Visual Navigation for Flying Robots

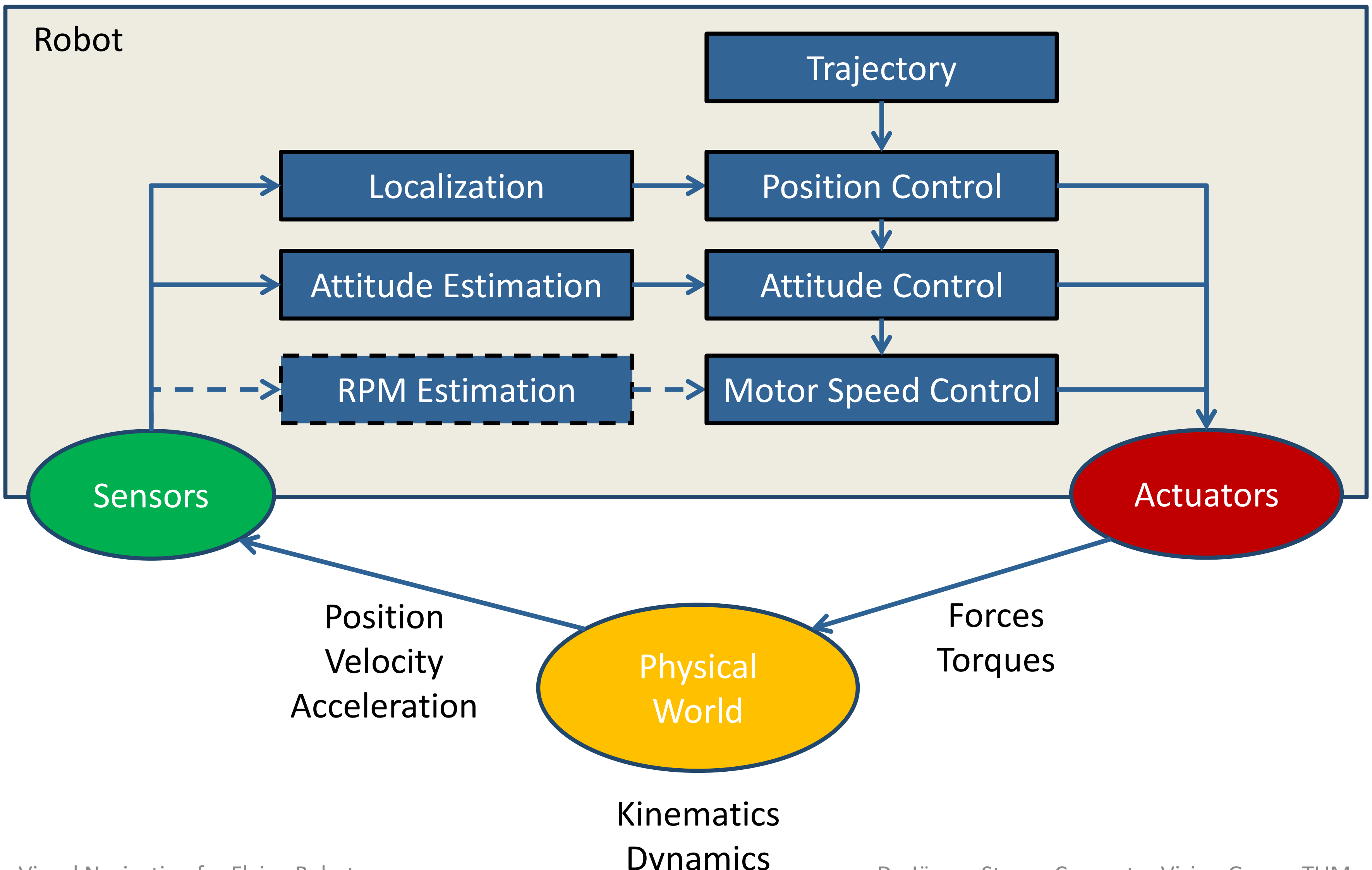
Robot Control

Dr. Jürgen Sturm

Organization - Exam

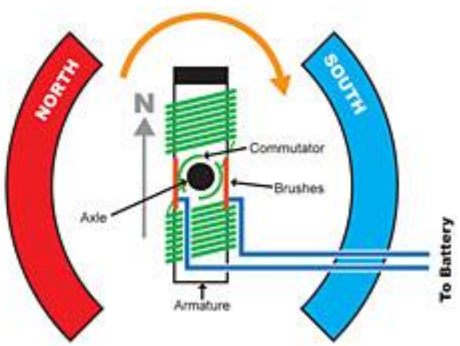
- Oral exams **in teams** (2-3 students)
- At least 15 minutes per student
  → individual grades
- Questions will address
  - Material from the lecture
  - Material from the exercise sheets
  - Your mini-project

Control Architecture

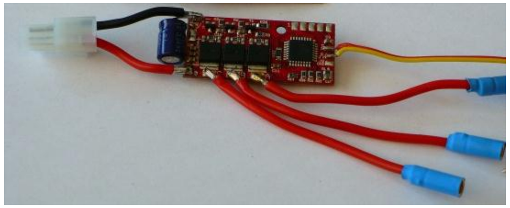


DC Motors

- Maybe you built one in school
- Stationary permanent magnet
- Electromagnet induces torque
- Split ring switches direction of current

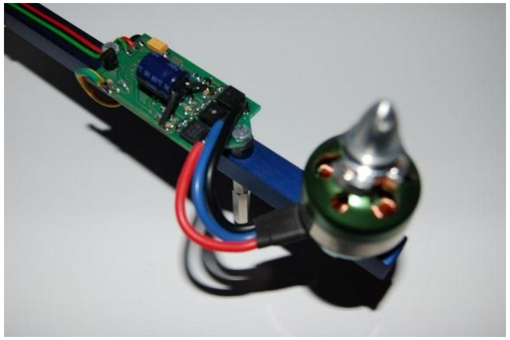


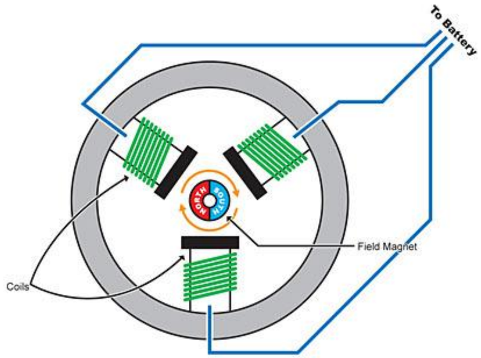
Brushless Motors

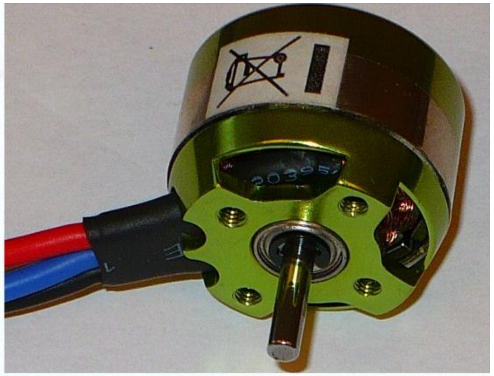


- Used in most quadrocopters
- Permanent magnets on the axis
- Electromagnets on the outside
- Requires motor controller to switch currents

→ Does not require brushes (less maintenance)

