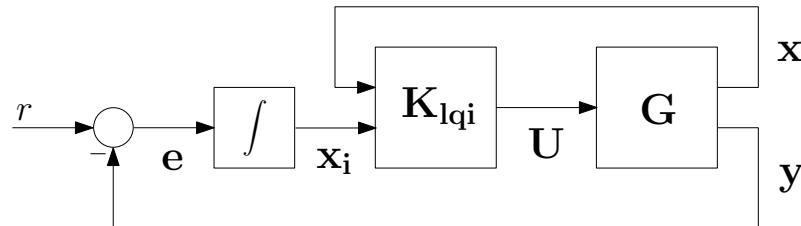


Figure 4.1: Closed-loop system with gain compensation for the LQG controller aiming to track a reference.

where G_{cl} is the closed-system with the LQG controller described in (??).

$$\mathbf{x}_i = \int \mathbf{e} dt \quad (4.11)$$

$$\mathbf{x}_{lqi} = \begin{bmatrix} \mathbf{x} \\ \mathbf{x}_i \end{bmatrix} \quad (4.12)$$

4.2.2 H_∞ Controller

For the design of the H_∞ controller, a generalized plant like the shown in the Fig. 4.2, was built.

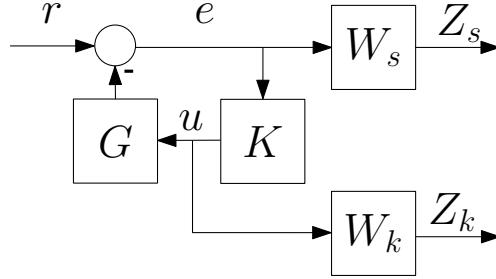


Figure 4.2: Generalized plant with the weighting filters W_s and W_k .

In this generalized plant, G represents the quadrotor dynamics, K the controller, r is the system reference, e is the error, u is the control input and W_s , W_k are weighting filters that must satisfy

$$\gamma = \left\| \begin{bmatrix} W_s S \\ W_k K S \end{bmatrix} \right\|_\infty < 1, \quad (4.13)$$

where S is the sensitivity function and KS is the control sensitivity defined as

$$S = (\mathcal{I} + GK)^{-1}, \quad KS = K(\mathcal{I} + GK)^{-1}. \quad (4.14)$$

The weighting filters for the sensitivity and the control sensitivity were chosen as

$$\begin{aligned} W_S &= \frac{w_s/M_s}{s + w_s} * \mathcal{I}_{4 \times 4}, \\ W_K &= \frac{c}{M_k} \frac{s + w_k}{s + cw_k} * \mathcal{I}_{4 \times 4}, \end{aligned} \quad (4.15)$$

where $w_s = 10^{-4}$, $M_s = 10^{-4}$, $w_k = 20$, $M_k = 20$, and $c = 10^3$. With these weighting filters, the value of γ is greater than one, and then it is necessary to rebuild the generalized plant using normalized weighting filters.

The H_∞ controller can be simulated as shown in Fig. 4.3.

H_∞ Controller Order Reduction

The designed H_∞ controller for our quadrotor, will have 4 outputs (the quadrotor has 4 control inputs), 4 inputs (the quadrotor has 4 measured outputs) and 20 states

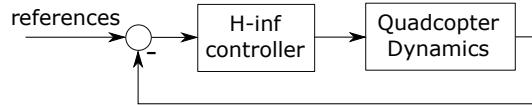


Figure 4.3: Closed-loop of the controlled system with an H_∞ controller.

(due to the 12 order plant, 4 order W_k and 4 order W_s). To be able to implement this controller in a smartphone running Android, it is necessary to find a reduced order controller that behaves similarly to the full order controller K . To reduce the order of the controller, the singular values of the Hankel matrix

$$H_k = \begin{bmatrix} C \\ CA \\ \vdots \\ CA^{k-1} \end{bmatrix} \begin{bmatrix} B \\ AB \\ \vdots \\ A^{k-1}B \end{bmatrix}^T, \quad (4.16)$$

are analysed. The energy of the Hankel singular values is shown in Fig. 4.4.

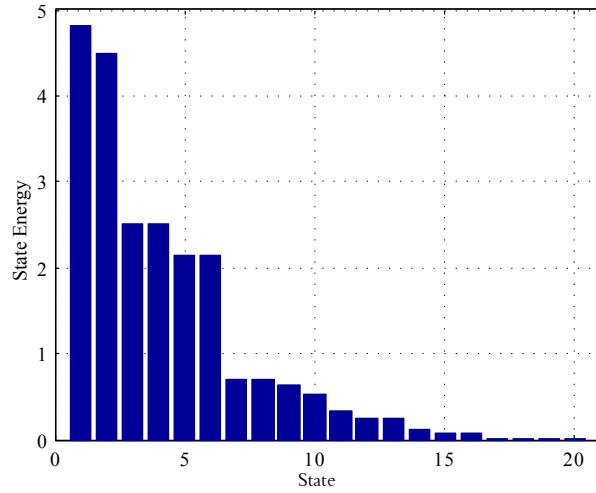


Figure 4.4: Hankel singular values energy histogram of the designed controller.

As shown in Fig. 4.4, the last ordered four states have unnoticeable energy when it is plotted; that means that these four states can be truncated from the controller without modifying its dynamics [75].

4.3 Controllers Design and Simulation

4.3.1 Stabilize Mode

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Dynamic Model

$$\mathbf{x} = [\psi \ \dot{\psi} \ \theta \ \dot{\theta} \ \phi \ \dot{\phi}]^T, \quad (4.17)$$

$$\mathbf{y} = [\psi \ \theta \ \phi]^T$$

$$A = \begin{bmatrix} 0 & 1 & 0 & 0 & 0 & 0 \\ 0 & 0 & 0 & 0 & 0 & 0 \\ 0 & 0 & 0 & 1 & 0 & 0 \\ 0 & 0 & 0 & 0 & 0 & 0 \\ 0 & 0 & 0 & 0 & 0 & 1 \\ 0 & 0 & 0 & 0 & 0 & 0 \end{bmatrix}, \quad (4.18)$$

$$B = \begin{bmatrix} 0 & 0 & 0 & 0 & 0 & 0 \\ 0 & \frac{1}{J_{zz}} & 0 & 0 & 0 & 0 \\ 0 & 0 & 0 & \frac{1}{J_{yy}} & 0 & 0 \\ 0 & 0 & 0 & 0 & 0 & \frac{1}{J_{xx}} \end{bmatrix}.$$

$$C = \begin{bmatrix} 1 & 0 & 0 & 0 & 0 & 0 \\ 0 & 0 & 1 & 0 & 0 & 0 \\ 0 & 0 & 0 & 0 & 1 & 0 \end{bmatrix}, \quad (4.19)$$

$$D = \mathbf{0}_{3 \times 4}.$$

Linear Quadratic Regulator

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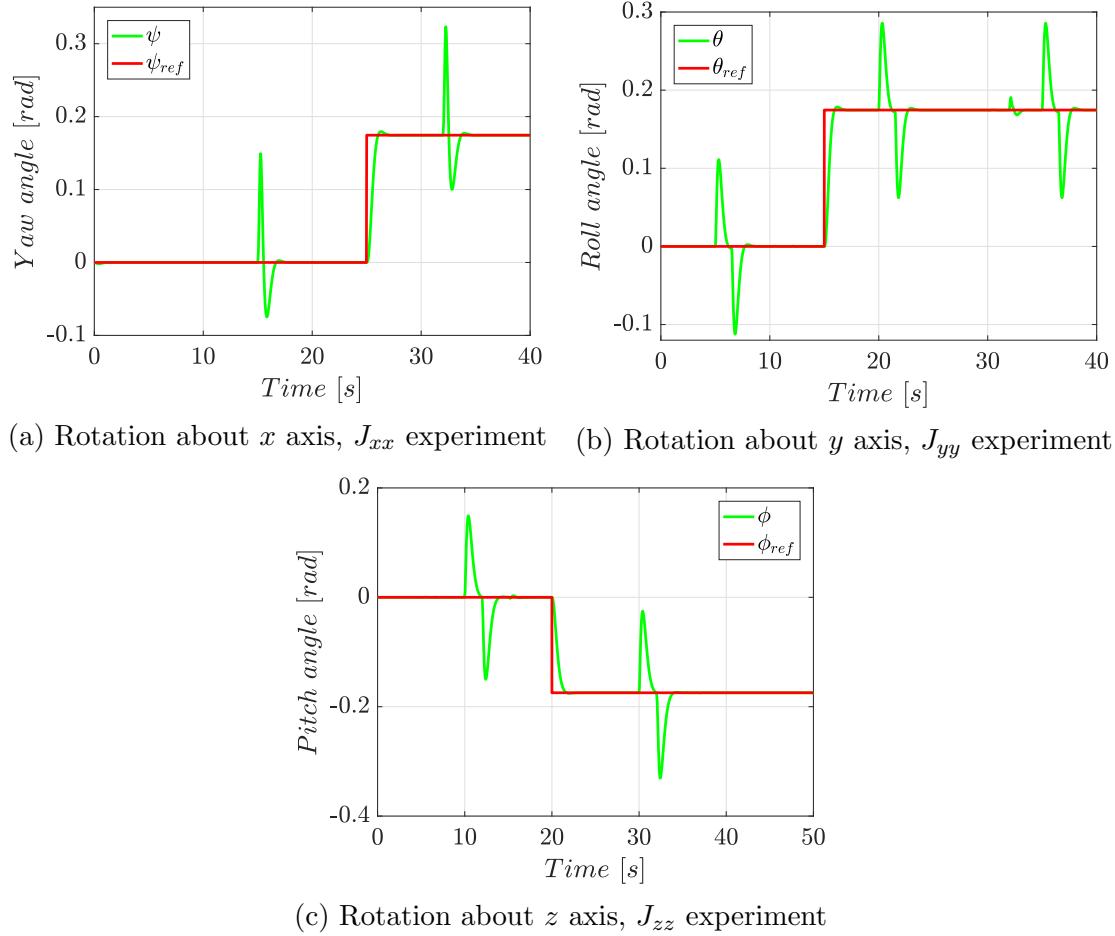


