

ENDORSEMENT PAGE	ii
DECLARATION OF ORIGINALITY	iii
PAGE OF DEDICATION	iv
PREFACE	v
CONTENTS	vi
LIST OF TABLES.....	ix
LIST OF FIGURES	x
NOMENCLATURE AND ABBREVIATION	xiii
INTISARI.....	xiv
ABSTRACT	xv
CHAPTER I Introduction	1
1.1 Research Motivation	1
1.2 Problem Statement.....	2
1.3 Research Objectives	3
1.4 Scope and Limitations	3
1.5 Thesis Outline	4
CHAPTER II Literature Review	5
2.1 Overview of UAVs and Tricopter Configurations	5
2.1.1 Tricopter Platform Characteristics	5
2.1.2 Tricopter Configuration Types.....	5
2.2 Passive Perching in UAVs	8
2.2.1 Biological Inspiration and Motivation	8
2.2.2 Gripper-Based Perching Systems	9
2.2.3 Impact-Based and Adhesive Perching	10
2.2.4 Limitations of Current Passive Perching Approaches	11
2.3 Morphing and Configuration Change in UAVs	12
2.3.1 Types of Morphing Mechanisms	12
2.3.2 Control Challenges in Morphing UAVs.....	12
2.3.3 Adaptive Control for Morphing Platforms	13
2.4 Stability Analysis Methods	14
2.4.1 Lyapunov Stability Theory	14
CHAPTER III Mathematical Modeling and Analysis	16
3.1 Tricopter Orientation Dynamics.....	16
3.1.1 Roll Dynamics (ϕ): Left-Right Rotation about x-axis	17
3.1.2 Pitch Dynamics (θ): Up-Down Rotation about y-axis	17

3.1.3	Yaw Dynamics (ψ): Rotation about z-axis (Clockwise/Counter-clockwise Turning).....	18
3.1.4	Non-linear State space Equations	18
3.2	Lyapunov Stability Analysis	19
3.2.1	Control Objective and Error Definitions	19
3.2.2	PID Control Laws	20
3.2.3	Error Dynamics	20
3.2.4	Construction of Lyapunov Function.....	20
3.2.5	Lyapunov Function Derivative	22
3.2.6	Conclusion of the Analysis	23
3.3	Rigid Body Analysis for Equivalent Torque Calculation between COM and Individual Mass	23
3.3.1	Intuitive Geometric Proof of Torque Equivalence Using Center of Mass	24
3.3.2	Algebraic Proof of Torque Equivalence Using Center of Mass	26
3.4	Moment of Inertia Derivation for Tricopter	28
3.4.1	System Parameters and Assumptions	29
3.4.2	Motor Position Coordinates	29
3.4.3	Moment of Inertia Expressions.....	30
3.4.4	Conclusion	32
3.5	Pendulum-like Dynamics for Passive Perching	32
3.5.1	The Differential Equation of Pendulum Dynamics.....	33
3.5.2	State-Space Representation.....	35
3.5.3	Nonlinear Lyapunov Stability Analysis	36
3.5.4	Linearization of the System	37
3.5.5	Linearized System Stability Analysis	37
CHAPTER IV	Simulation Analysis	41
4.1	Tricopter's Shape and Configuration Simulation Analysis	41
4.2	PID Control Orientation Dynamics Simulation	49
4.3	Pendulum-like Passive Perching Simulation	54
CHAPTER V	Real-World Implementation.....	56
5.1	Mechanical Design.....	56
5.1.1	Tilt Arm Mechanism Design	56
5.1.2	Thrust Vectoring Mechanism Design	59
5.2	Complete Tricopter Design.....	60
5.3	Electronic Integration.....	62
5.4	Firmware Implementation	64
CHAPTER VI	Experimental Results and Validation	66
6.1	Independent Configuration Tests.....	66