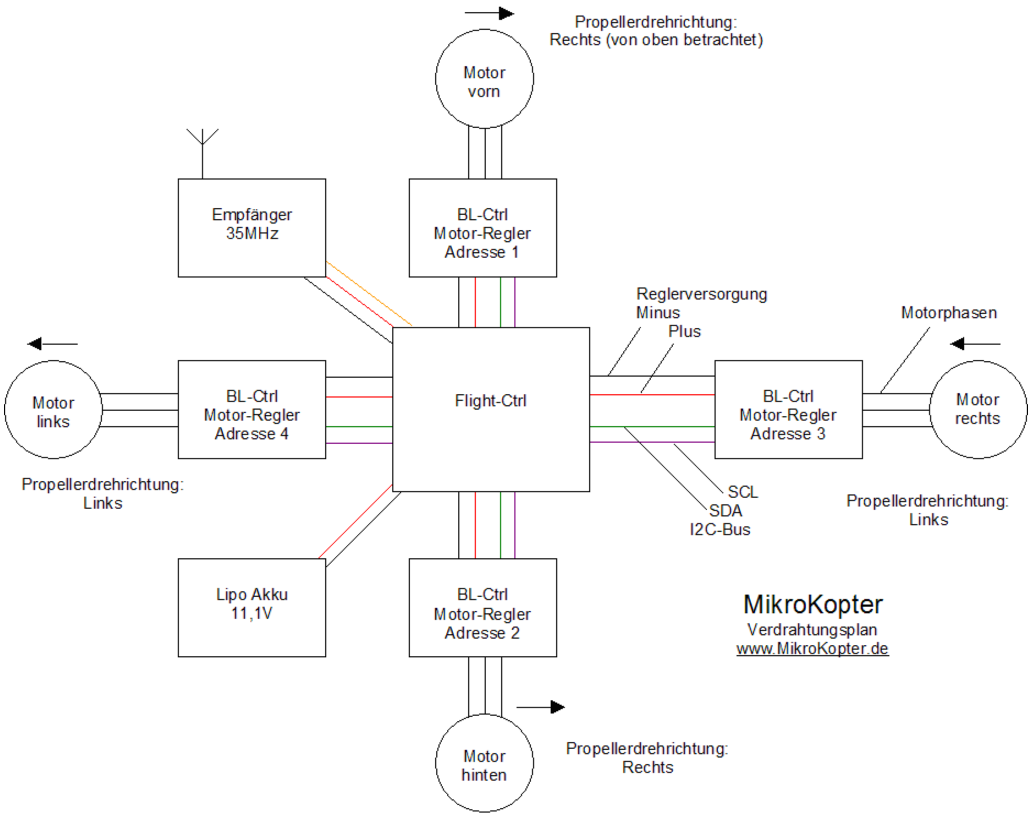


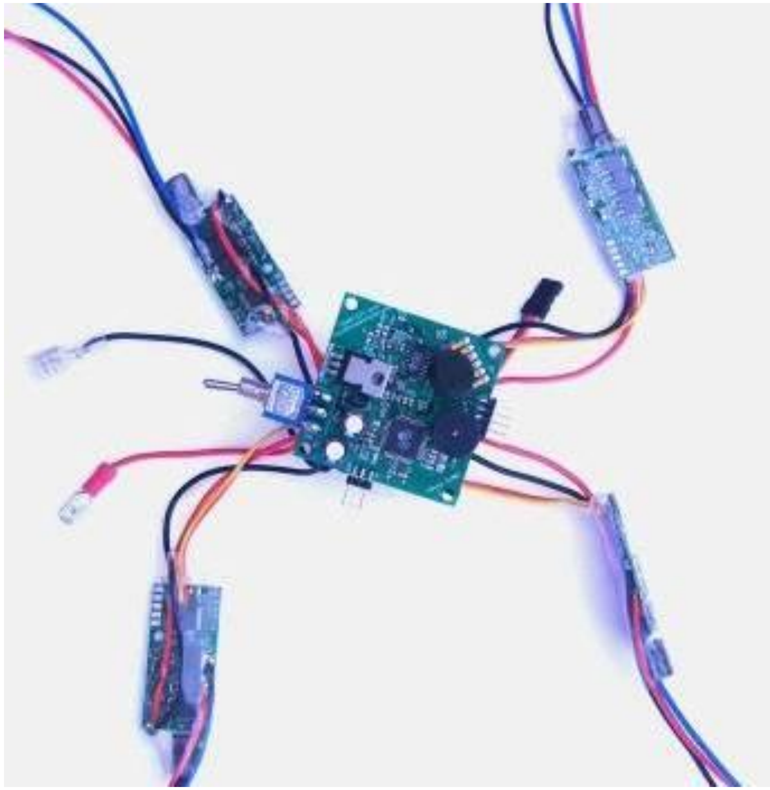




Attitude + Motor Controller Boards

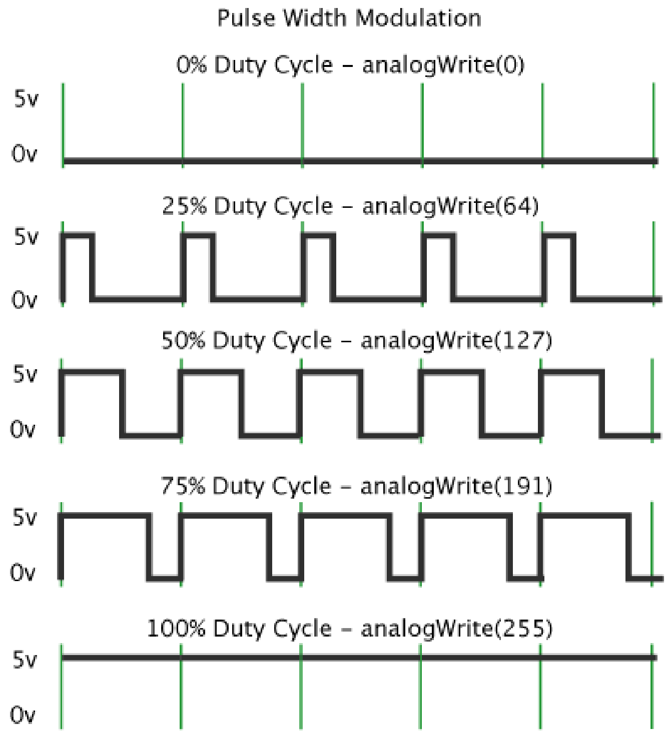
- Example: Mikrokopter Platform

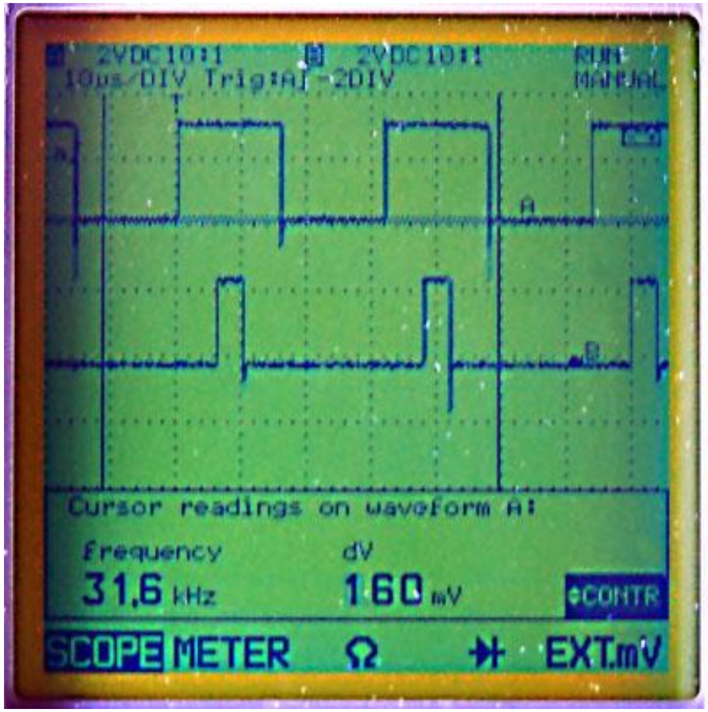




Pulse Width Modulation (PWM)

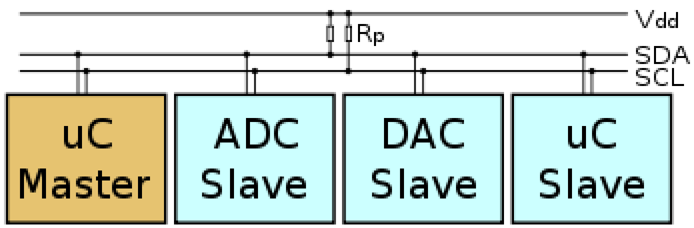
- Protocol used to control motor speed
- Remote controls typically output PWM

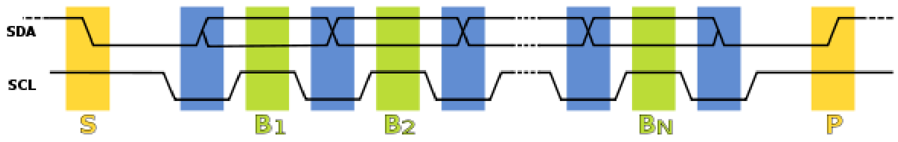




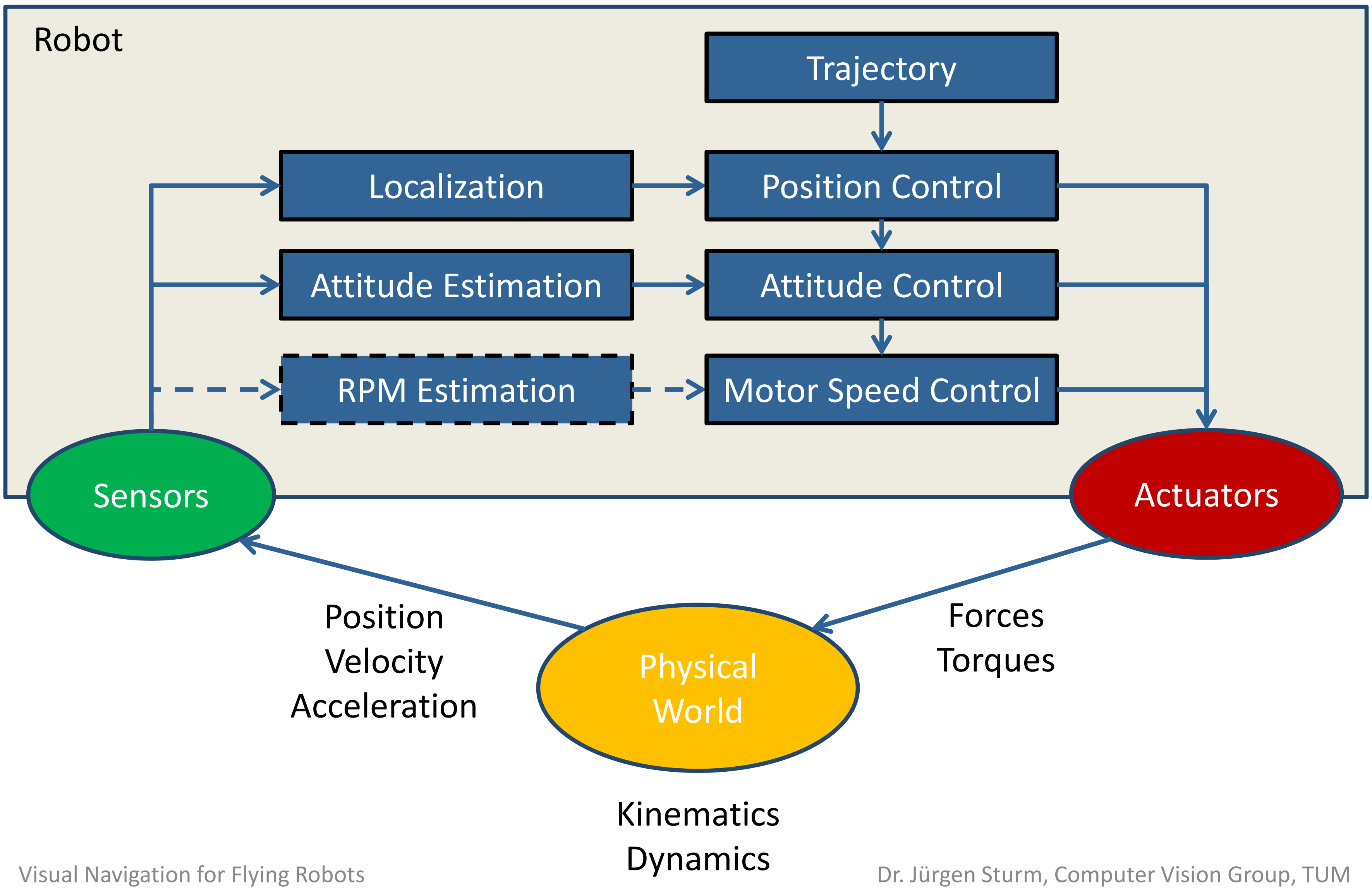
I2C Protocol

- Serial data line (SDA) + serial clock line (SCL)
- All devices connected in parallel
- 7-10 bit address, 100-3400 kbit/s speed
- Used by Mikrocopter for motor control





Control Architecture



Kinematics and Dynamics

- Kinematics
  - Integrate acceleration to get velocity
  - Integrate velocity to get position
- Dynamics
  - Actuators induce forces and torques
  - Forces induce linear acceleration
  - Torques induce angular acceleration
- What types of forces do you know?
- What types of torques do you know?

Example: 1D Kinematics

- State $\mathbf{x} = \begin{pmatrix} x & \dot{x} & \ddot{x} \end{pmatrix}^\top \in \mathbb{R}^3$
- Action $u \in \mathbb{R}$
- Process model

$$\mathbf{x}_t = \begin{pmatrix} 1 & \Delta t & 0 \\ 0 & 1 & \Delta t \\ 0 & 0 & 1 \end{pmatrix} \mathbf{x}_{t-1} + \begin{pmatrix} 0 \\ 0 \\ 1 \end{pmatrix} u_t$$

- Kalman filter
- How many states do we need for 3D?

Dynamics - Essential Equations

- Force (Kraft)

$$m\ddot{\mathbf{x}} = \sum_i F_i$$

- Torque (Drehmoment)

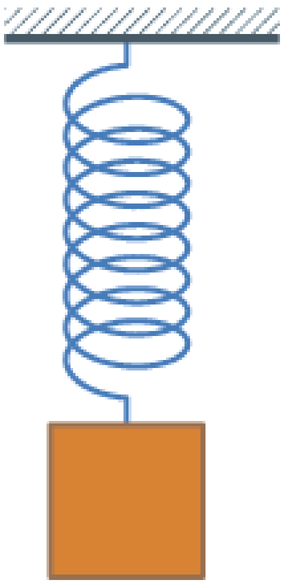
$$J\boldsymbol{\alpha} = \sum_i \boldsymbol{\tau}_i$$

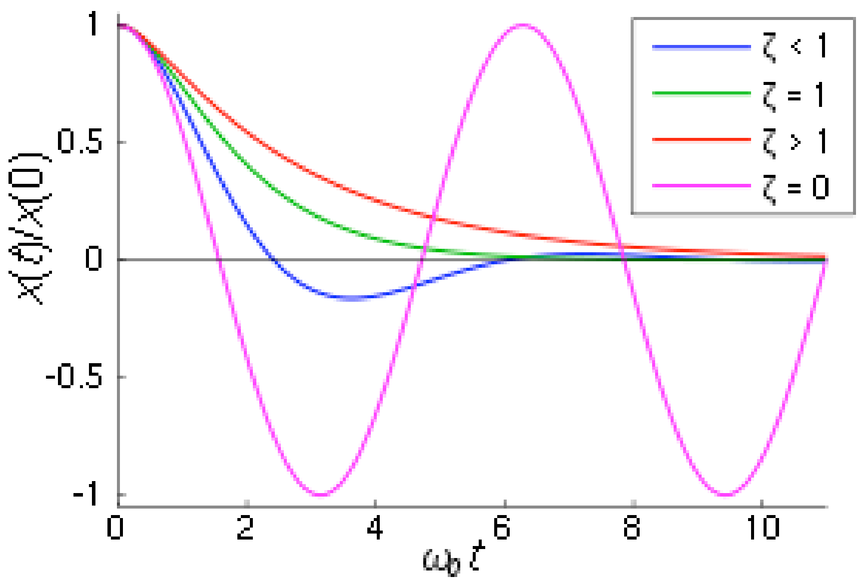
Forces

- Gravity $F_{\text{grav}} = mg$
- Friction
  - Stiction (static friction) $F_{\text{stiction}} = c_s \text{sign}\ \dot{x}$
  - Damping (viscous friction) $F_{\text{damping}} = D\dot{x}$
- Spring $F_{\text{spring}} = K(x - x_{\text{eq}})$
- Magnetic force
- …

Example: Spring-Damper System

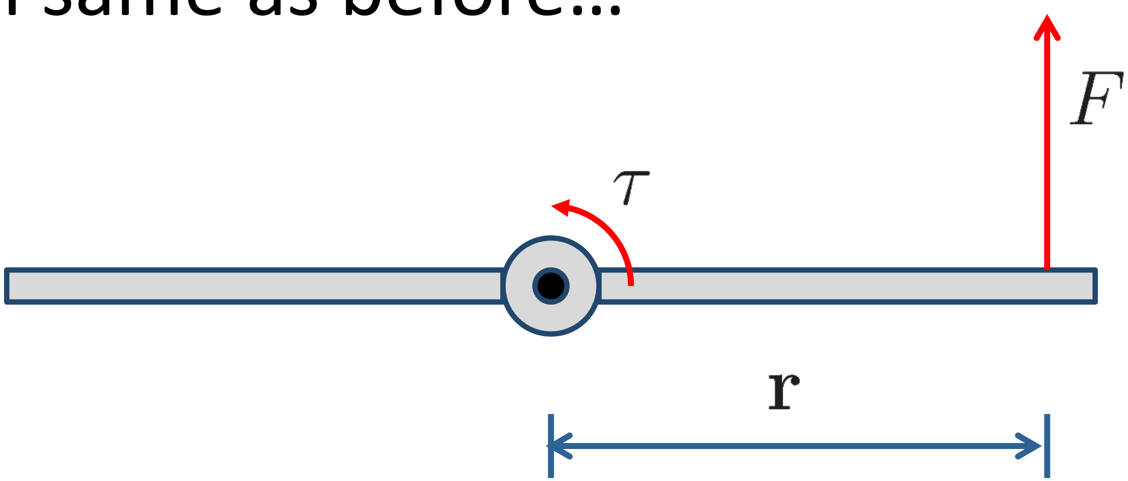
- Combination of spring and damper
- Forces $F = F_{\text{damping}} + F_{\text{spring}}$
- Resulting dynamics $m\ddot{x} = D\dot{x} + K(x - x_{\text{eq}})$





