

FUZZY LOGIC BASED PID CONTROL OF QUADCOPTER ALTITUDE AND
ATTITUDE STABILIZATION

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ATTITUDE STABILIZATION

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This project report is dedicated to:

To my beloved mother Sayda EL-Emam and my father Ahmed Othman for
their unconditional love and unlimited support,

My brother Ali, my sisters, my cousin El-Emam and My supervisor Dr. Mohd
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ABSTRACT

This paper presents the development and implementation fuzzy logic based PID control algorithm for a quadcopter system. The quadcopter consists four motors with four propellers placed on the ends. The rotors are directed upwards and they are placed in a square formation with equal distance from the center of mass of the quadcopter. Four different scenarios are presented: altitude movement, pitch, roll and yaw angle. For the all cases 6-DOF model is derived and used. The quadcopter can be perceived as a challenging control problem due to its high nonlinearity, even with four motors it is underactuated and cannot move translative without rotating about one of its axes. The main objective of the controller is to propose a suitable solution for the problem associated with the control of quadcopter. A fuzzy controller was designed according to the process characteristics. The simulation results were carried out in MATLAB/SIMULINK. The corresponding figures and simulation results are presented. The performance of suggested fuzzy controllers is discussed and analysed. Comparing the performance of the proportional and derivative (PD) controller tuned by Zeiger-Nichols method and proportional, integral and derivative (PID) tuned by partial swarm optimization (PSO) results depict that fuzzy logic based PID controller give a better performance in terms of transient responses, steady state responses and overshoot error.

ABSTRAK

Makalah ini membentangkan pembangunan dan pelaksanaan algoritma kawalan PID berasaskan logik kabur untuk sistem quadcopter. Quadcopter ini dilengkapi empat motor dan empat baling-baling. Rotor diarahkan ke atas dan diletakkan dalam bentuk segi empat sama dengan jarak yang sama dari pusat jisim quadcopter tersebut. Empat senario yang berbeza ditunjukkan: perubahan altitud, penjunaman, pengulingan dan perewangan. 6-DOF diperoleh dan digunakan untuk semua senario. Kawalan Quadcopter ini boleh dianggap sebagai masalah kawalan yang mencabar kerana ketidaksamaan linear yang tinggi, walaupun dilengkapi empat motor ia masih tidak mencukupi dan ia tidak boleh bergerak secara translatif tanpa berputar pada salah satu paksinya. Tujuan utama pengawal adalah untuk menyelesaikan masalah yang berkaitan dengan pengendalian quadcopter. Pengawal logik kabur direka mengikut ciri-ciri proses. Simulasi dijalankan menggunakan aplikasi MATLAB / SIMULINK. Keputusan simulasi berserta rajah yang berkaitan dibentangkan. Prestasi pengawal logik kabur yang dicadangkan dibincangkan dan dianalisis. Prestasi pengawal berkadar dan terbitan (PD) yang ditala menggunakan kaedah Zeiger-Nichols dan pengawal berkadar, kamilan dan terbitan (PID) yang ditala menggunakan particle swarm optimization (PSO) menunjukkan bahawa pengawal PID berdasarkan logik kabur mempunyai prestasi yang lebih baik dari segi sambutan fana, tindak balas keadaan mantap dan ralat lajak.

TABLE OF CONTENTS

CHAPTER	TITLE	PAGE
	DECLARATION	ii
	DEDICATION	iii
	ACKNOWLEDGEMENT	iv
	ABSTRACT	v
	ABSTRAK	vi
	TABLE OF CONTENTS	vii
	LIST OF TABLES	x
	LIST OF FIGURES	xi
	LIST OF ABBREVIATION	xiii
	LIST OF APPENDIC	xiv
1	INTRODUCTION	1
	1.1 Background of the Problem	1
	1.2 Statement of the Problem	3
	1.3 Objectives of the Study	3
	1.4 Scope of the Study	3
	1.5 Report Outline	4
2	LITERATURE REVIEW	5
	2.1 Introduction	5
	2.2 PD Control	5
	2.3 PID Controller	6
	2.4 Fuzzy Logic Controller	8
	2.4.1 Components of Fuzzy Logic Controller	9