Figure 4.5: Rotation about x , y and z axes during the bifilar pendulum experiments

H_∞ Controller

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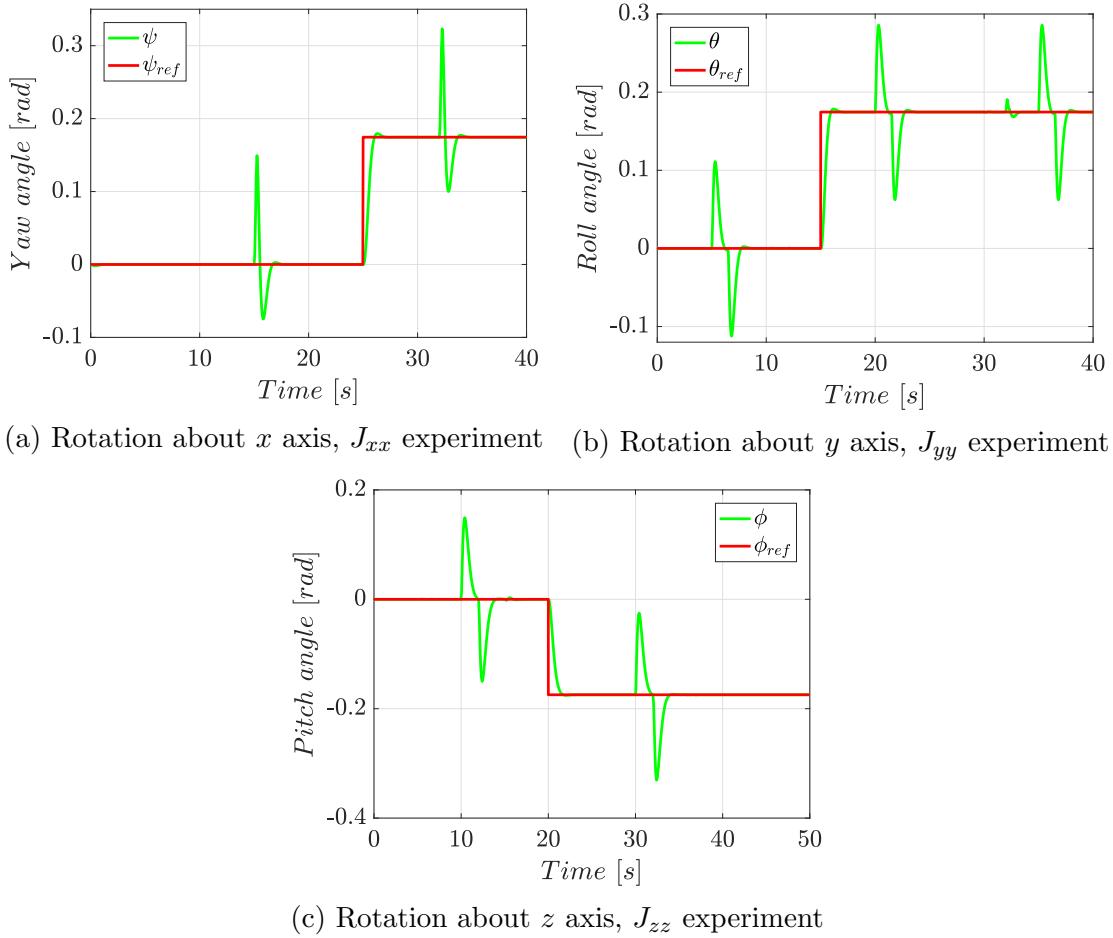


Figure 4.6: Rotation about x , y and z axes during the bifilar pendulum experiments

4.3.2 Altitude Hold Mode

Dynamic Model

$$\mathbf{x} = [z \ \dot{z} \ \psi \ \dot{\psi} \ \theta \ \dot{\theta} \ \phi \ \dot{\phi}]^T, \quad (4.20)$$

$$\mathbf{y} = [z \ \psi \ \theta \ \phi]^T$$

$$A = \begin{bmatrix} 0 & 1 & 0 & 0 & 0 & 0 & 0 & 0 \\ 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 \\ 0 & 0 & 0 & 1 & 0 & 0 & 0 & 0 \\ 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 \\ 0 & 0 & 0 & 0 & 0 & 1 & 0 & 0 \\ 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 \\ 0 & 0 & 0 & 0 & 0 & 0 & 0 & 1 \\ 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 \end{bmatrix}, \quad (4.21)$$

$$B = \begin{bmatrix} 0 & \frac{1}{m} & 0 & 0 & 0 & 0 & 0 & 0 \\ 0 & 0 & 0 & \frac{1}{J_{zz}} & 0 & 0 & 0 & 0 \\ 0 & 0 & 0 & 0 & 0 & \frac{1}{J_{yy}} & 0 & 0 \\ 0 & 0 & 0 & 0 & 0 & 0 & 0 & \frac{1}{J_{xx}} \end{bmatrix}^T.$$

$$C = \begin{bmatrix} 1 & 0 & 0 & 0 & 0 & 0 & 0 & 0 \\ 0 & 0 & 1 & 0 & 0 & 0 & 0 & 0 \\ 0 & 0 & 0 & 0 & 1 & 0 & 0 & 0 \\ 0 & 0 & 0 & 0 & 0 & 0 & 1 & 0 \end{bmatrix}, \quad (4.22)$$

$$D = \mathbf{0}_{4 \times 4}.$$

Linear Quadratic Regulator

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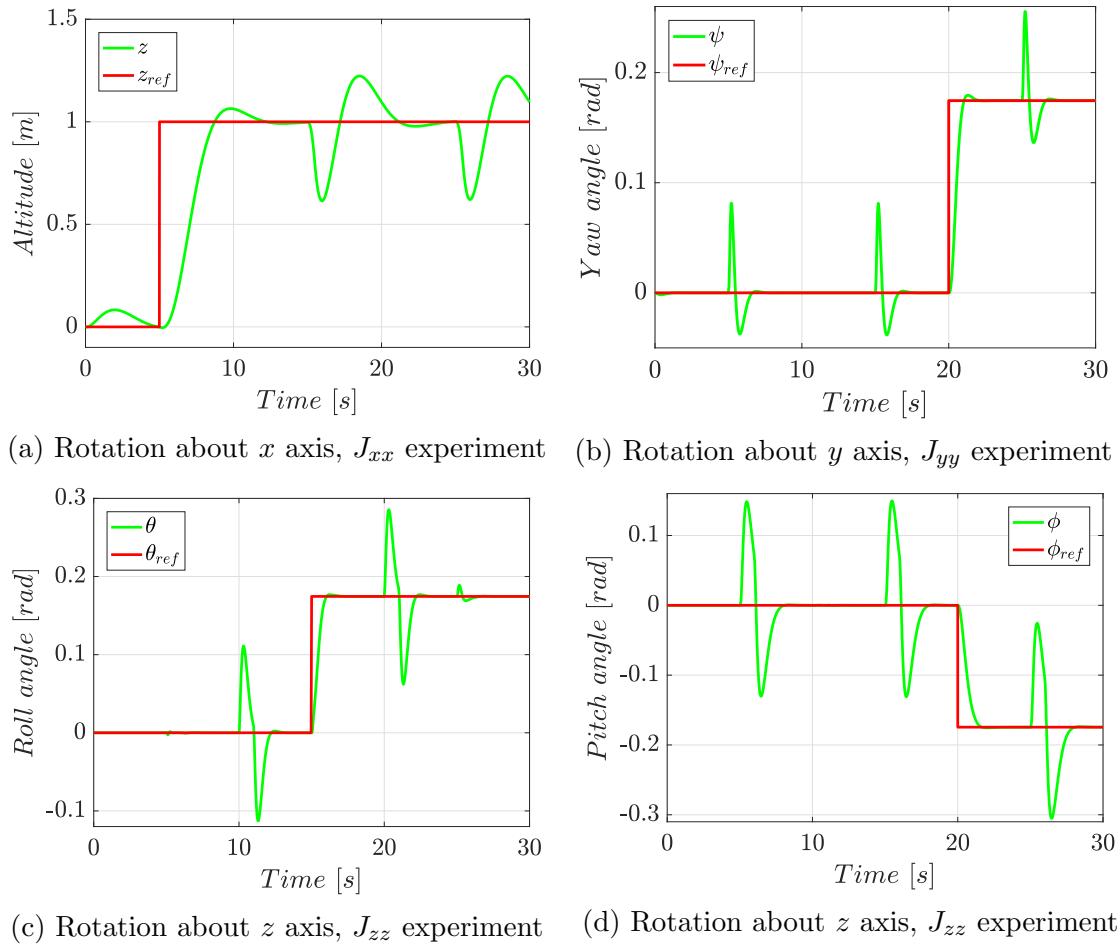
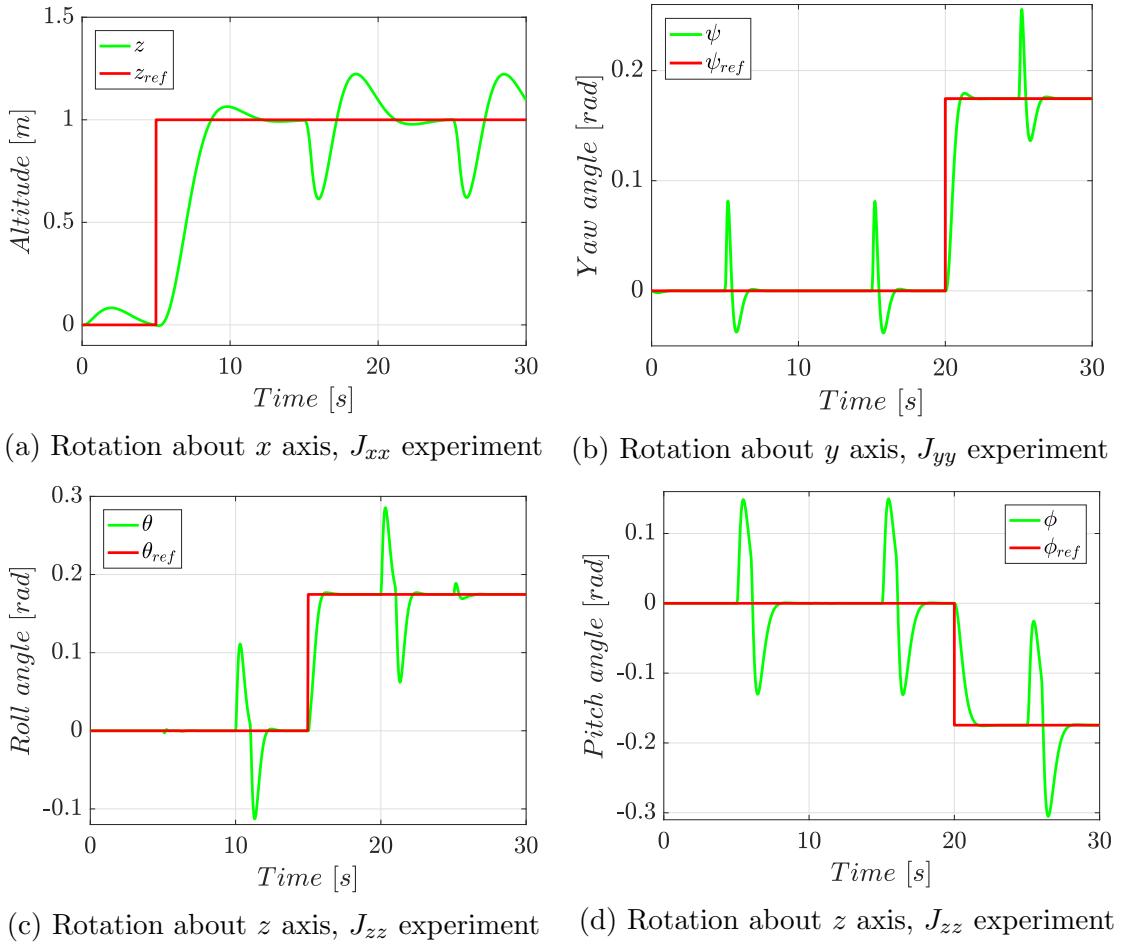