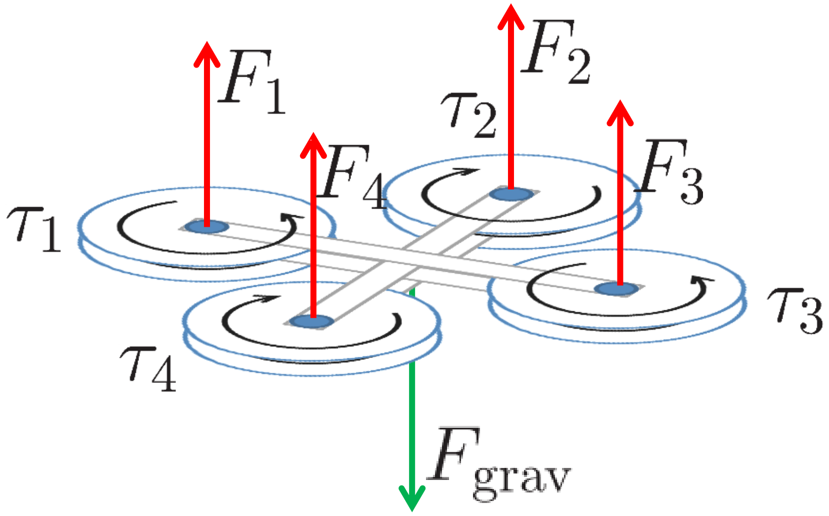
Torques

- Definition $\boldsymbol{\tau} = F \times \mathbf{r}$
- Torques sum up $\boldsymbol{\tau}_{\text{net}} = \sum \boldsymbol{\tau}_i$
- Torque results in angular acceleration $\boldsymbol{\tau} = J\boldsymbol{\alpha}$ (with $\boldsymbol{\alpha} = \frac{\mathrm{d}\boldsymbol{\omega}}{\mathrm{d}t}$, J moment of inertia)
- Friction same as before…



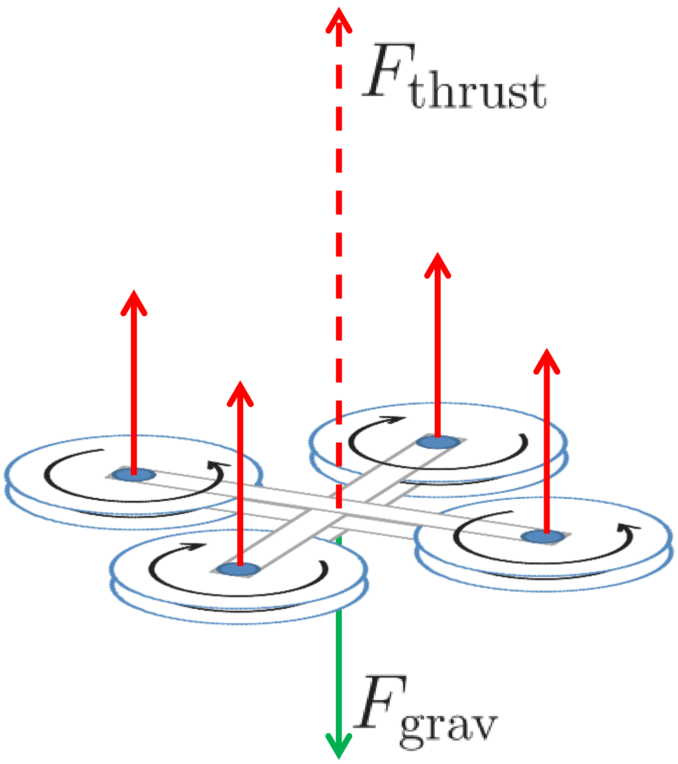
Dynamics of a Quadrocopter

- Each propeller induces force and torque by accelerating air
- Gravity pulls quadrocopter downwards



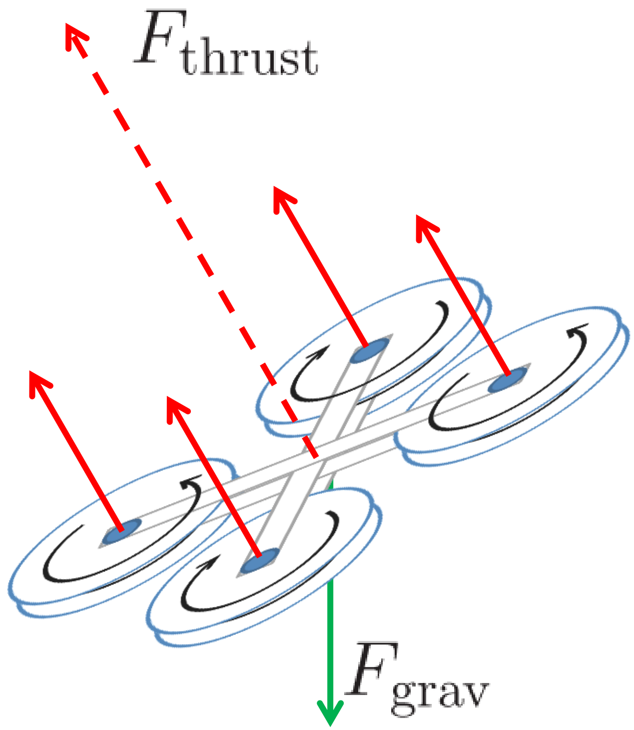
Vertical Acceleration

- Thrust $F_{\text{thrust}} = F_1 + F_2 + F_3 + F_4$



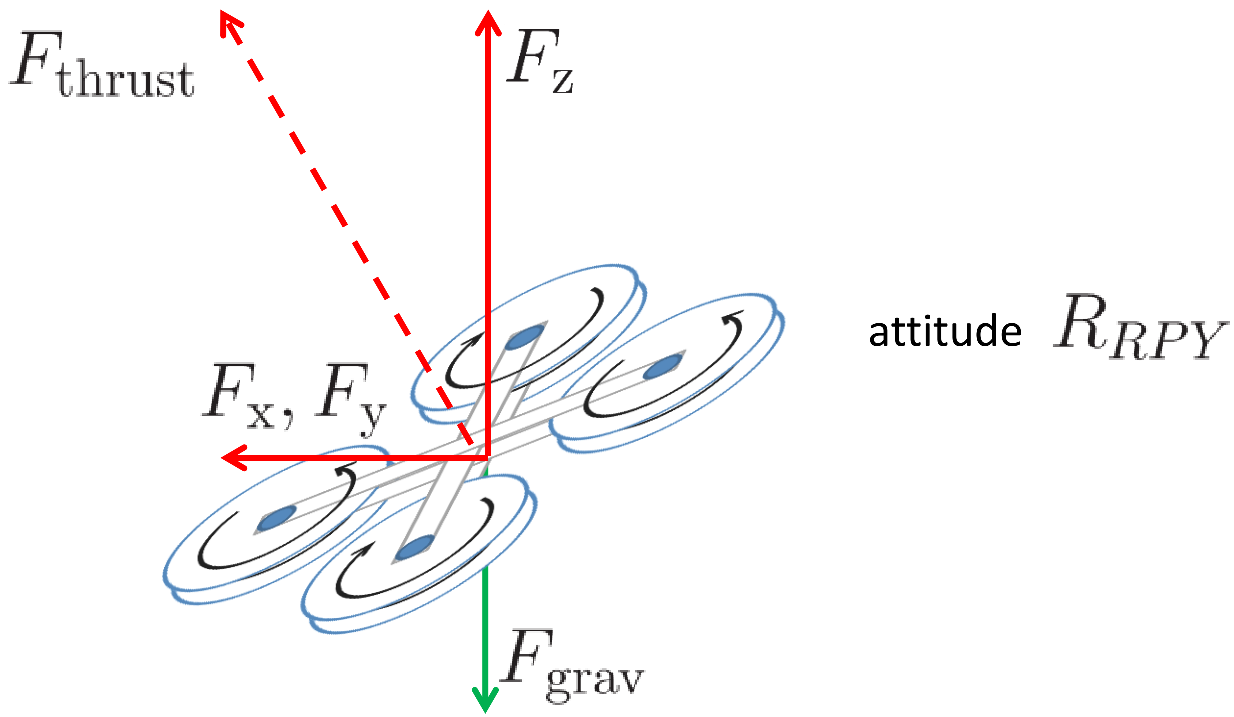
Vertical and Horizontal Acceleration

- Thrust $F_{\text{thrust}} = F_1 + F_2 + F_3 + F_4$



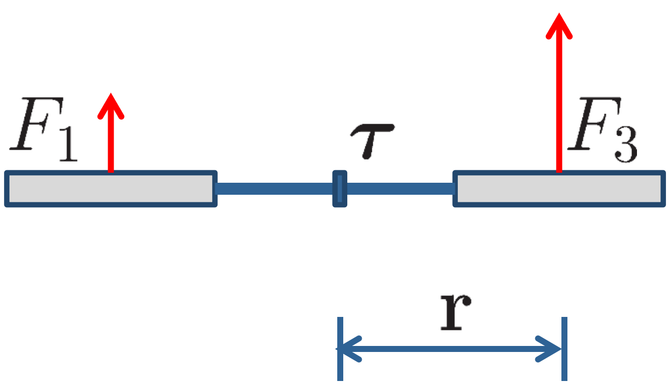
Vertical and Horizontal Acceleration

- Thrust $F_{\text{thrust}} = F_1 + F_2 + F_3 + F_4$
- Acceleration $\ddot{\mathbf{x}}_{\text{global}} = (R_{RPY} F_{\text{thrust}} - F_{\text{grav}})/m$



Pitch (and Roll)

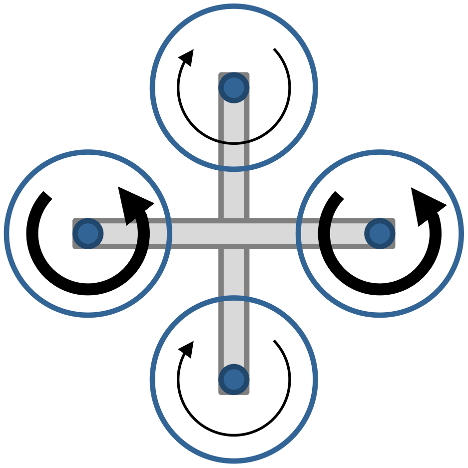
- Attitude changes when opposite motors generate unequal thrust
- Induced torque $\boldsymbol{\tau} = (F_1 - F_3) \times \mathbf{r}$
- Induced angular acceleration