2.4.2	Fuzzification	11
2.4.3	Knowledge Base Design	11
2.4.4	Deffuzification	12
2.5	Sensores and Components for hardware implemintaion	13
2.5.1	Frame	13
2.5.2	Microcontroller (Ardopilot 2.6)	14
2.5.3	Electronic speed controller (ESC)	14
2.5.4	Lithium Polymer Battery	15
2.5.5	Propellers	16
2.5.6	Motors	16
2.5.7	Inertial Measurement Unit (IMU)	17
2.6	Literature Research	17
2.6.1	Fuzzy Logic Controller	18
2.6.2	PID Controller	19
2.7	Summary	20
3	RESEARCH METHODOLOGY	21
3.1	Introduction	21
3.2	Flow of the project	21
3.3	System Description	22
3.4	Physical Parameters	23
3.5	Mathematical Modeling of Quadcopter	24
3.5.1	Description of the basic movements of the Quadcopter	25
3.5.1.1	Throttle ($U1[N]$)	25
3.5.1.2	Roll ($U2[N]$)	25
3.5.1.3	Pitch ($U3[N]$)	26
3.5.2	Yaw ($U4[N]$)	27
3.5.3	Newton-Euler model	27
3.6	Controller design	34
3.6.1	Altitude Control	35
3.6.2	Pitch Control	36
3.6.3	Yaw Control	37

3.6.4	Roll Control	38
3.7	Particle Swarm Optimization for tuning gains in PID Control	38
3.7.1	Objective Function formulation	39
3.7.2	PSO Operation	40
3.8	Fuzzy Logic Control	41
3.8.1	Fuzzy Logic Membership functions	42
3.8.2	Fuzzy Logic Rules	44
4	PRELIMINARY RESULTS	47
4.1	Introduction	47
4.2	PD Control	48
4.3	Performance of Particle Swarm Optimization	48
4.4	Performance of Controllers	50
4.4.1	Altitude Control	51
4.4.2	Pitch Control	52
4.4.3	Yaw Control	54
4.4.4	Roll Control	56
5	CONCLUSION	59
5.1	Conclusion	59
5.2	Future Work	60
	REFERENCES	62
	Appendice A – F	65 – 74

LIST OF TABLES

TABLE NO.	TITLE	PAGE
2.1	Effect of PID gains on a closed-loop system [8]	8
3.1	Quadcopter Physical Parameters [1]	23
3.2	Fuzzy Logic Rules for K_p and K_i	45
3.3	Fuzzy Logic Rules for K_d	45
4.1	Gains of PD Controller	48
4.2	PSO initialization parameters	49
4.3	Optimized PID gains using PSO	50
4.4	Comparison of step responses of various controls	52
4.5	Comparison of step response of various controls for Pitch control	53
4.6	Comparison of Yaw control step response	55
4.7	Comparison of step response of Roll control	57
5.1	Project Gantt chart for semester one	61
5.2	Project Gantt chart for semester two	61

LIST OF FIGURES

FIGURE NO.	TITLE	PAGE
1.1	The simplest version of a quadcopter with all of the necessary components for flight.	2
2.1	Block diagram of PID controller	7
2.2	Components of Fuzzy Logic Controller	10
2.3	Components of Fuzzy Logic Controller	13
2.4	APM 2.6 control board	14
2.5	Electronic speed controller unit	15
2.6	Electronic speed controller unit	15
2.7	Plastic propellers	16
2.8	Brushless motors	17
2.9	IMU Architecture	17
3.1	Project flow chart	22
3.2	Quadcopter system	23
3.3	Structure model in hovering condition, where all the propellers have the same speed	24
3.4	Throttle movement	25
3.5	Roll movement	26
3.6	Pitch movement	26
3.7	Yaw movement	27
3.8	System dynamics as state space equations	34
3.9	Control block diagram	35
3.10	Overview of the control structure of the quadcopter	35
3.11	Formulation of various errors for altitude	36
3.12	Overview of the rotational errors in Simulink	37
3.13	Overview of the Fuzzy logic control used	42