Figure 4.7: Rotation about x , y and z axes during the bifilar pendulum experiments

H_∞ Controller

rtrtererre

Figure 4.8: Rotation about x , y and z axes during the bifilar pendulum experiments

4.3.3 GNSS Dependent Flight Modes

Dynamic Model

$$\mathbf{x} = [x \ \dot{x} \ y \ \dot{y} \ z \ \dot{z} \ \psi \ \dot{\psi} \ \theta \ \dot{\theta} \ \phi \ \dot{\phi}]^T, \quad (4.23)$$

$$\mathbf{y} = [x \ y \ z \ \psi \ \theta \ \phi]^T$$

$$A = \begin{bmatrix} 0 & 1 & 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 \\ 0 & 0 & 0 & 0 & 0 & 0 & 0 & g & 0 & 0 & 0 \\ 0 & 0 & 0 & 1 & 0 & 0 & 0 & 0 & 0 & 0 & 0 \\ 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 & g & 0 \\ 0 & 0 & 0 & 0 & 0 & 1 & 0 & 0 & 0 & 0 & 0 \\ 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 \\ 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 \\ 0 & 0 & 0 & 0 & 0 & 0 & 0 & 1 & 0 & 0 & 0 \\ 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 \\ 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 \\ 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 \end{bmatrix}, \quad (4.24)$$

$$B = \begin{bmatrix} 0 & 0 & 0 & 0 & 0 & \frac{1}{m} & 0 & 0 & 0 & 0 & 0 \\ 0 & 0 & 0 & 0 & 0 & 0 & 0 & \frac{1}{J_{zz}} & 0 & 0 & 0 \\ 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 & \frac{1}{J_{yy}} & 0 & 0 \\ 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 & \frac{1}{J_{xx}} \end{bmatrix}^T.$$

$$C = \begin{bmatrix} 1 & 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 \\ 0 & 0 & 1 & 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 \\ 0 & 0 & 0 & 0 & 1 & 0 & 0 & 0 & 0 & 0 & 0 \\ 0 & 0 & 0 & 0 & 0 & 0 & 1 & 0 & 0 & 0 & 0 \\ 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 & 1 & 0 & 0 \\ 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 & 1 \end{bmatrix}, \quad (4.25)$$

$$D = \mathbf{0}_{6 \times 4}.$$

Linear Quadratic Regulator

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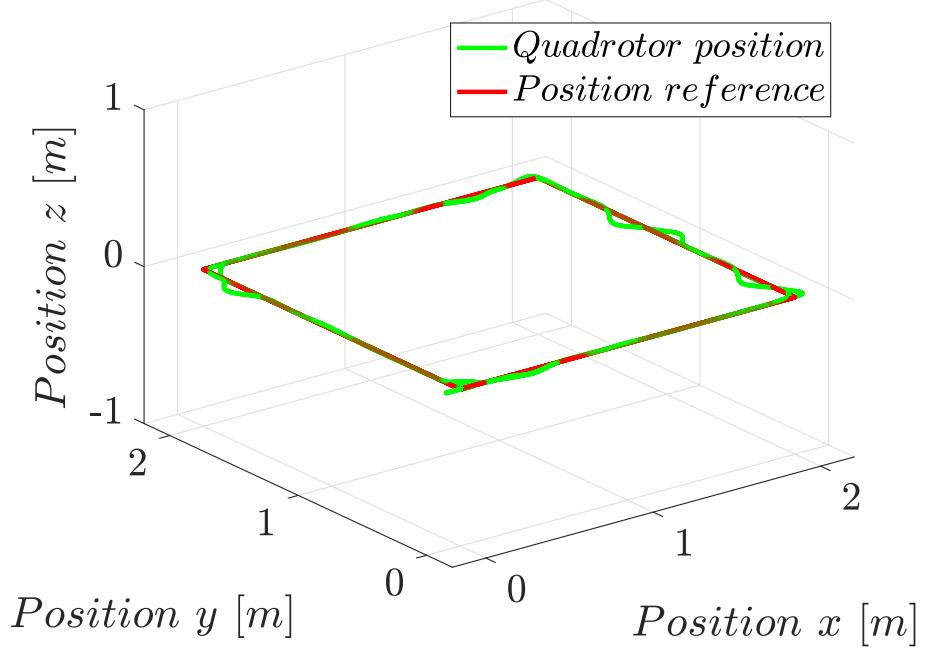


Figure 4.9: Closed-loop of the controlled system with an H_∞ controller.

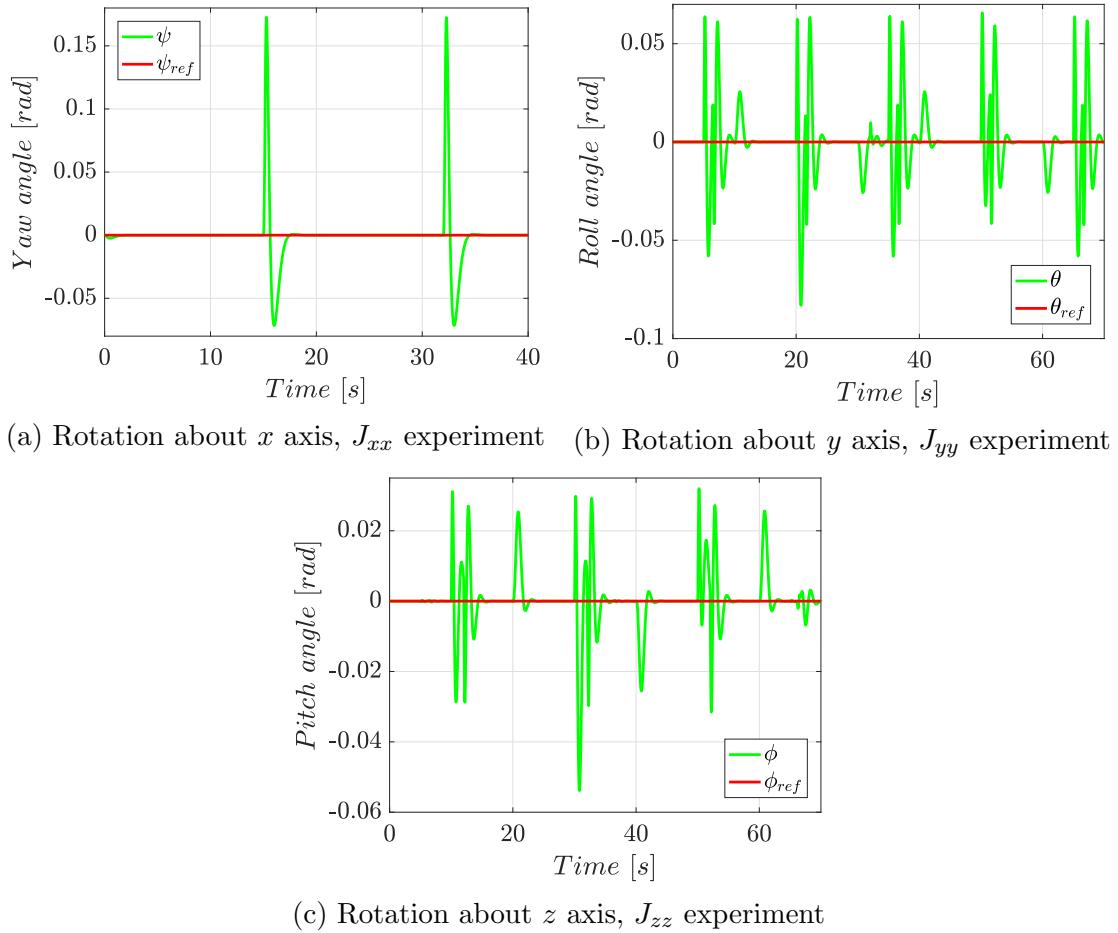
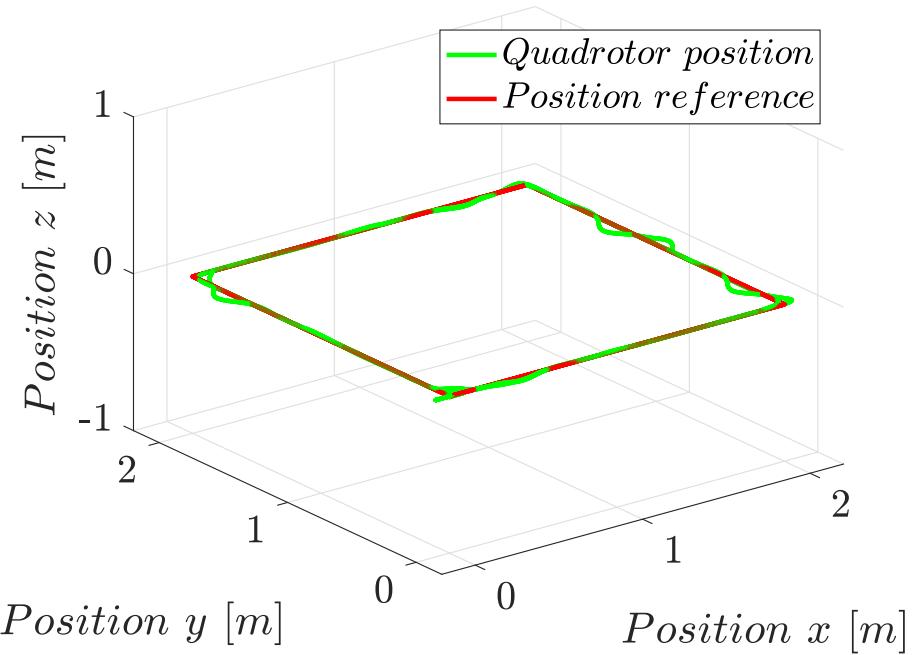