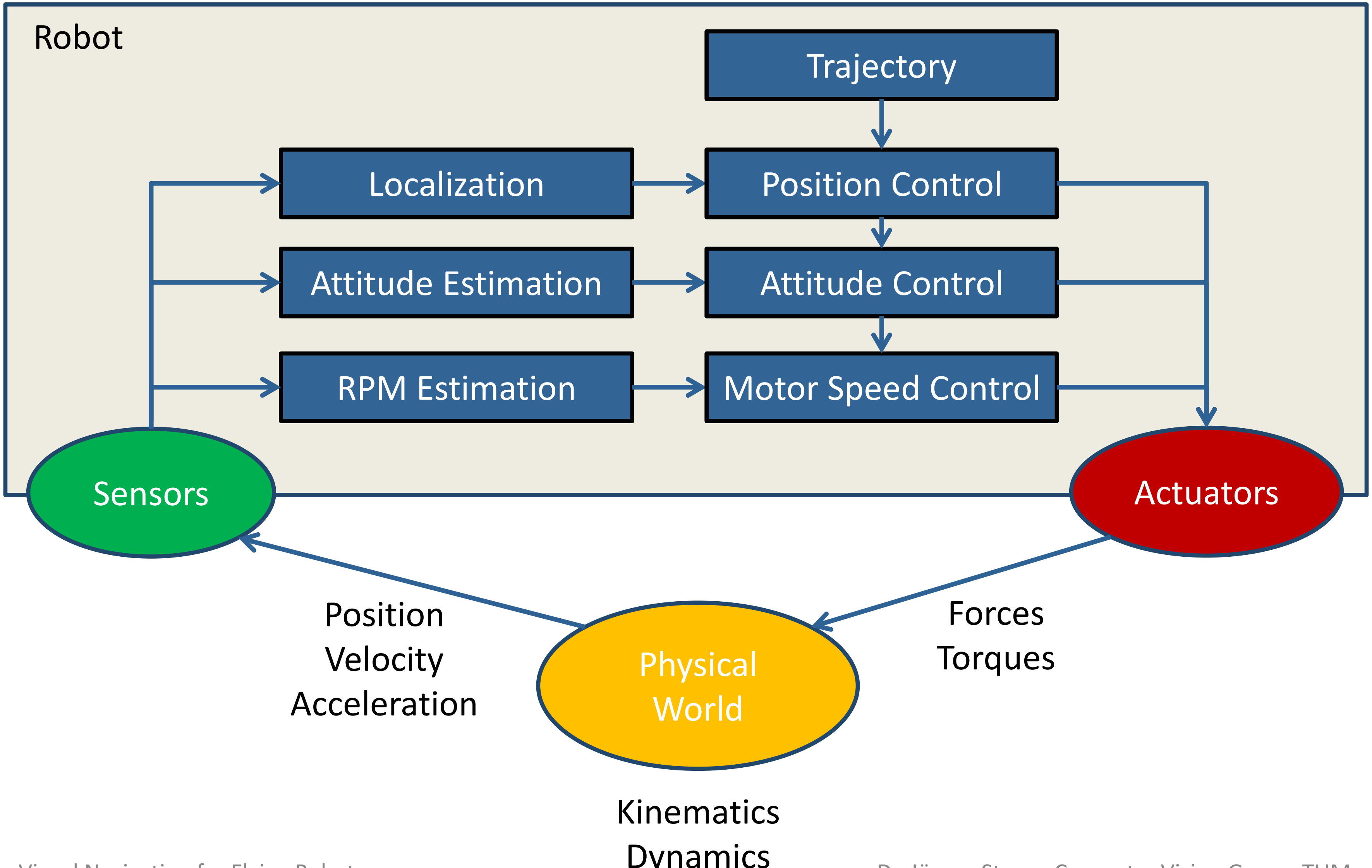
Side view of quadrocopter

Yaw

- Each propeller induces torque due to rotation and the interaction with the air
- Induced torque $\tau = \tau_1 - \tau_2 + \tau_3 - \tau_4$
- Induced angular acceleration



Cascaded Control



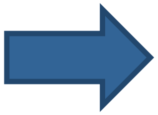
Assumptions of Cascaded Control

- Dynamics of inner loops is so fast that it is not visible from outer loops
- Dynamics of outer loops is so slow that it appears as static to the inner loops

Cascaded Control Example

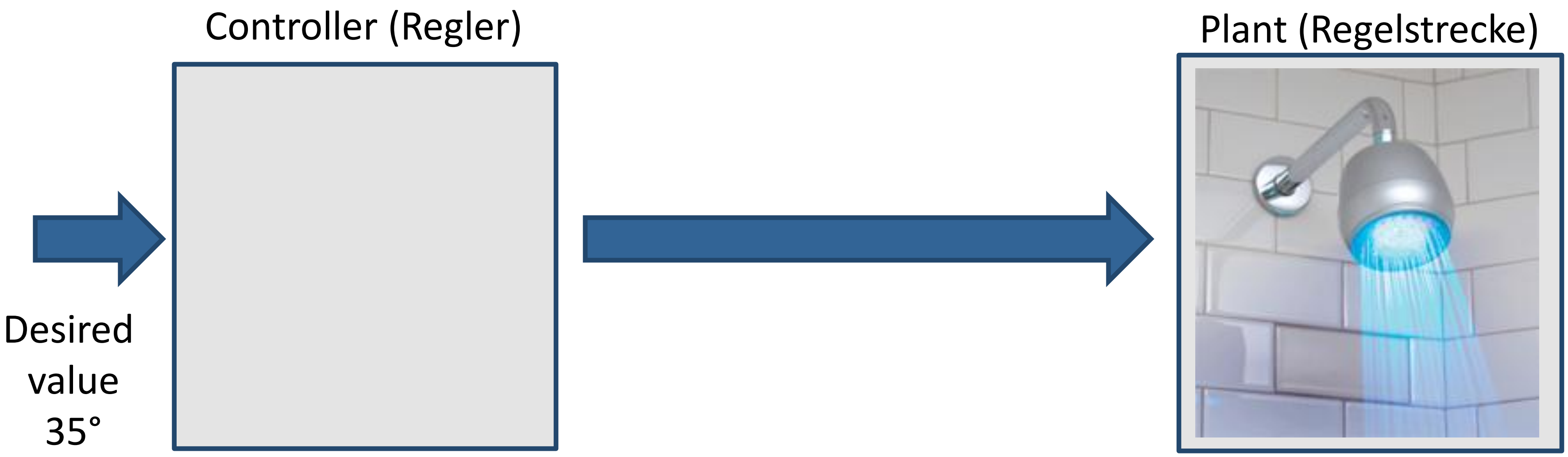
- Motor control happens on motor boards (controls every motor tick)
- Attitude control implemented on micro-controller with hard real-time (at 1000 Hz)
- Position control (at 10 – 250 Hz)
- Trajectory (waypoint) control (at 0.1 – 1 Hz)

Feedback Control - Generic Idea



Desired
value
35°

Feedback Control - Generic Idea



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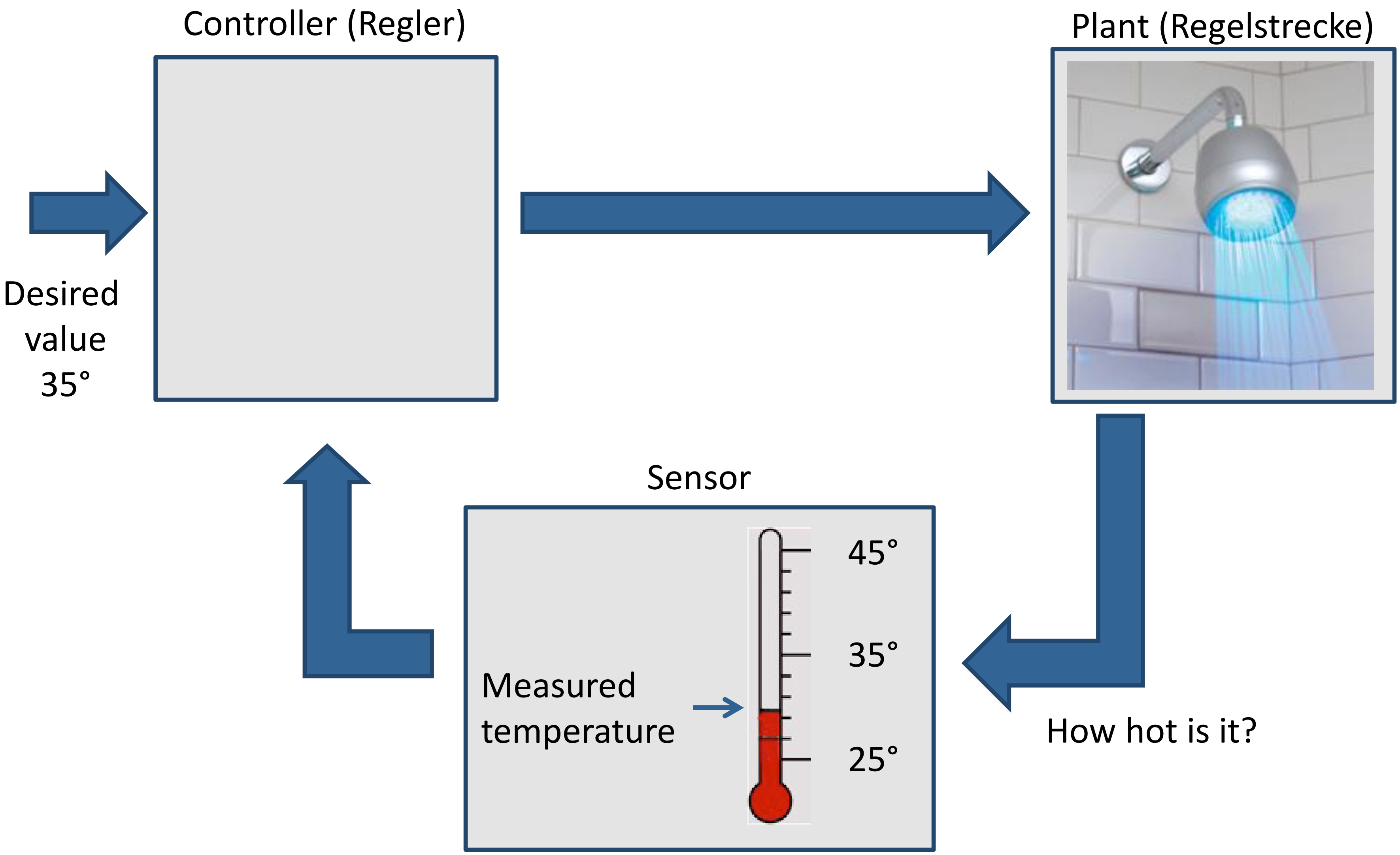