3.14	Fuzzy Logic Membership function for the input variable Error (E)	43
3.15	Overview of Fuzzy logic Control for self-tuning of PID gains	44
4.1	Convergence of PSO	49
4.2	Comparison of Altitude Errors between various controllers	51
4.3	Fuzzy gains for PID in Altitude control	52
4.4	Comparison of Pitch Errors between various control methods	53
4.5	Fuzzy gains for PID in Pitch control	54
4.6	Comparison of Yaw errors between various control methods	55
4.7	Fuzzy gains for PID in Yaw control	56
4.8	Comparison of Roll errors between various control methods	57
4.9	Fuzzy gains for PID in Roll control	58

LIST OF ABBREVIATION

PID	-	Proportional Integral Derivatives
FLC	-	Fuzzy Logic Controller
UAV	-	Unmanned Air Vehicle
DOF	-	Degree of Freedom
PWM	-	Pulse Width Modulation
IMU	-	Inertial Measurement Unit
PSO	-	Partial swarm optimization

LIST OF APPENDICES

APPENDIX	TITLE	PAGE
A	MATLAB Code for Fuzzy-PID Controller (Altitude Control)	65
B	MATLAB Code for Fuzzy-PID Controller (Attitude Control)	66
C	MATLAB Code System Dynamics for Quadcopter	68
D	PSO Code for Tuning PID Controller	70
E	Gantt Chart for Semester I	73
F	Gantt Chart for Semester II	74

CHAPTER 1

INTRODUCTION

1.1 Background of the Problem

In these last years, a growing interest has been shown in robotics. In fact, several industries (automotive, medical, manufacturing and space) require robots to replace men in dangerous, boring or onerous situations. Unmanned Aerial Vehicles has attracted a great amount of attention among scientists over the last decades, due to, the widespread area of applications, e.g. near-area surveillance, crop dusting firefighting, exploration both in military and commercial in- and outdoor applications, and so on. Helicopter design has been the center of attention since the beginning of the 20th century. First full-scale four rotor helicopter (quadrotor) was built by Debothezat in 1921 [1].

A quadcopter is a four-rotor helicopter. It has four arms that are attached to the main body and on each arm, there is a motor with a rotor. For the quadcopter in this thesis the motors are actuated by an electronic speed controller (ESC). The ESCs are controlled by the control board, which is the brains and main component of the aerial vehicle, see Fig. 1.1[2]. Quadcopters possess features that make them ideal candidates for autonomous flight because they are much simpler than traditional helicopters due to the elimination of the swashplate and the tail rotor [3]. The quadrotor has the advantages in easy mechanical construction against the traditional helicopter, but there are still issues that prevent it from being widely used in many of the suggested fields and applications. For example, the stabilizing control and

guidance of the quadrotor is a difficult task because of the nonlinear dynamic behavior. [1] The studies in quadrotor modeling and control have been increased rapidly recently. A number of examples of these studies can be summarized as following; Altuğ et al. modeled a quadrotor using Euler-Newton method and worked on vision-based stabilization and output tracking control [4]. Suter et al. also studied on image based visual servo control for quadrotors [5]. The model of the system taken referring to [1]. The system consists of six state variables, namely Roll angle, pitch angle, yaw angle, attitude and position. Two tachometers are coupled to the DC motors to measure the other additional velocities of the rotors. Many control techniques have been investigated to study the performance of the Quadcopter system. The aim of designing controllers is to improve the performance indices (settling time, overshoot, rise time, etc.) and to make the Quadcopter track more quickly and accurately to the desired position.