Figure 4.10: Rotation about x , y and z axes during the bifilar pendulum experiments

H_∞ Controller

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Figure 4.11: Closed-loop of the controlled system with an H_∞ controller.

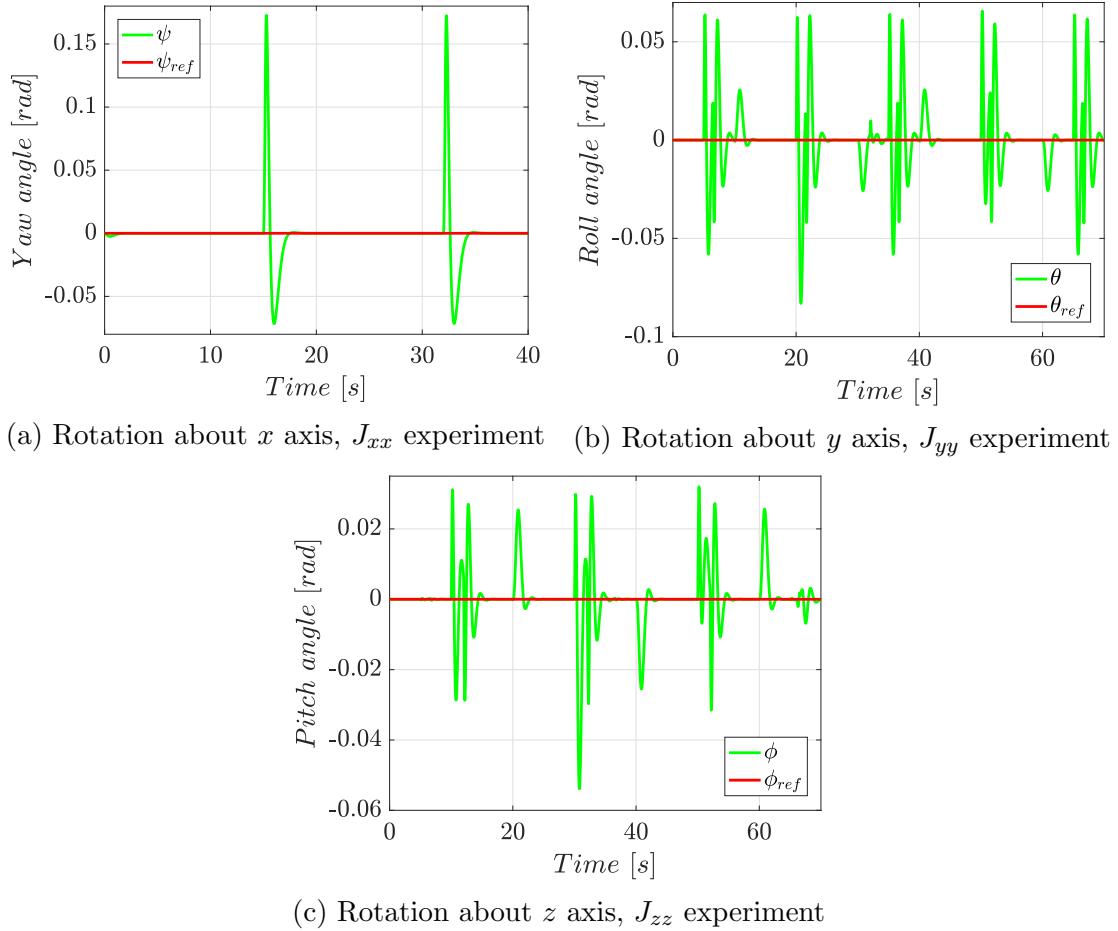


Figure 4.12: Rotation about x , y and z axes during the bifilar pendulum experiments

4.4 State Estimation Through Kalman Filter

The quadrotor dynamics are sensed exclusively using the on-board smartphone's sensors. Considering that these sensors have different sample frequencies, and poor accuracy, it is necessary to use estimation algorithms, as a Kalman filter, to get reliable state data with constant sample frequency.

4.4.1 Attitude Estimation

The Android API implements a Kalman filter for attitude estimation using the raw data delivered by the smartphone's accelerometer, gyroscope and magnetometer, as exposed in [76]. Using the quaternion Q_s delivered by the Rotation virtual sensor included in the Android SDK, it is obtained an absolute orientation representation

with respect to the Earth frame [77], with

$$Q_s = e^{(\alpha/2)(u\vec{i} + v\vec{j} + w\vec{k})} = \begin{bmatrix} u \sin(\alpha/2) \\ v \sin(\alpha/2) \\ w \sin(\alpha/2) \\ \cos(\alpha/2) \end{bmatrix} = \begin{bmatrix} q_0 \\ q_1 \\ q_2 \\ q_3 \end{bmatrix} \quad (4.26)$$

where α is the amount of degrees the quaternion is rotated around the axis $\vec{u} i + \vec{v} j + \vec{w} k$. The rotation matrix R_b^w can be defined using Q_s as

$$R_b^w = \begin{bmatrix} 1 - 2(q_2^2 + q_3^2) & 2(q_1q_2 - q_0q_3) & 2(q_0q_2 + q_1q_3) \\ 2(q_1q_2 - q_0q_3) & 1 - 2(q_1^2 + q_3^2) & 2(q_2q_3 + q_0q_1) \\ 2(q_1q_3 + q_0q_2) & 2(q_0q_1 + q_2q_3) & 1 - 2(q_1^2 + q_2^2) \end{bmatrix}. \quad (4.27)$$

Comparing the terms in the two representations of R_b^w , the Euler angles are obtained as

$$\begin{bmatrix} \psi \\ \theta \\ \phi \end{bmatrix} = \begin{bmatrix} \text{atan2}(2(q_3q_2 + q_0q_1), 1 - 2(q_1^2 + q_2^2)) \\ \arcsin(2(q_3q_1 - q_2q_0)) \\ \text{atan2}(2(q_3q_0 + q_1q_2), 1 - 2(q_0^2 + q_1^2)) \end{bmatrix}. \quad (4.28)$$

4.4.2 Position Estimation

Taking into account that the global navigation satellite systems (GNSS) receivers in smartphones have an accuracy of around 3 m and a sampling frequency of 1 Hz , a Kalman filter for position tracking is designed. In order to keep the estimation system independent from the application of controlling the quadrotor, this filter is based on the dynamics of a moving particle with constant acceleration between two samples

$$\xi(k+1) = \xi(k) + \dot{\xi}(k)t_k + 0.5\ddot{\xi}(k)t_k^2, \quad (4.29)$$

where t_k is the sample time.

Using $E_k = [\xi \quad \dot{\xi} \quad \ddot{\xi}]^T = [x_k \quad y_k \quad z_k \quad \dot{x}_k \quad \dot{y}_k \quad \dot{z}_k \quad \ddot{x}_k \quad \ddot{y}_k \quad \ddot{z}_k]^T$ as state vector and being

the matrix that satisfies $E_{k+1} = \Gamma E_k$, the prediction of the state \hat{E}_k^- and its covariance P_k^- are obtained as

$$\hat{E}_k^- = \Gamma \hat{E}_{k-1}, \quad (4.31)$$

$$P_k^- = \Gamma P_{k-1} \Gamma^T + Q_k, \quad (4.32)$$

where \hat{E}_{k-1} is the previous estimated state, P_{k-1} the previous error covariance matrix and Q_k the process variance. The state prediction is then corrected calculating the Kalman gain vector K_k as

$$K_k = P_k^- H^T (H P_k^- H^T + R)^{-1}, \quad (4.33)$$

and updating the state estimation \hat{E}_k and its covariance P_k , based on the measurements ζ_k as

$$\begin{aligned} \hat{E}_k &= \hat{E}_k^- + K_k (\zeta_k - H \hat{E}_k^-), \\ P_k &= (\mathcal{I} - K_k H) P_k^-, \end{aligned} \quad (4.34)$$

where R is the measurement covariance matrix, \mathcal{I} is the identity matrix and H is the matrix that relate ζ_k and E_k . H is defined as

$$H = \begin{bmatrix} 1 & 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 \\ 0 & 1 & 0 & 0 & 0 & 0 & 0 & 0 & 0 \\ 0 & 0 & 1 & 0 & 0 & 0 & 0 & 0 & 0 \\ 0 & 0 & 0 & 0 & 0 & 0 & 1 & 0 & 0 \\ 0 & 0 & 0 & 0 & 0 & 0 & 0 & 1 & 0 \\ 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 & 1 \end{bmatrix}, \quad (4.35)$$

considering that $\zeta_k \in R^6$ contains the GNSS measurements of x_m and y_m , the barometer measurements of z_m (in m), and the measurements of \ddot{x}_m , \ddot{y}_m and \ddot{z}_m in the Earth frame (in m/s^2).