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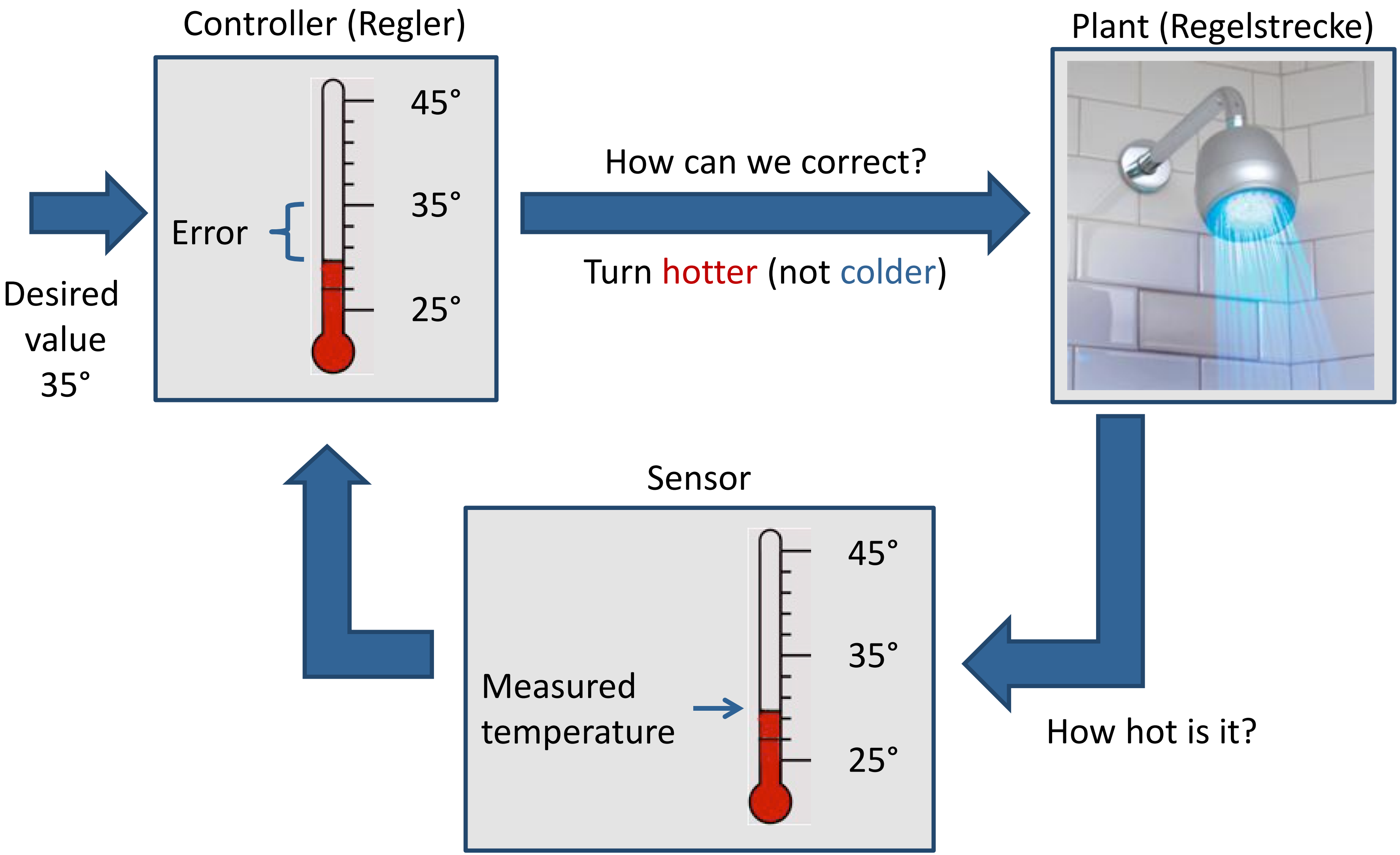
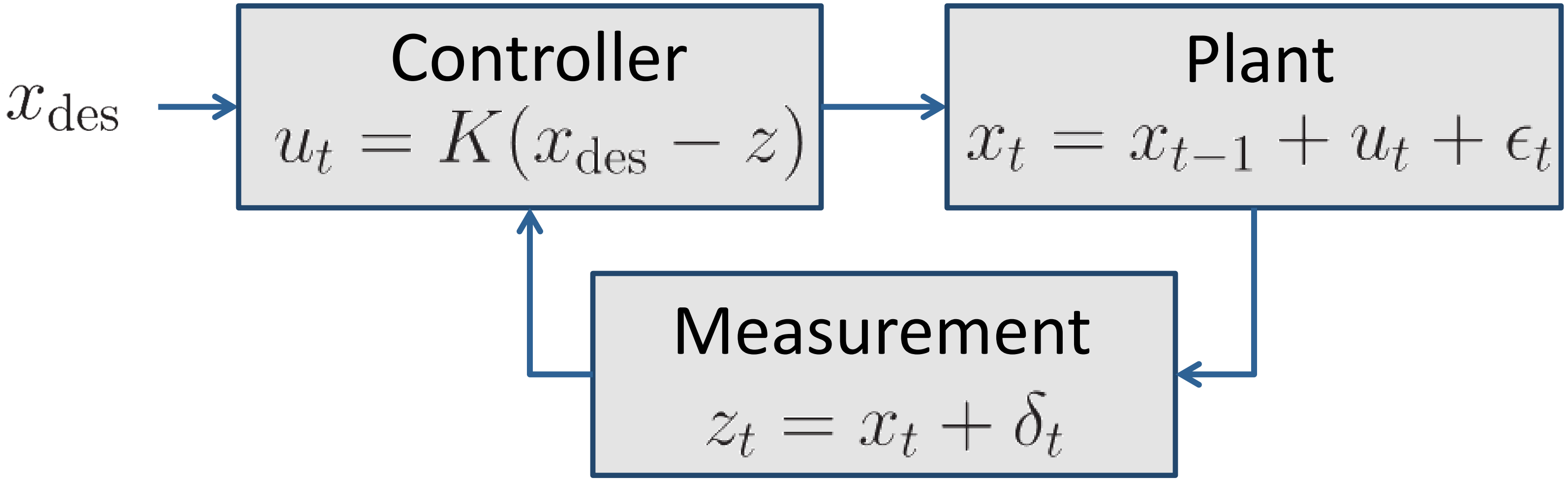
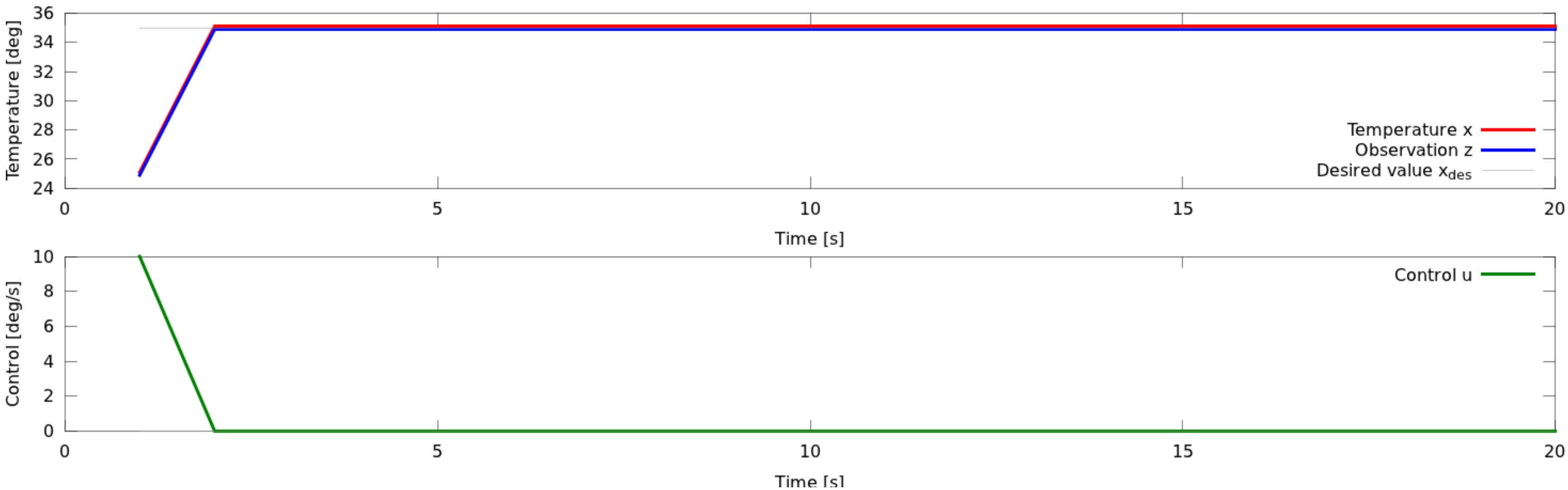


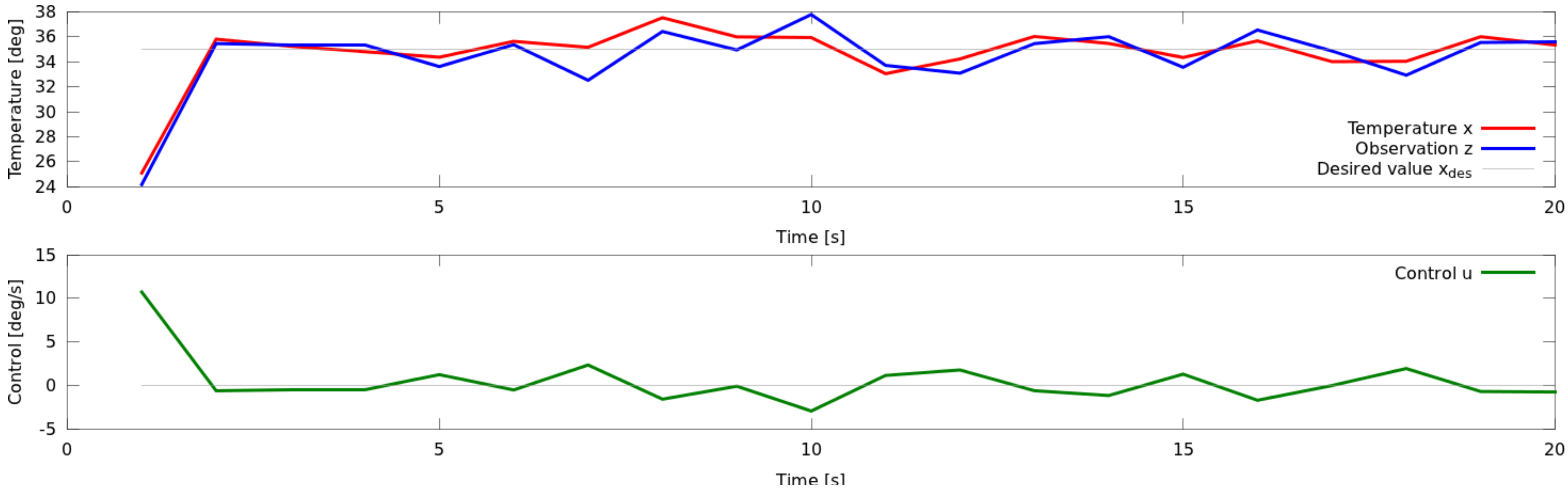
Feedback Control - Example





Measurement Noise

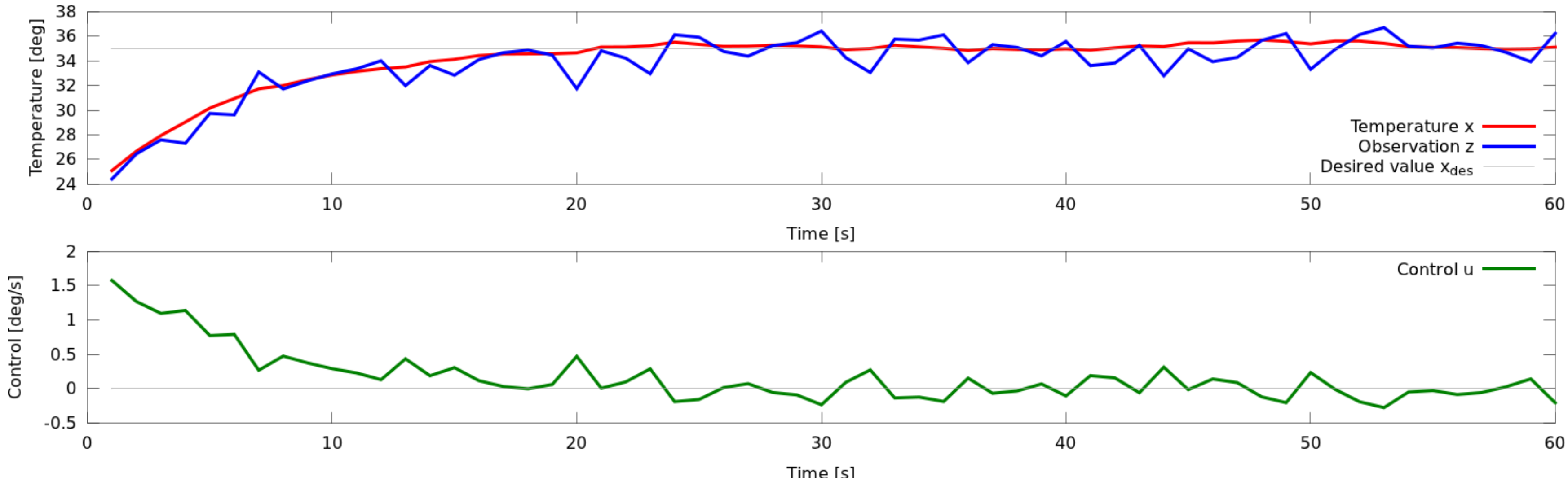
- What effect has noise in the measurements?



- Poor performance for K=1
- How can we fix this?

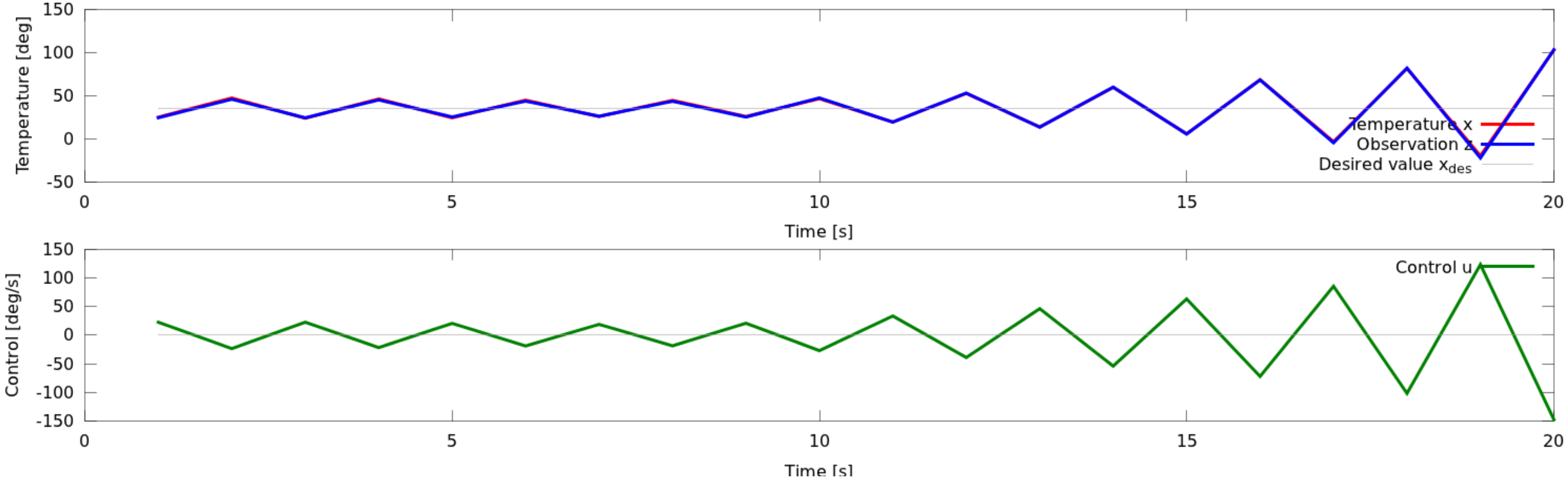
Proper Control with Measurement Noise

- Lower the gain… (K=0.15)