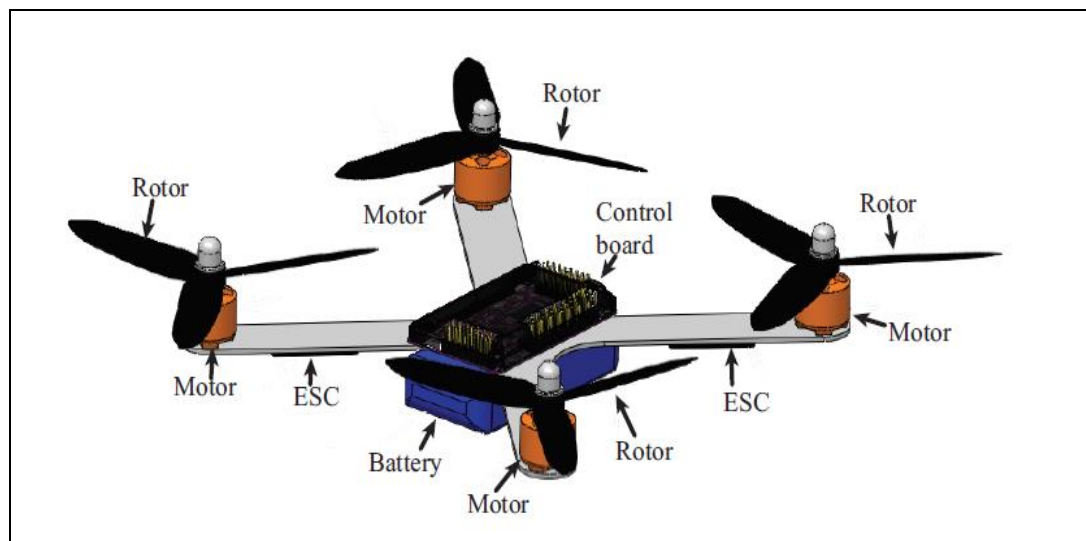


Figure 1.1: The simplest version of a quadcopter with all of the necessary components for flight.

1.2 Statement of the Problem

The control of aerodynamic systems, such as Quadcopter, has become one of the most challenging engineering problems due to nonlinearities and significant cross-coupling between its parameters. The quadcopter is naturally unstable, has a complex dynamic model and six degrees of freedom. Even with four motors it is underactuated and cannot move translative without rotating about one of its axes. This project aims to propose a suitable solution for the problem associated with the control of quadcopter.

1.3 Objectives of the Study

The objectives for this research are stated as follows:

- i. To obtain the mathematical model of Quadcopter system.
- ii. To design PD & PID controller and a Fuzzy system that adjusts the PID controller.
- iii. To compare the performance of PD, PID controller and Fuzzy PID controller.

1.4 Scope of the Study

The scope of the research work is listed as below:

- i. The Quadcopter is four-inputs four-outputs system where the inputs are the rotor's speed and the output are the Throttle, Roll, Pitch and Yaw movement.

- ii. MATLAB software is used to implement the controllers to test their performance.
- iii. PID controller will be a reference for testing the designed controllers.
- iv. The specifications of the real Quadcopter in UTM - Control lab is going to be used.

1.5 Report Outline

This report consists of five chapters. Chapter 1 is an introduction of the research project. It covers the background of the research project, problem statement, objectives of the research, and scope of the research. Chapter 2 is a literature review. It contains the PID controller and Fuzzy Logic Controller. It also provides the background theories of previous works concerning on the Quadcopter and the sensors and component for hardware implementation. Chapter 3 is a research methodology that consists of the modeling of the system and flow chart. Chapter 4 shows the preliminary results and also the expected result for this research. The last chapter which is Chapter 5 will show the conclusion and Gantt chart.

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