6.1.1	U Configuration Flight Test	67
6.1.1.1	U Configuration Flight Test 1	67
6.1.1.2	U Configuration Flight Test 2	69
6.1.1.3	U Configuration Flight Test 3	71
6.1.1.4	Comparison with Simulated Results	73
6.2	Y Configuration Flight Tests	74
6.2.1	Y Configuration Flight Test 1	75
6.2.2	Y Configuration Flight Test 2	76
6.2.3	Y Configuration Flight Test 3	78
6.2.4	Comparison with Simulated Results	80
6.3	T Configuration Flight Tests.....	81
6.3.1	T Configuration Flight Test 1.....	81
6.3.2	T Configuration Flight Test 2.....	83
6.3.3	T Configuration Flight Test 3.....	85
6.3.4	Comparison with Simulated Results	87
6.4	Gain Scheduling Method	88
6.5	Passive Perching Tests	91
CHAPTER VII Conclusion and Future Work.....		96
7.1	Conclusion	96
7.2	Contributions to the Field	96
7.3	Future Research and Improvements.....	96
REFERENCES		98
LAMPIRAN		L-1
Appendix.....		L-1

LIST OF TABLES

Table 2.1	Comparison of passive perching mechanisms in UAV applications ..	12
Table 4.1	List of significant components and the respective masses	41
Table 4.2	Center of Mass position for different tricopter configurations	46
Table 4.3	Front motor positions relative to center of mass for different tri- copter configurations	47
Table 4.4	Moments of inertia for different tricopter configurations.....	49
Table 4.5	Tuned PID parameters for different tricopter configurations	51
Table 5.1	Main electronic components used in the tricopter.....	62
Table 6.1	Tuned PID values for U configuration.....	67
Table 6.2	Statistical analysis of U configuration flight test #1	68
Table 6.3	Tuned PID values for U configuration flight test #2	69
Table 6.4	Statistical analysis of U configuration flight test #2	70
Table 6.5	Tuned PID values for U configuration flight test #3	71
Table 6.6	Statistical analysis of U configuration flight test #3	72
Table 6.7	Tuned PID values for Y configuration.....	75
Table 6.8	Statistical analysis of Y configuration flight test #1	76
Table 6.9	Tuned PID values for Y configuration flight test #2	76
Table 6.10	Statistical analysis of Y configuration flight test #2	77
Table 6.11	Tuned PID values for Y configuration flight test #3	78
Table 6.12	Statistical analysis of Y configuration flight test #3	79
Table 6.13	Tuned PID values for T configuration	82
Table 6.14	Statistical analysis of T configuration flight test #1	83
Table 6.15	Tuned PID values for T configuration flight test #2	83
Table 6.16	Statistical analysis of T configuration flight test #2.....	84
Table 6.17	Tuned PID values for T configuration flight test #3	85
Table 6.18	Statistical analysis of T configuration flight test #3.....	86
Table 6.19	Statistical comparison of all configurations	90