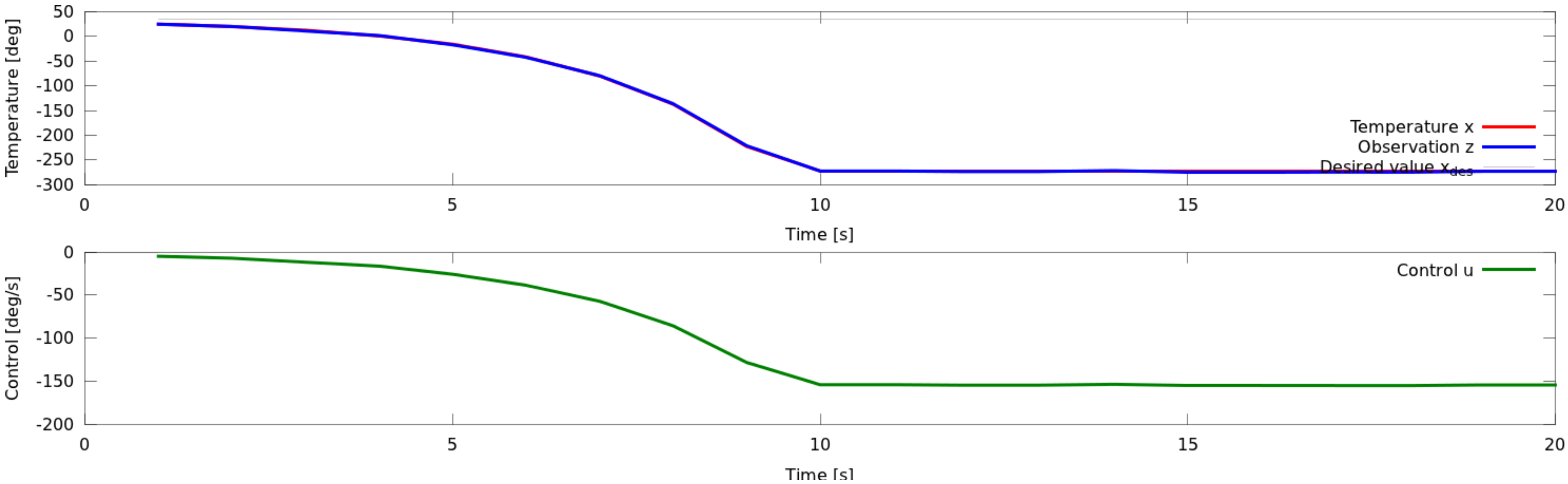
What do High Gains do?

- High gains are always problematic (K=2.15)



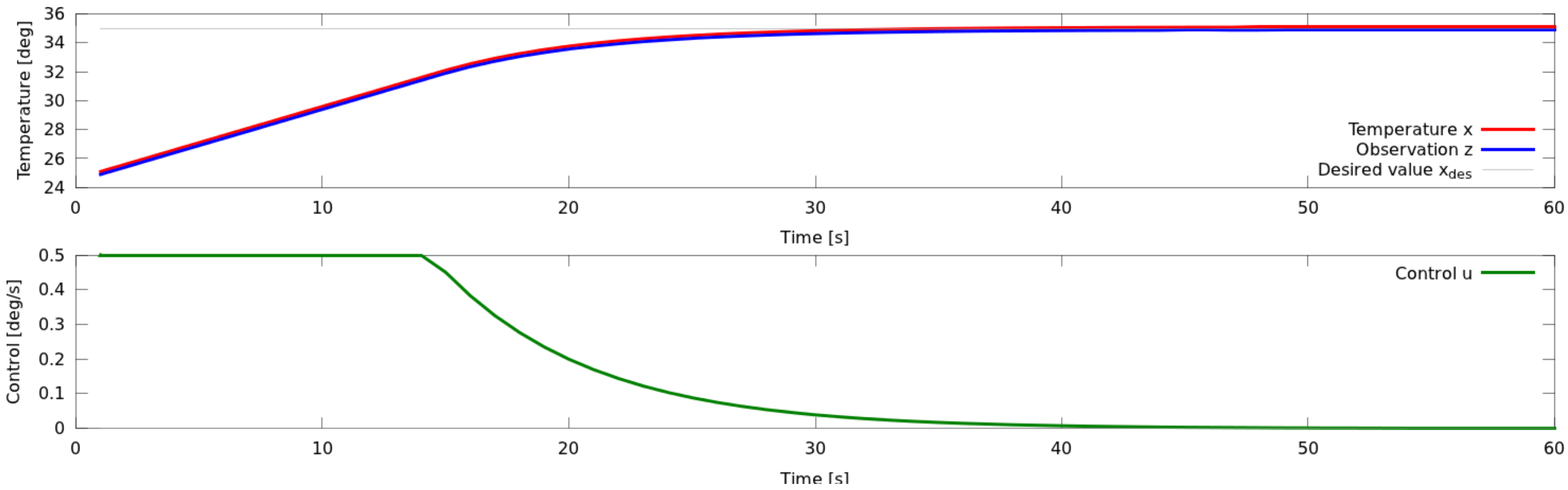
What happens if sign is messed up?

- Check K=-0.5

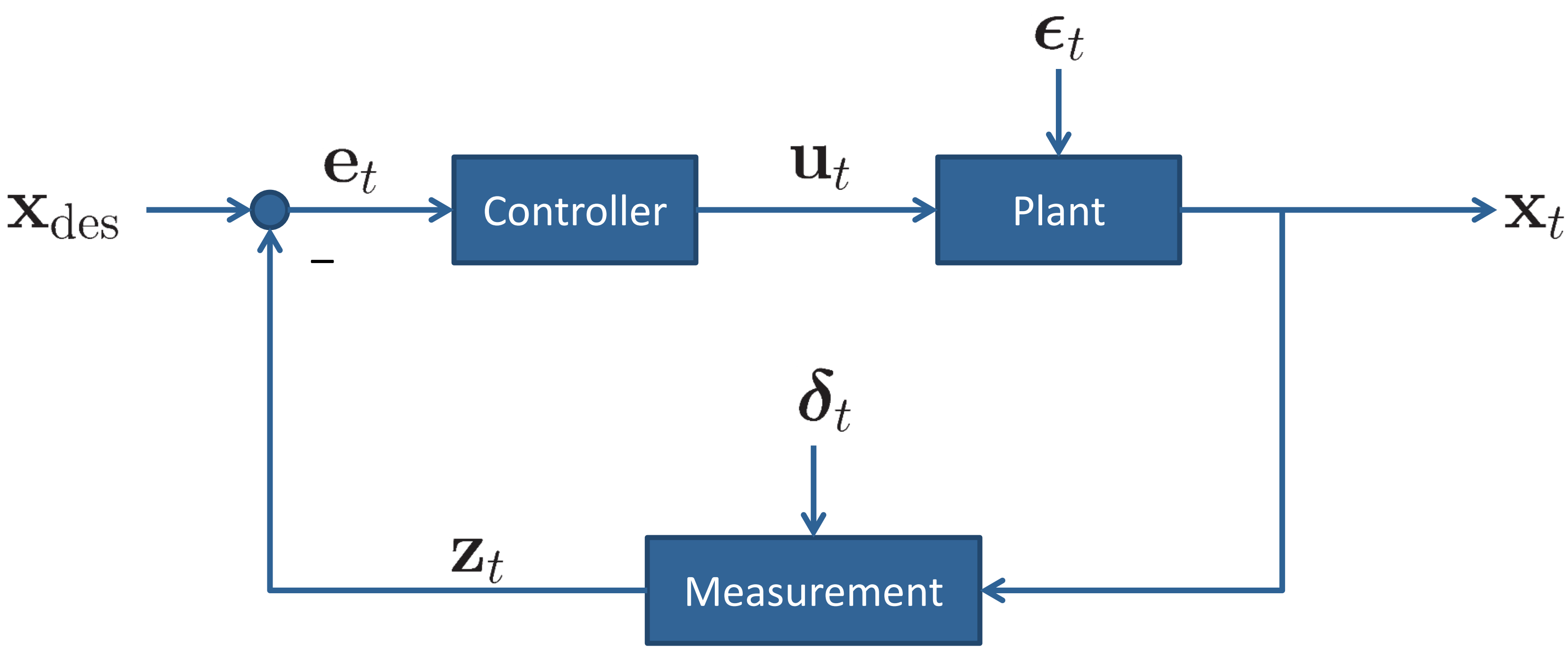


Saturation

- In practice, often the set of admissible controls u is bounded
- This is called (control) saturation

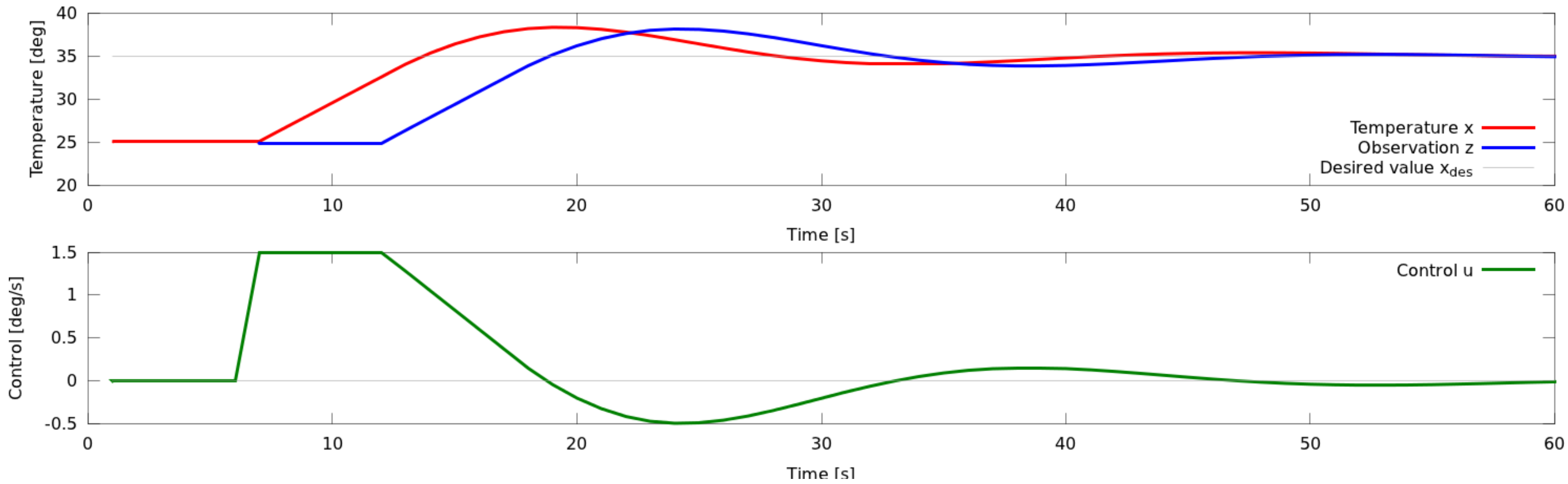


Block Diagram



Delays

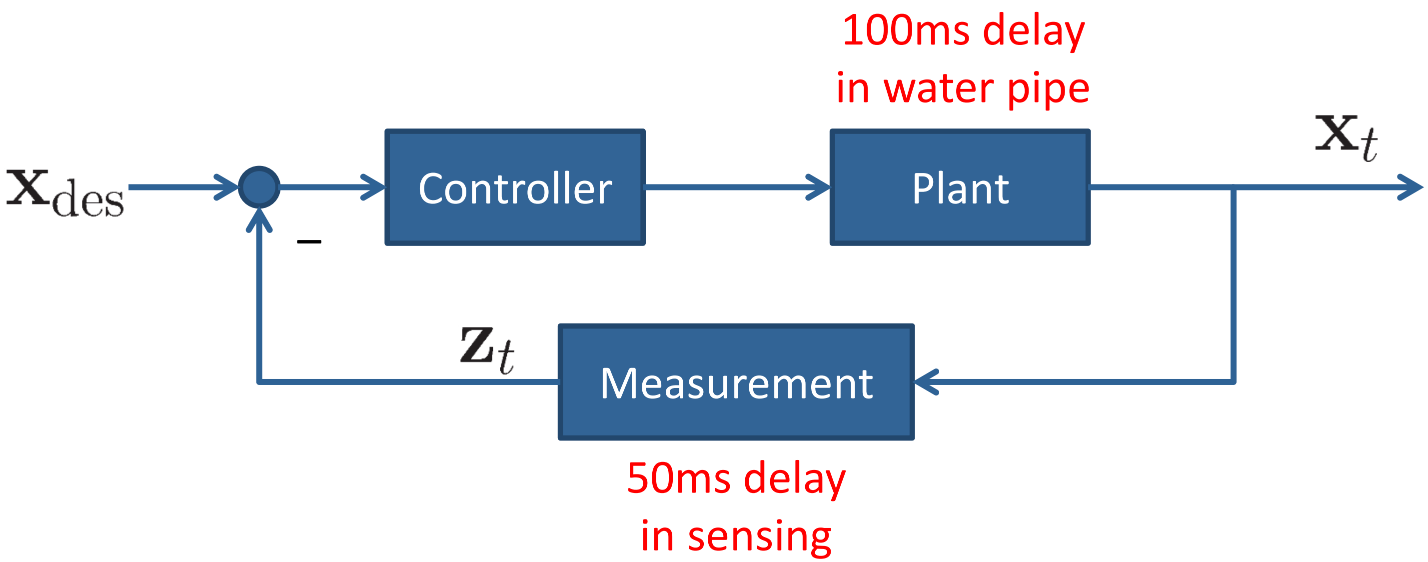
- In practice most systems have delays
- Can lead to overshoots/oscillations/de-stabilization



- One solution: lower gains (why is this bad?)