The x_m and y_m position measurements are acquired using the GNSS receiver in the smartphone. Each sample of these coordinates are initially set in an ellipsoidal representation of decimal degrees by the receiver, and then converted to a bi-dimensional representation in meter units using the cartographic projection Magna-Sirgas. The z_m measurements are acquired using the barometric pressure sensor which delivers the pressure value p_k in hPa. This signal is converted to meters as

$$z_m = 44330 \left(1 - \frac{p_k^{1/5.255}}{p_0} \right), \quad (4.36)$$

where p_0 is the atmospheric pressure at sea level [78].

The remaining measurement signals are the accelerations with respect to the Earth frame, $\ddot{\xi}_m$. These signals are calculated using the raw acceleration measurements

from the smartphone a_b , which are represented with respect to the smartphone's body frame, and the attitude quaternion Q_s as

$$\ddot{\xi}_m = [\ddot{x}_m \quad \ddot{y}_m \quad \ddot{z}_m]^T = Q_s a_b Q'_s, \quad (4.37)$$

where Q'_s is the quaternion conjugate of Q_s .

The vector ζ_k is then set as

$$\zeta_k = [x_m \quad y_m \quad z_m \quad \ddot{x}_m \quad \ddot{y}_m \quad \ddot{z}_m]^T. \quad (4.38)$$

4.4.3 Particle Model

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4.4.4 Quadrotor Model

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4.5 Conclusions

This chapter presented the simulation and the testing of five control techniques for the attitude control of a quadrotor. The first technique is based on Lyapunov theory, it proved to be very reactive, especially for the yaw angle control. However, the stabilization in the direct neighborhood of the equilibrium point was not rigid enough to permit hover flight. The second one is a PID controller, it proved to be well adapted to the quadrotor when flying near hover. It was possible using this technique to successfully perform the first autonomous flight. The PID controller was only able to control the quadrotor in near hover and absence of large disturbances. The third one is an LQ controller, it displayed average stabilization results. It showed to be less dynamic than the PID. The fourth control technique is the Backstepping, its ability to control the orientation angles in presence of relatively high perturbations is very interesting. The sliding-mode technique is the fifth approach, it did not provide excellent results. The switching nature of the controller seems to be ill adapted to the dynamics of the quadrotor. The results of all these control approaches conducted to a combination of PID and Backstepping into the so-called Integral Backstepping. This was proposed as a single tool to design attitude, altitude and position controllers. The experiment has shown that OS4 is currently able to take-off, hover, land and avoid collisions automatically. As far as we know, OS4 is the first quadrotor practically capable of a collision avoidance maneuver.

Chapter 5

Implementation and Results

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5.1 Android Application

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Sensors

GNSS, with projection to Magna-Sirgas Barometer Attitude

5.2 Ground Control Station

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5.3 LQI Controller Implementation

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5.3.1 Stabilize Mode (LQI)

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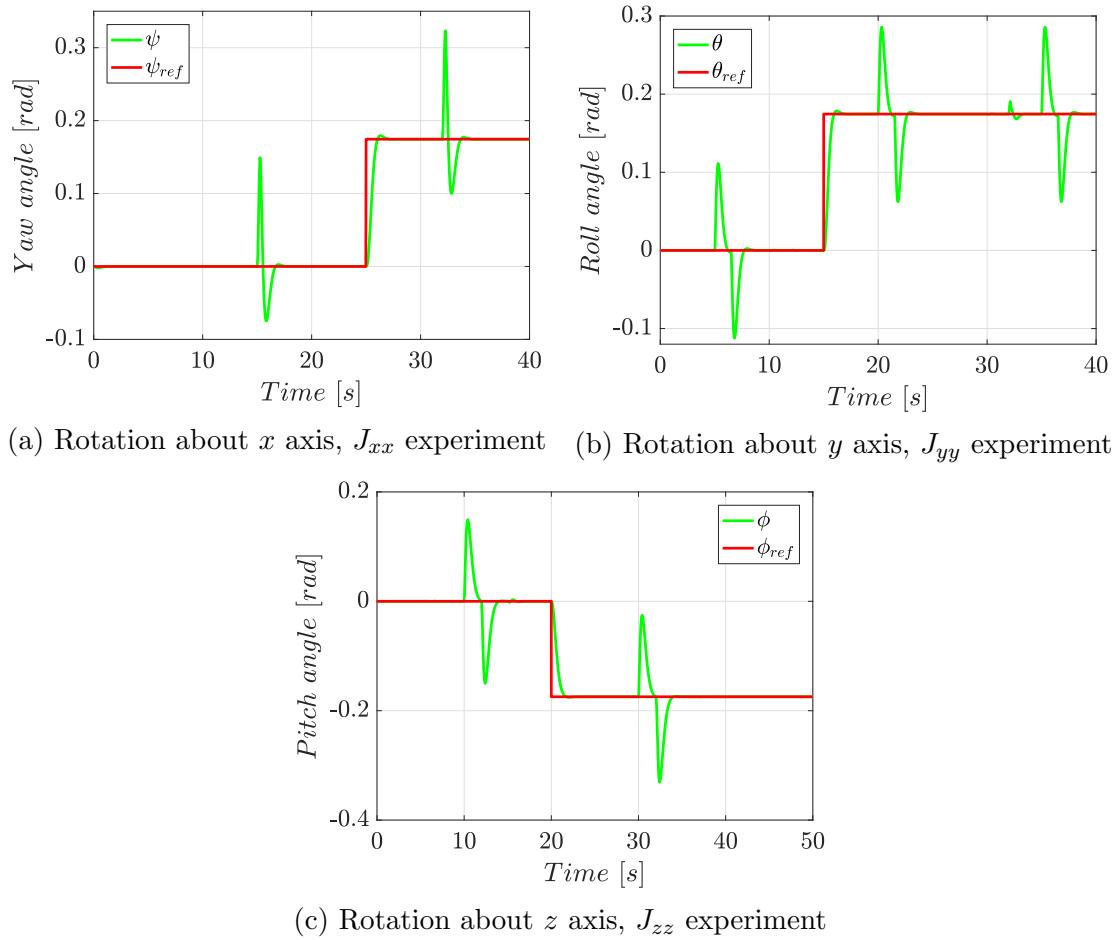


Figure 5.1: Rotation about x , y and z axes during the bifilar pendulum experiments

5.3.2 Altitude Hold Mode (LQI)

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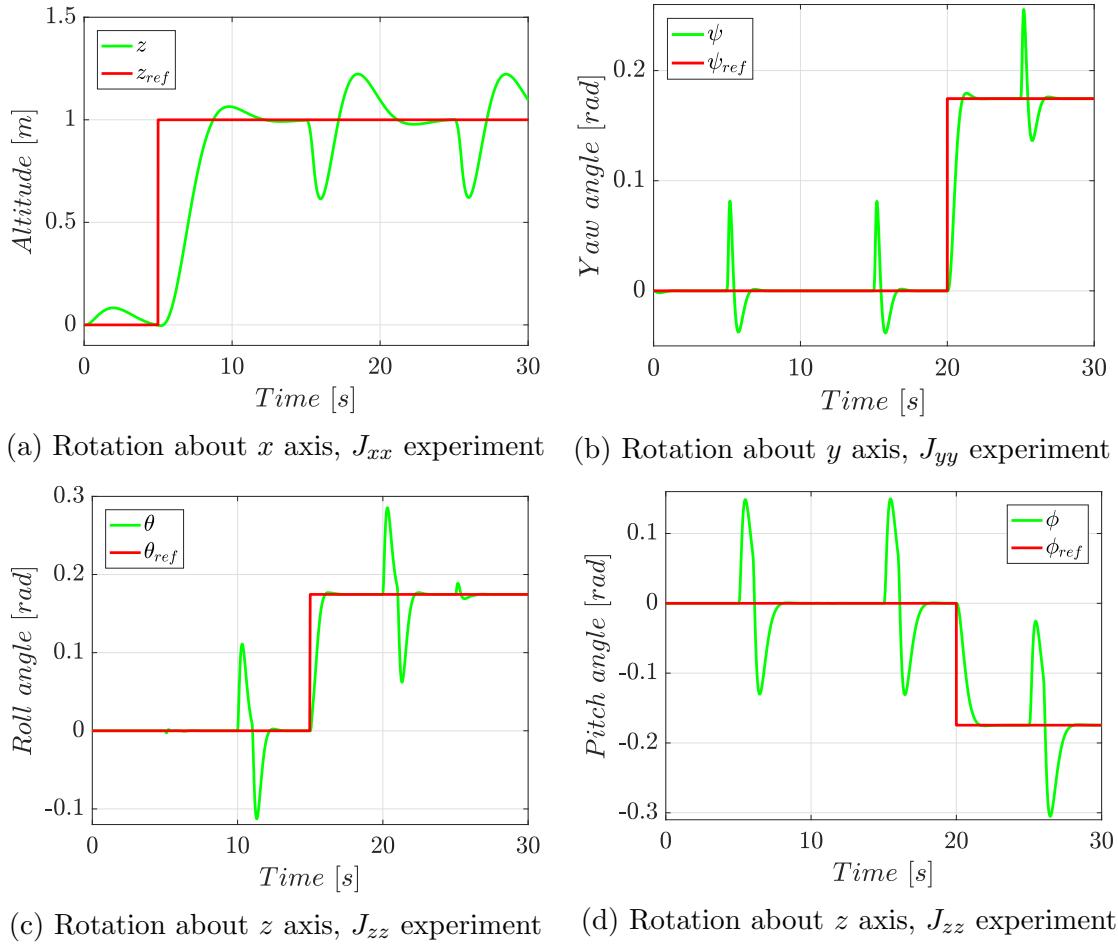


Figure 5.2: Rotation about x , y and z axes during the bifilar pendulum experiments