LIST OF FIGURES

Figure 1.1	Self-balancing toy that can remain perched on a point due to its pendulum-like behavior.	2
Figure 2.2	Y-configuration tricopter with two front motors and one rear motor.	6
Figure 2.3	T-configuration tricopter with three motors in a linear arrangement.	6
Figure 2.4	V-configuration tricopter with a single front motor and two rear motors.	7
Figure 2.5	Hybrid configuration tricopter with convertible capabilities.	7
Figure 2.6	Avian-inspired passive perching mechanism mimicking bird tendon-locking. [1]	8
Figure 2.7	Compliant bistable gripper for passive perching. [2]	9
Figure 2.8	Impact-based perching mechanism for smooth surfaces. [3]	10
Figure 3.1	Tricopter Dynamics Illustration	17
Figure 3.2	Rigid body rotated by angle θ about the pivot	24
Figure 3.3	Tricopter with two tiltable front arms and one rear arm.	29
Figure 3.4	Tricopter Rigid Body Simplification	33
Figure 4.5	Illustration of T-shaped and Y-shaped tricopter designs following the general design guideline.	43
Figure 4.6	Modified Y-shaped tricopter with short rear arm enabling CoM below pivot point for perching.	43
Figure 4.7	Three possible configurations (T, Y, and U) achieved through front arm tilting mechanism.	45
Figure 4.8	Center of Mass shifting with front arm tilt angle from -45° to 45° . .	46
Figure 4.9	Front motors position relative to tilt angle from -45° to 45°	47
Figure 4.10	Moments of inertia relative to tilt angle from -45° to 45°	48
Figure 4.11	System response to unit step input with different arbitrary PID gain sets.	50
Figure 4.12	System response with tuned PID parameters for different tricopter configurations using real flight test input data.	52
Figure 4.13	Gain scheduling PID implementation for smooth transition between configurations using real flight test input data.	53
Figure 4.14	Passive perching simulation results for T, Y, and U configurations. .	54
Figure 5.1	CAD model of the tilt arm mechanism from multiple angles.	57
Figure 5.2	Cross-sectional view of the tilt arm mechanism showing internal support structures and load distribution components.	57
Figure 5.3	Final printed parts of the tilt arm mechanism.	58
Figure 5.4	Fully assembled tilt arm mechanism	58
Figure 5.5	Thrust vectoring mechanism design.	59
Figure 5.6	Real-world motor mount for the thrust vectoring mechanism	59
Figure 5.7	CAD model of the complete tricopter design from multiple angles.	60
Figure 5.8	Fully assembled tricopter	60
Figure 5.9	Three configurations of the assembled tricopter: T, Y, and U configurations.	61
Figure 5.10	Wiring diagram of the electronic components in the tricopter.	63
Figure 5.11	Real-world implementation of the electronic wiring in the tricopter.	63
Figure 5.12	Firmware flow diagram for the tricopter.	64



Figure 5.13	PID control loop diagram for the tricopter.	65
Figure 6.1	Tricopter in different configurations during flight tests.....	66
Figure 6.2	PID response for U configuration during flight test #1.	68
Figure 6.3	PID response for U configuration during flight test #2.	70
Figure 6.4	PID response for U configuration during flight test #3.	72
Figure 6.5	Statistical Data Graph for U Configuration Flight Test	73
Figure 6.6	Comparison of simulated and real PID response for U configura- tion using tuned values from flight test #3.	74
Figure 6.7	PID response for Y configuration during flight test #1.	75
Figure 6.8	PID response for Y configuration during flight test #2.	77
Figure 6.9	PID response for Y configuration during flight test #3.	79
Figure 6.10	Statistical Data Graph for Y Configuration Flight Test	80
Figure 6.11	Comparison of simulated and real PID response for Y configura- tion using tuned values from flight test #3.	81
Figure 6.12	PID response for T configuration during flight test #1.	82
Figure 6.13	PID response for T configuration during flight test #2.	84
Figure 6.14	PID response for T configuration during flight test #3.	86
Figure 6.15	Statistical Data Graph for T Configuration Flight Test.....	87
Figure 6.16	Comparison of simulated and real PID response for T configura- tion using tuned values from flight test #3.	88
Figure 6.17	Real flight test with Gain Scheduling Method implemented	89
Figure 6.18	Simulation with Gain Scheduling Method implemented.....	90
Figure 6.19	Passive perching test results for U configuration.	92
Figure 6.20	Passive perching test results for Y configuration.	92
Figure 6.21	Passive perching test for T configuration.....	93
Figure 6.22	Tricopter in different configurations during perching tests.....	95
Figure L.1	7-june-first-test-flight(without-tilt-mechanism).png.....	L-2
Figure L.2	11-june-first-test-flight-with-tilt-mechanism.png.....	L-3
Figure L.3	14-June-First-Gain-Scheduling-Tuned.png	L-4
Figure L.4	tricopter-perch-in-a-pole.png	L-5