Delays

- What is the total dead time of this system?



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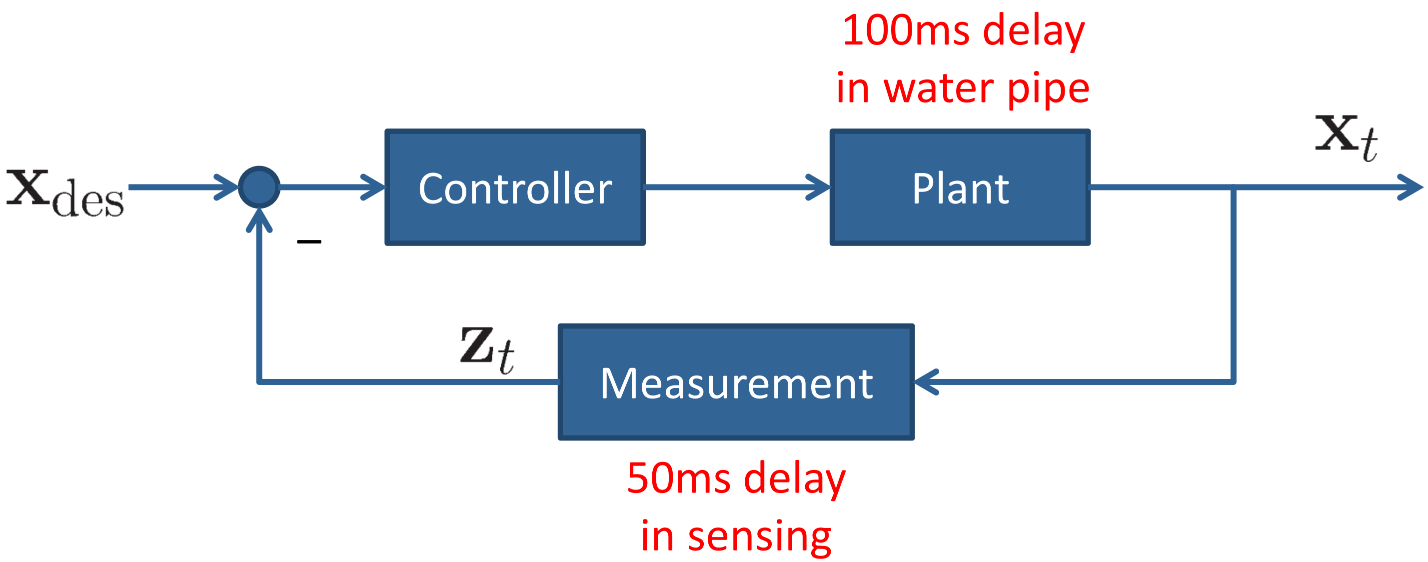

- Can we distinguish delays in the measurement from delays in actuation?

Delays

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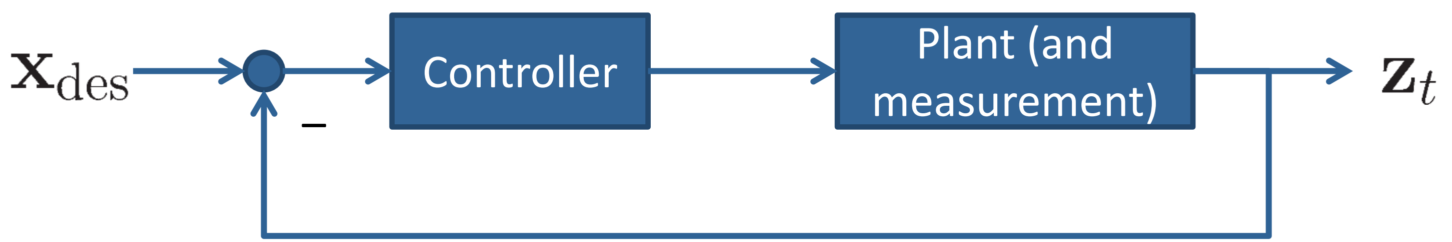
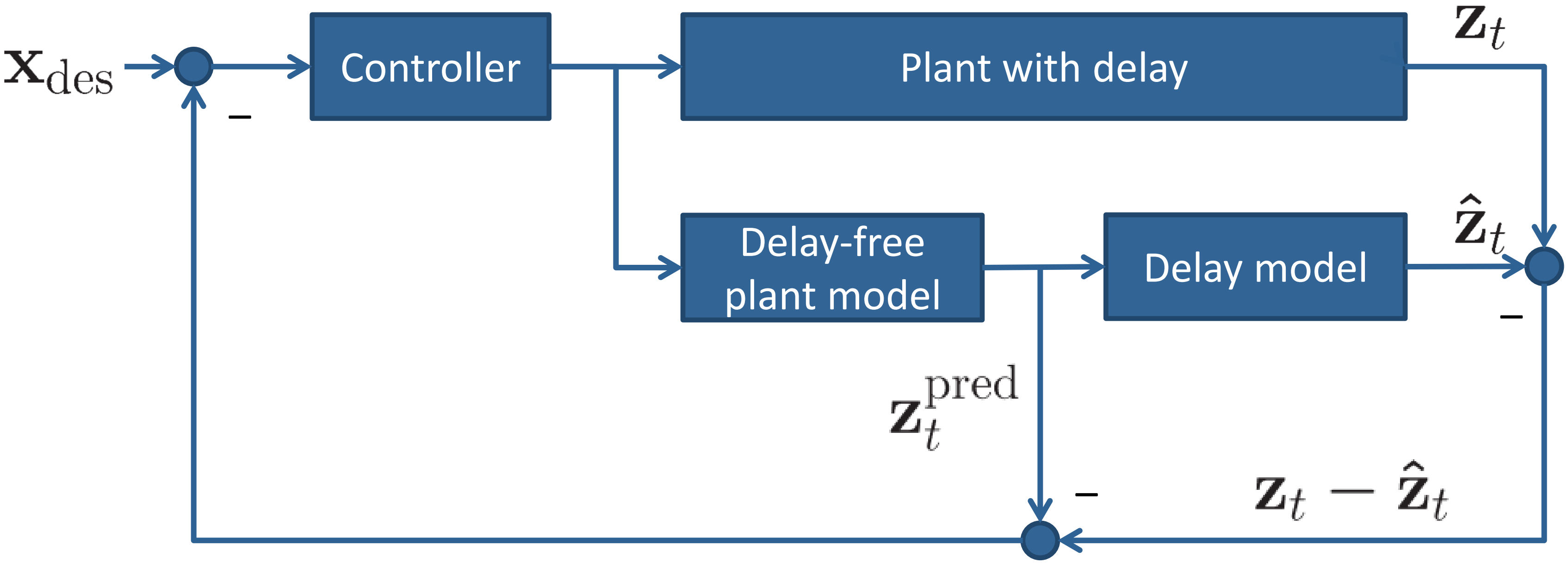


- Can we distinguish delays in the measurement from delays in actuation? No!

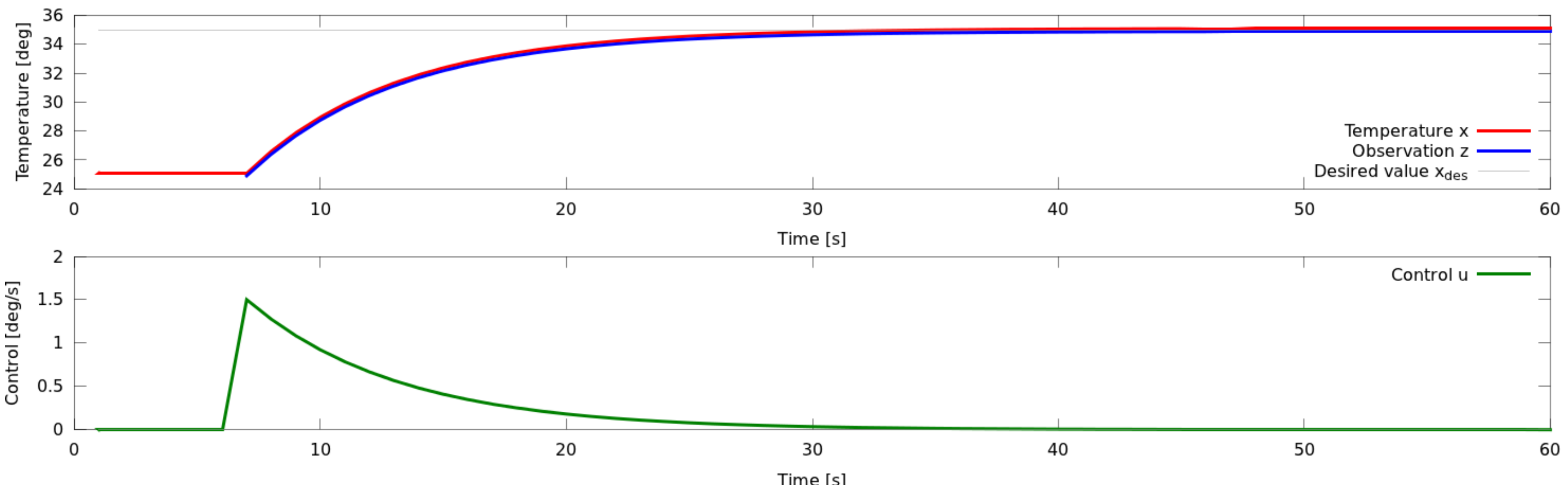
Smith Predictor

- Allows for higher gains
- Requires (accurate) model of plant



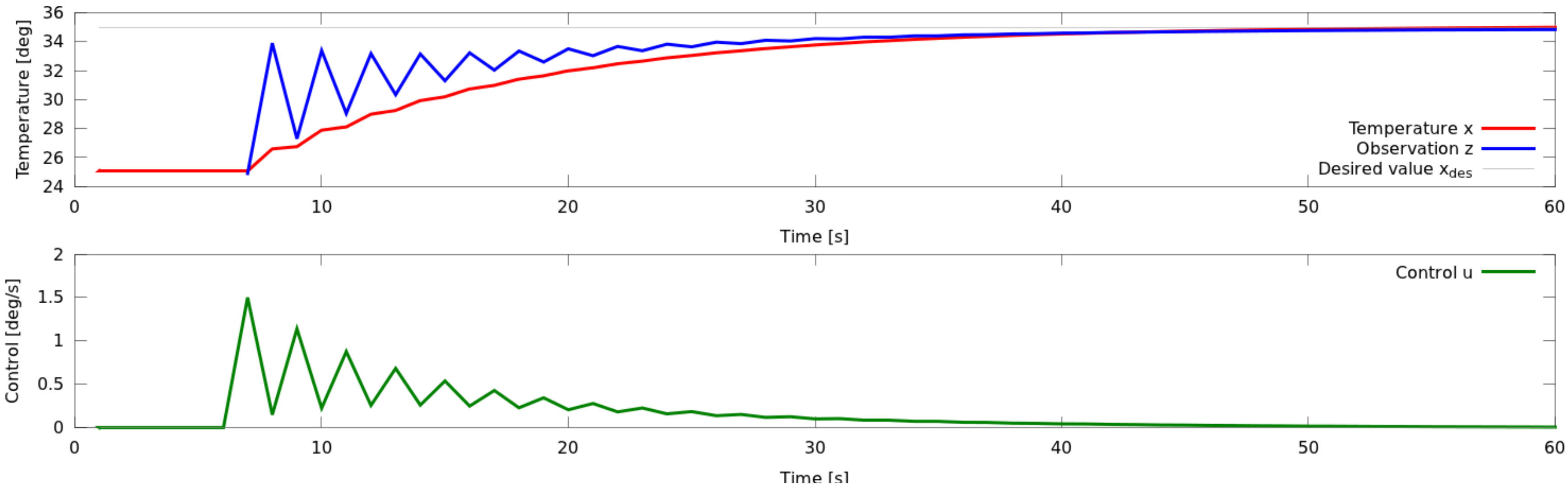
Smith Predictor

- Plant model is available
- 5 seconds delay
- Results in perfect compensation
- Why is this unrealistic in practice?