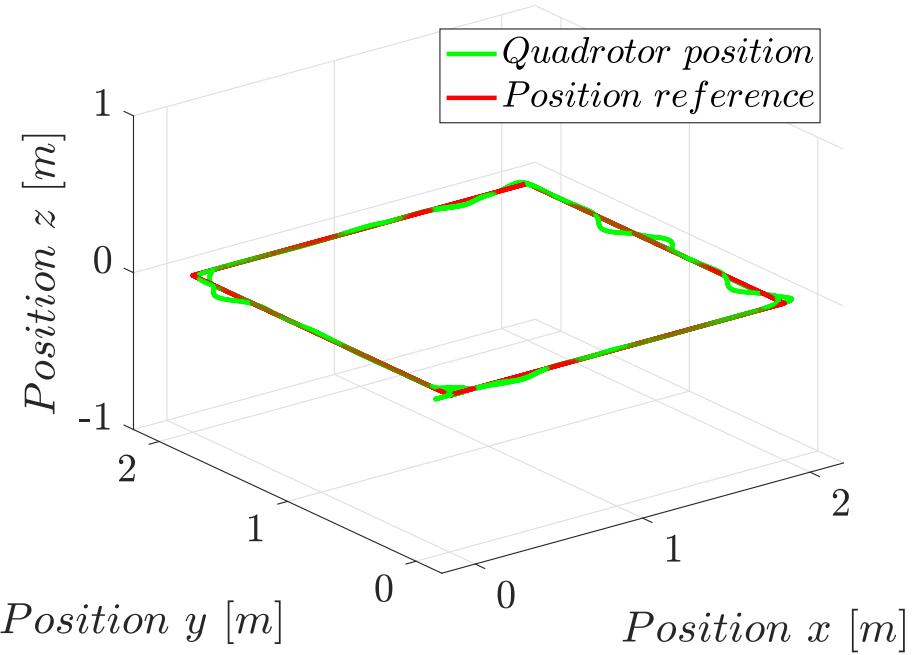


Figure 5.3: Closed-loop of the controlled system with an H_∞ controller.

5.3.3 GNSS-Dependent Modes (LQI)

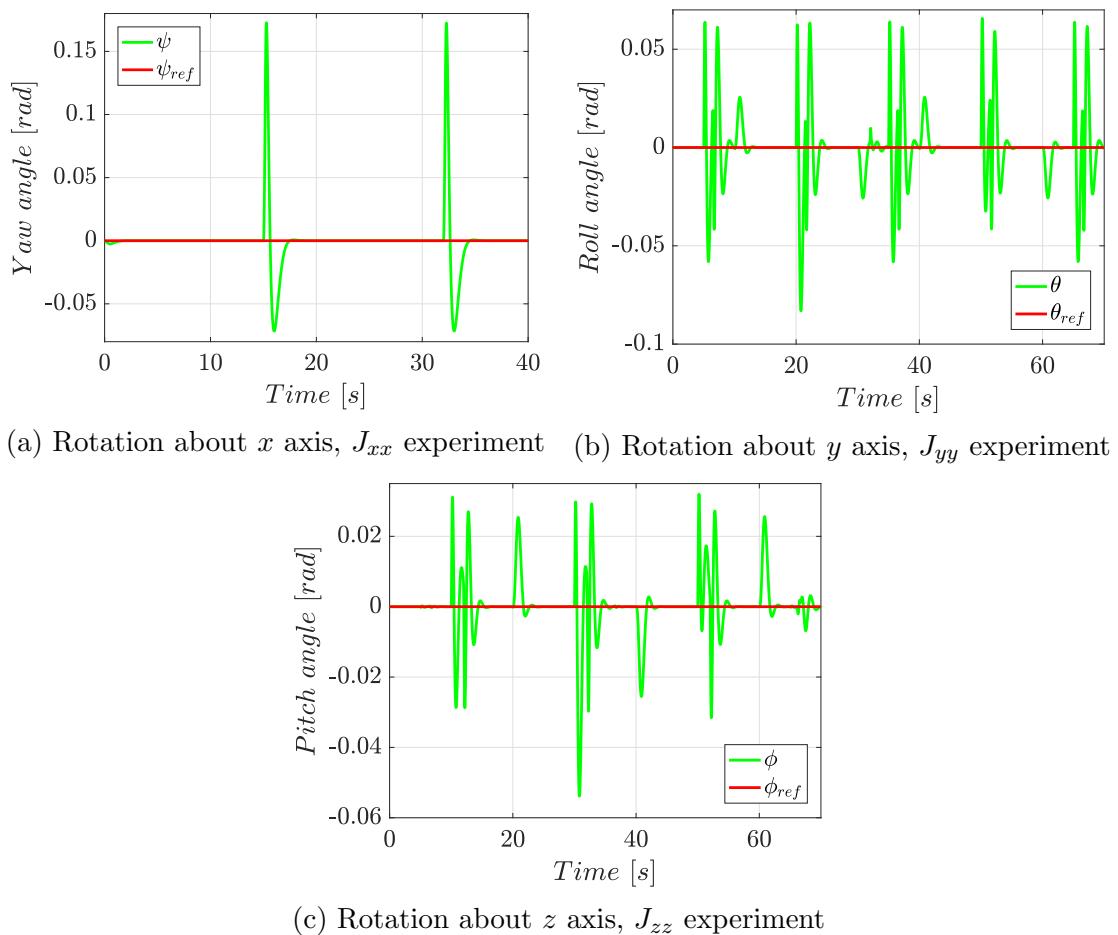


Figure 5.4: Rotation about x , y and z axes during the bifilar pendulum experiments

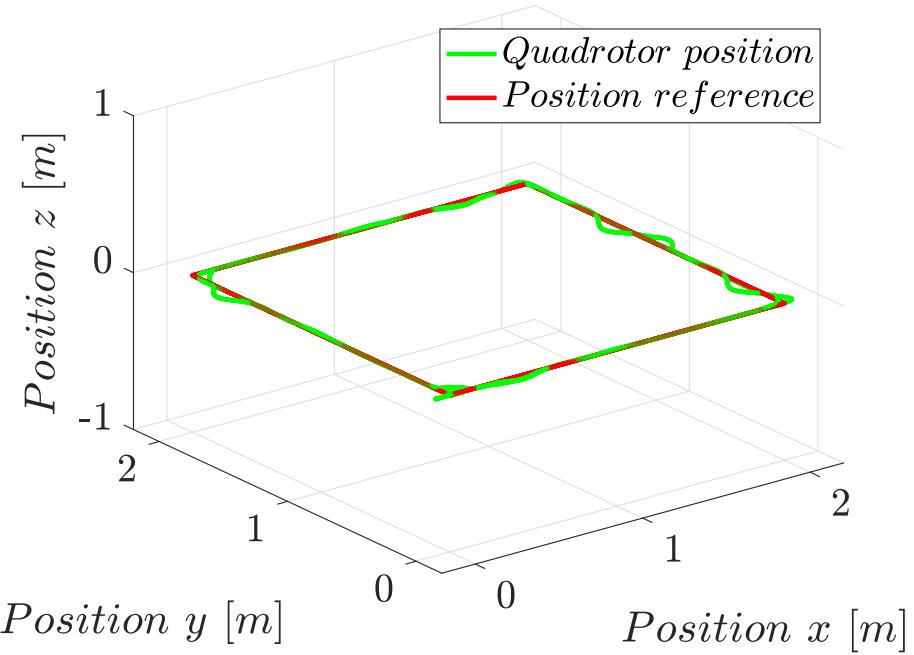


Figure 5.5: Closed-loop of the controlled system with an H_∞ controller.

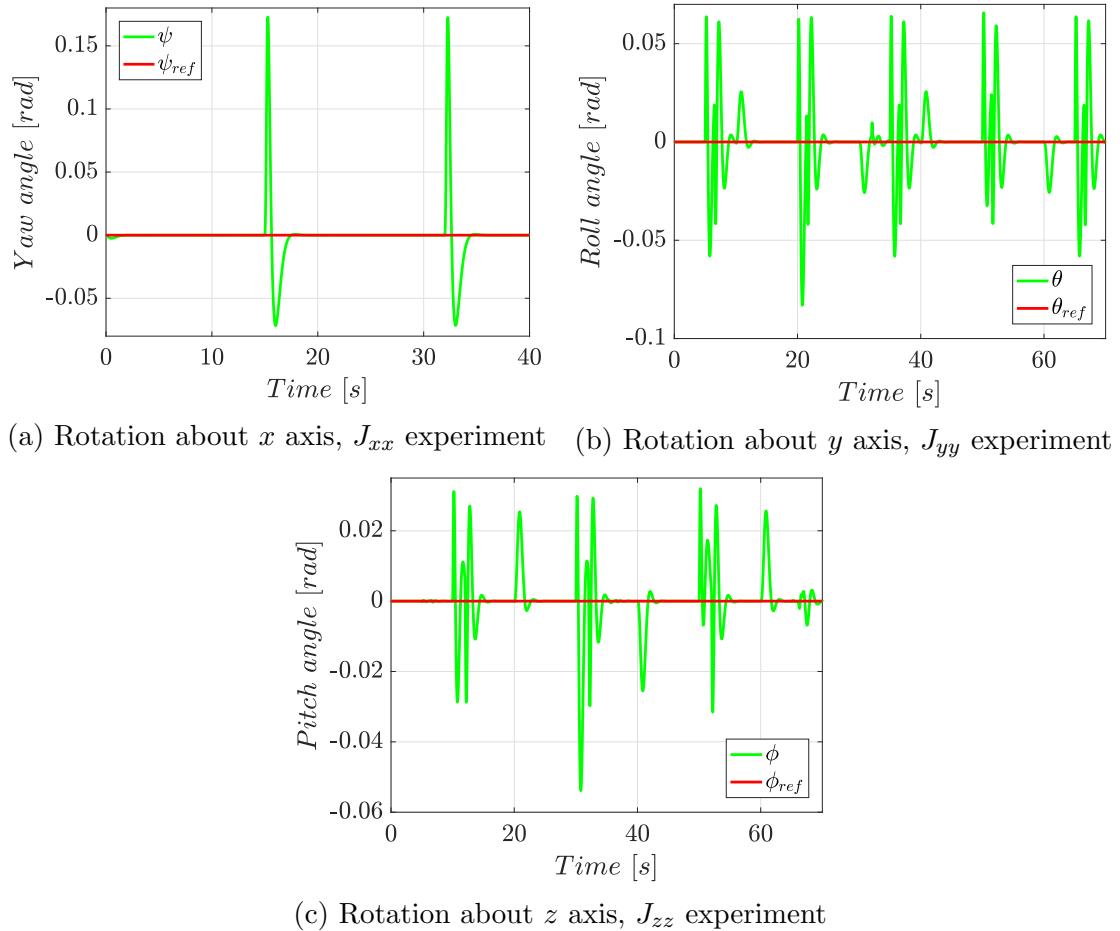


Figure 5.6: Rotation about x , y and z axes during the bifilar pendulum experiments

5.4 H_∞ Controller Implementation

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5.4.1 Stabilize Mode (H_∞)

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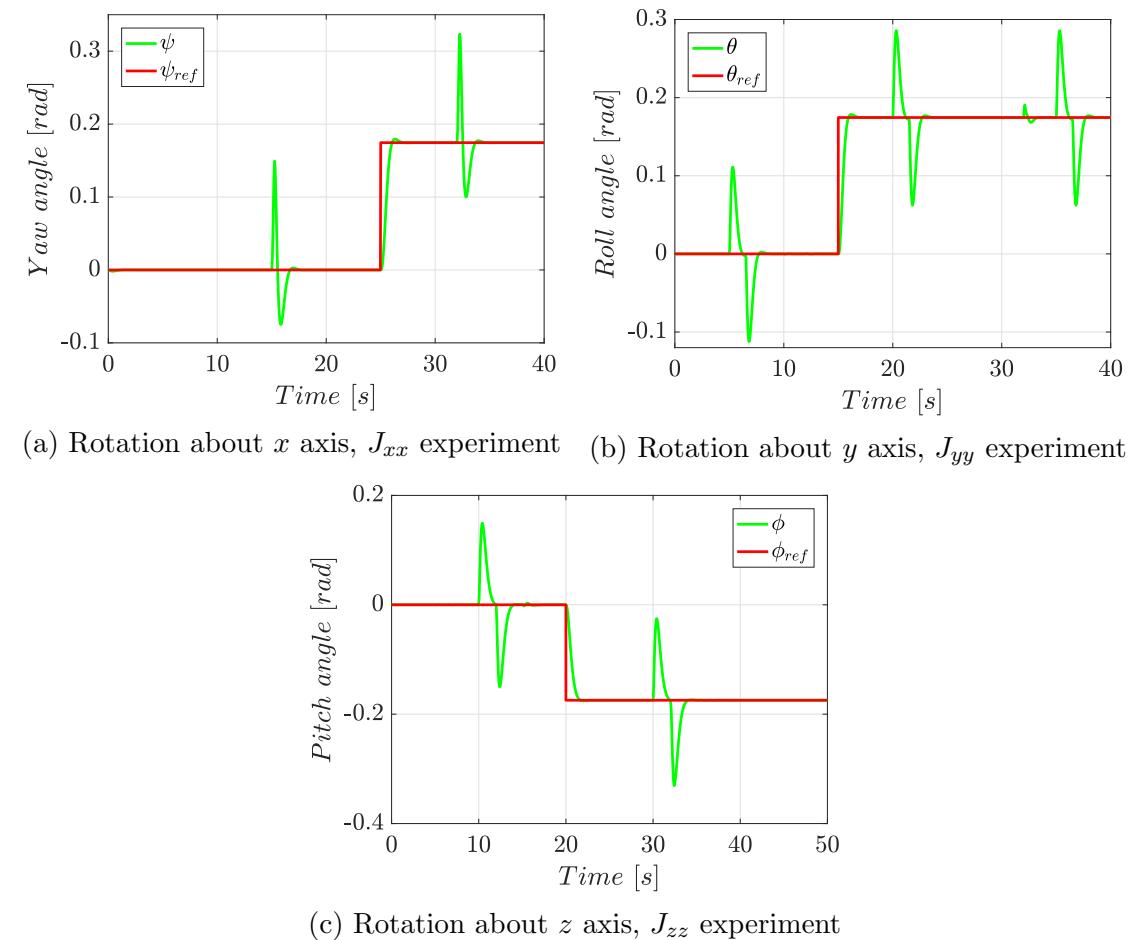


Figure 5.7: Rotation about x , y and z axes during the bifilar pendulum experiments

5.4.2 Altitude Hold Mode (H_∞)

trgrgrgtgrgr

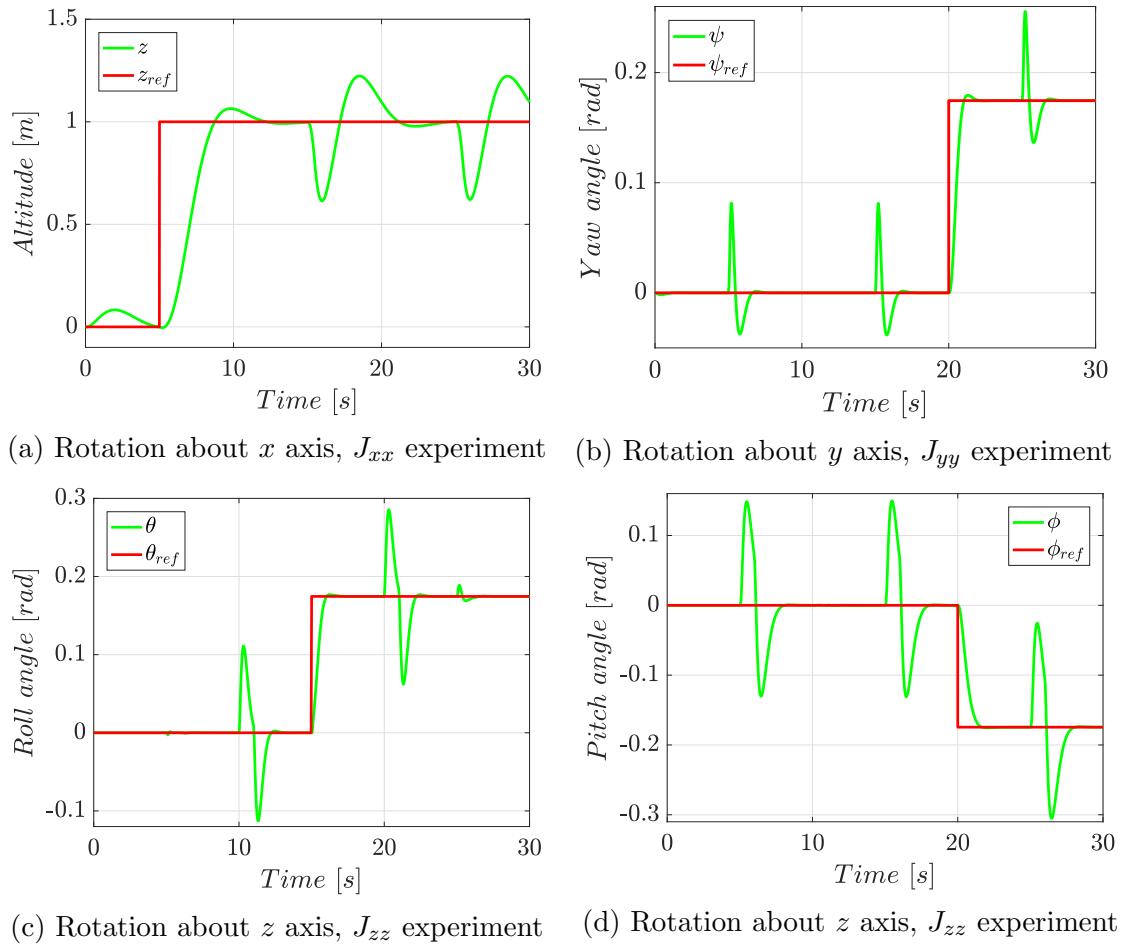


Figure 5.8: Rotation about x , y and z axes during the bifilar pendulum experiments

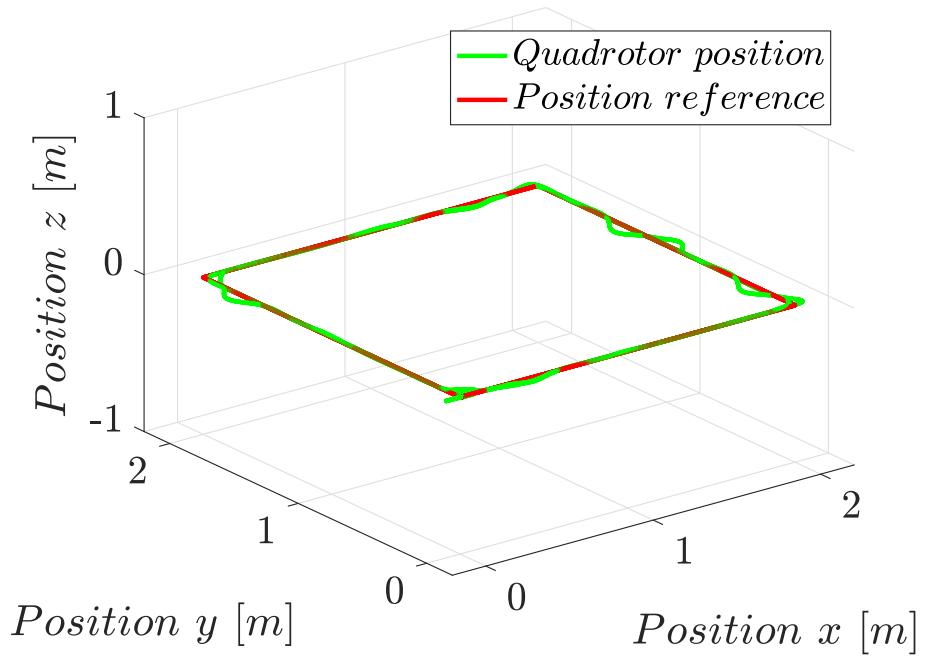


Figure 5.9: Closed-loop of the controlled system with an H_∞ controller.

5.4.3 GNSS-Dependent Modes (H_∞)

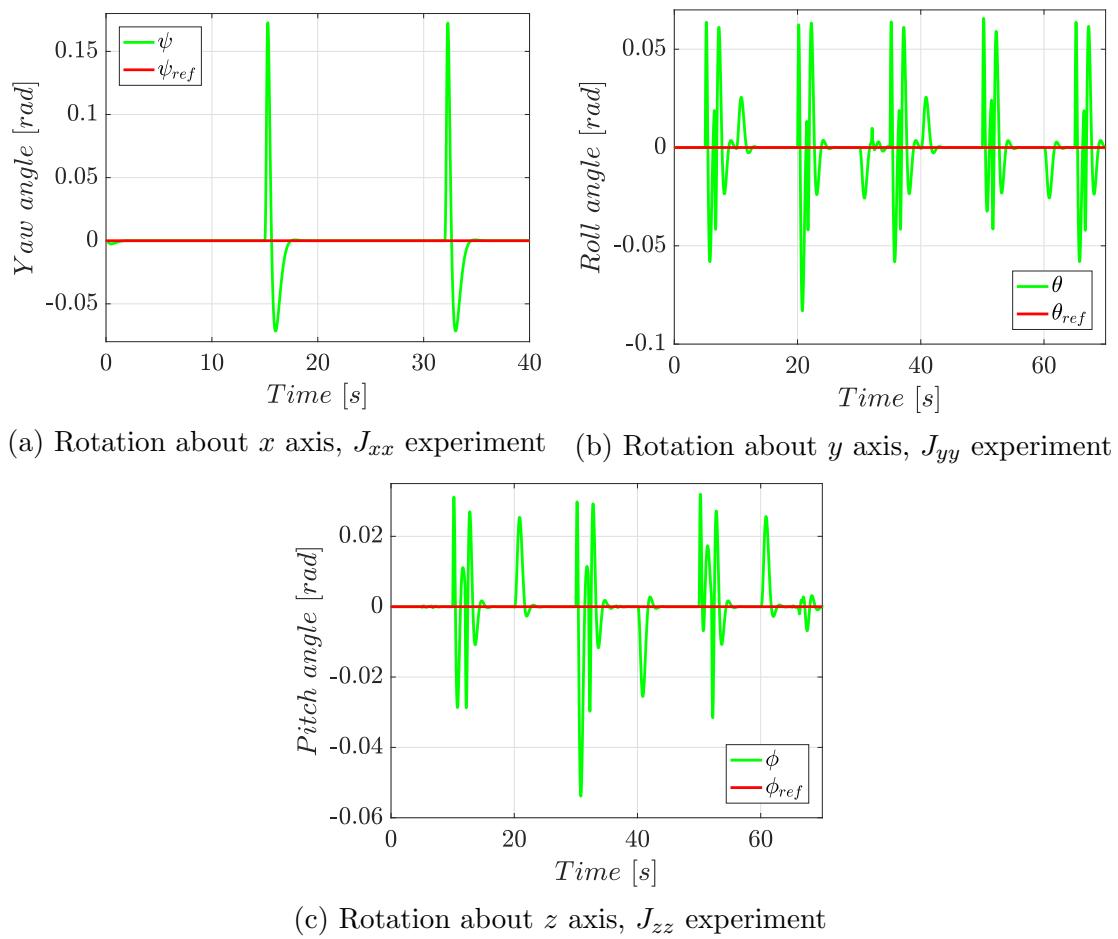


Figure 5.10: Rotation about x , y and z axes during the bifilar pendulum experiments

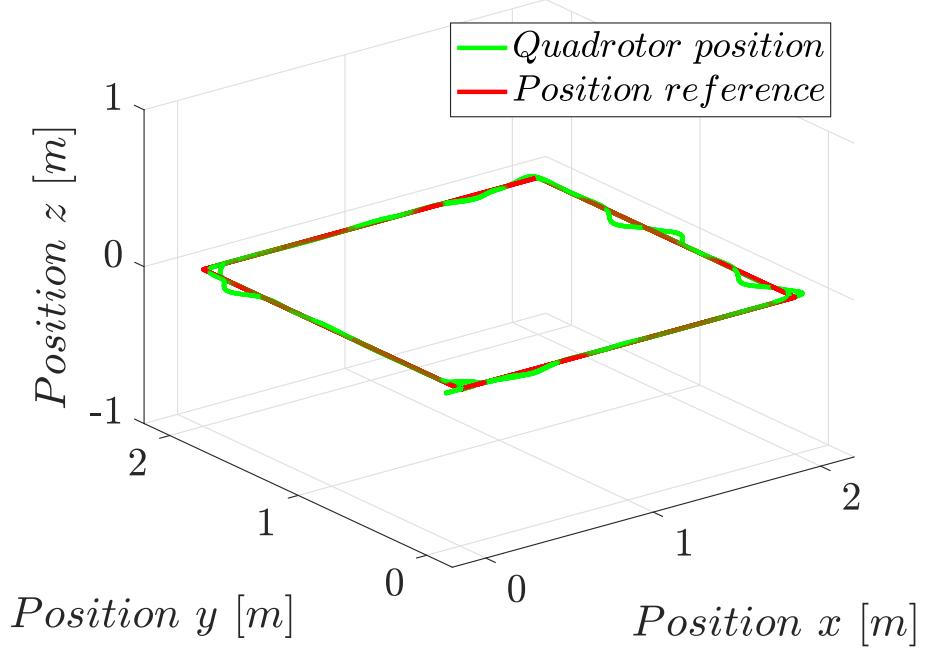


Figure 5.11: Closed-loop of the controlled system with an H_∞ controller.

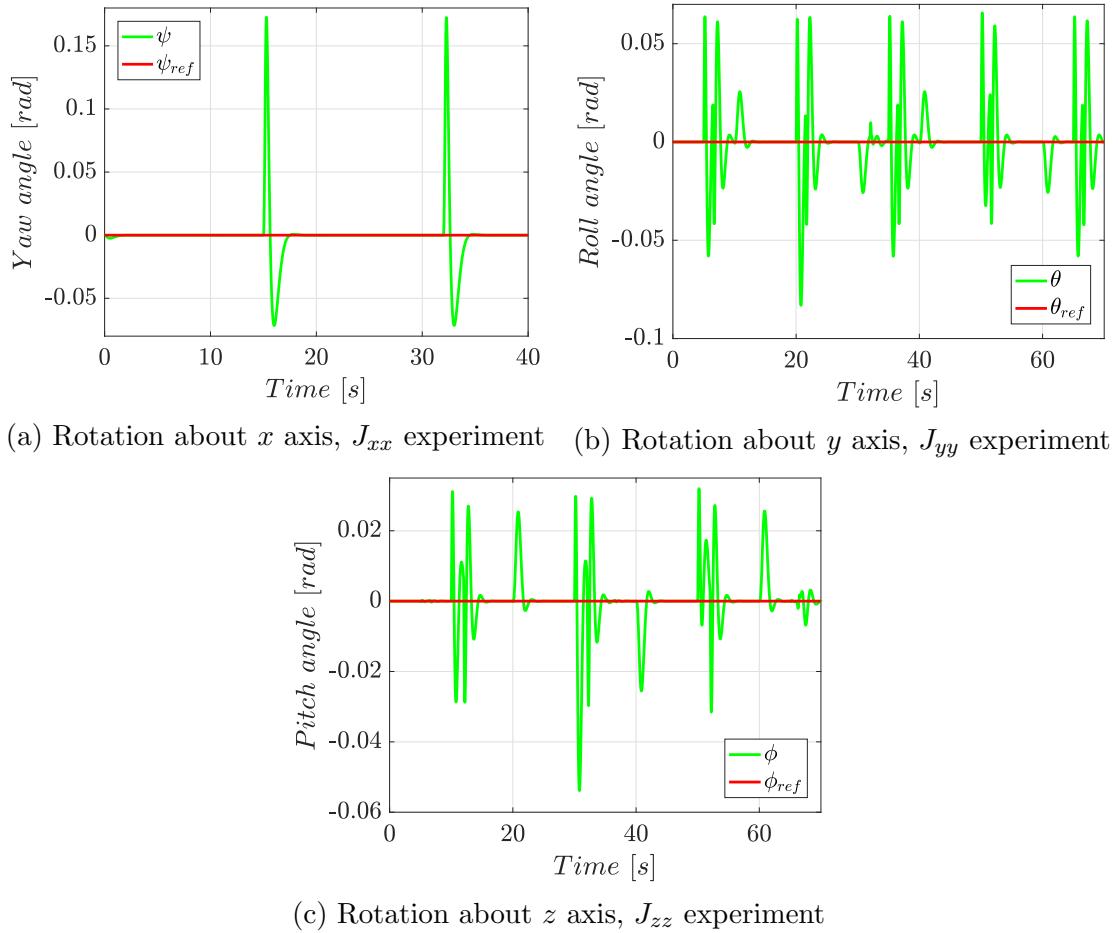


Figure 5.12: Rotation about x , y and z axes during the bifilar pendulum experiments

5.5 Conclusions

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Chapter 6

Conclusions and Outlook

In this thesis distributed algorithms

Publications

A. Astudillo, P. Muñoz, F. Alvarez and E. Rosero, “Altitude and attitude cascade controller for a smartphone-based quadcopter,” in *2017 International Conference on Unmanned Aircraft Systems (ICUAS)*. IEEE, jun 2017, pp. 1447–1454. [Online]. Available: <http://ieeexplore.ieee.org/document/7991400/>

A. Astudillo, B. Bacca and E. Rosero, “Optimal and robust controllers design for a smartphone-based quadrotor,” in *2017 IEEE 3rd Colombian Conference on Automatic Control (CCAC)*

(Paper Submitted to Journal) A. Astudillo, P. Muñoz and E. Rosero, “Cascade Controller for Autonomous Flight of a Smartphone-based Quadrotor,” in *Journal of Intelligent & Robotic Systems, SI: UAS-2017*.

Supplementary Material

All supplementary material including code, simulations, 3D objects designs, etc., is hosted in: <https://goo.gl/U43bB6>

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