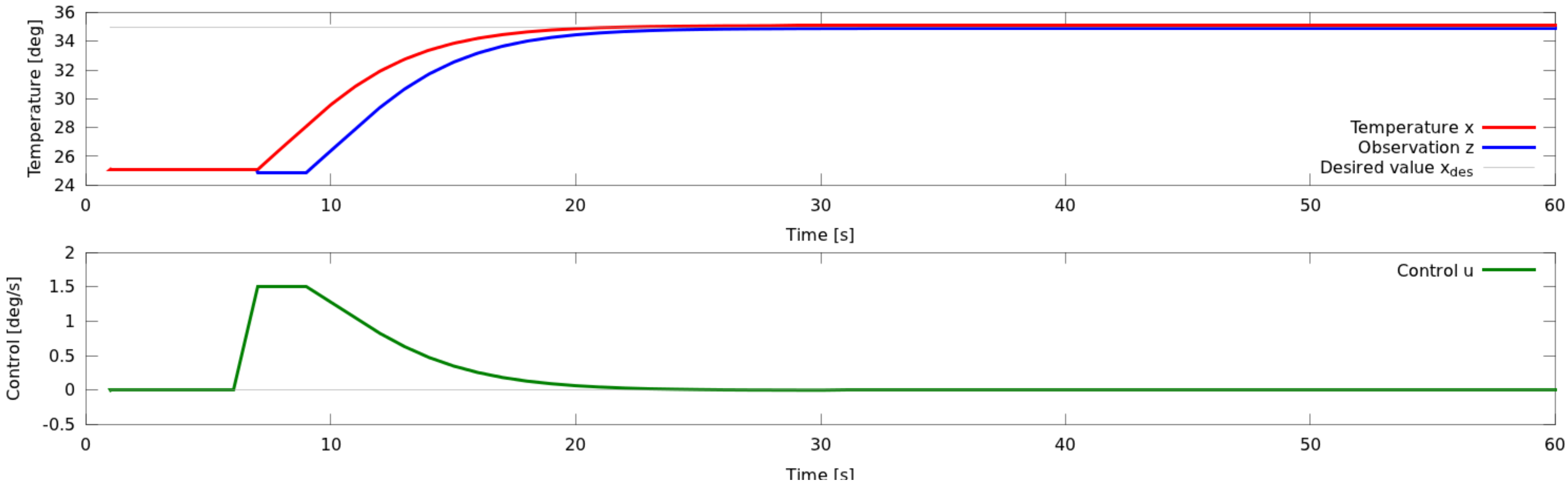
Smith Predictor

- Time delay (and plant model) is often not known accurately (or changes over time)
- What happens if time delay is **over**estimated?

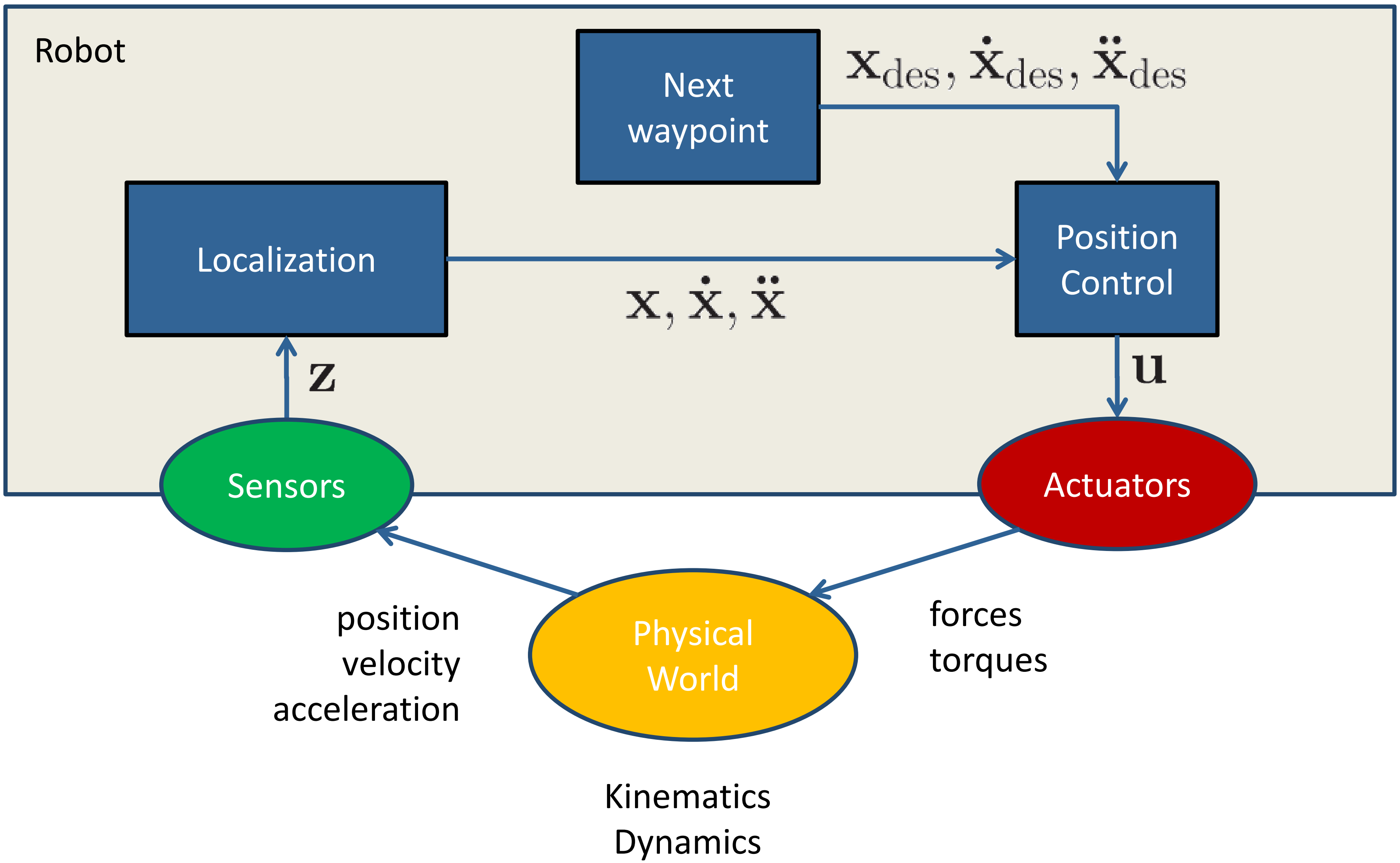


Smith Predictor

- Time delay (and plant model) is often not known accurately (or changes over time)
- What happens if time delay is **underestimated?**



Position Control



Rigid Body Kinematics

- Consider a rigid body
- Free floating in 1D space, no gravity
- How does this system evolve over time?

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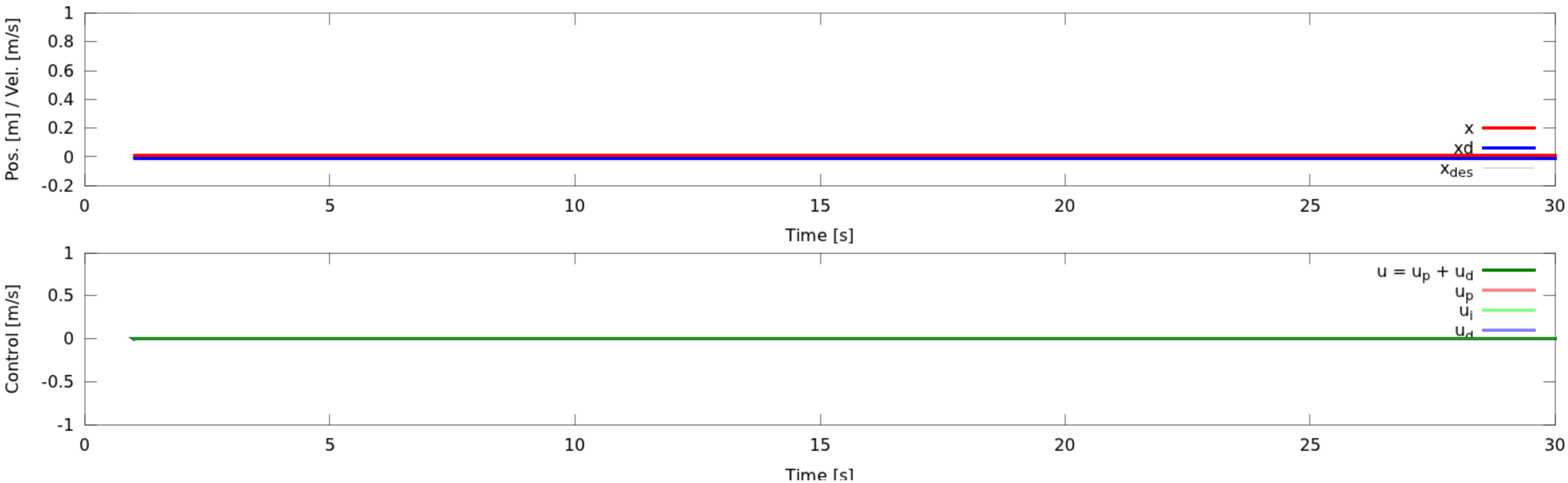

Rigid Body Kinematics

- Consider a rigid body
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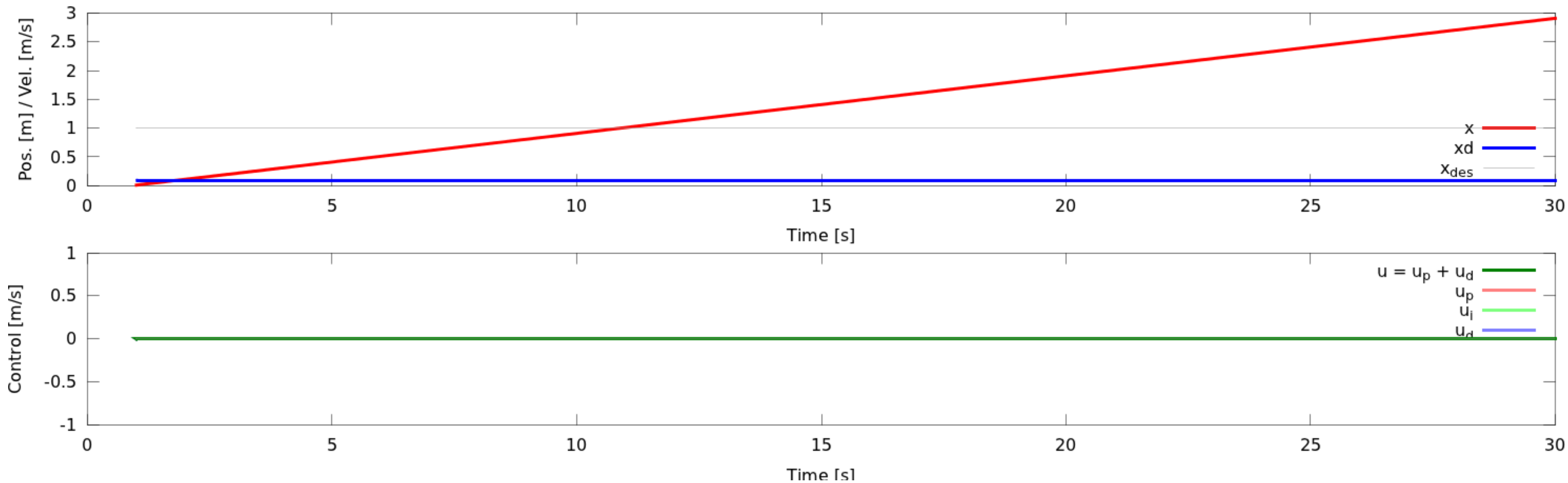

Rigid Body Kinematics

- Consider a rigid body
- Free floating in 1D space, no gravity
- In each time instant, we can apply a force F
- Results in acceleration $\ddot{x} = F/m$
- Desired position $x_{\text{des}} = 1$

P Control

- What happens for this control law?

$$u_t = K(x_{\text{des}} - x_{t-1})$$

- This is called proportional control

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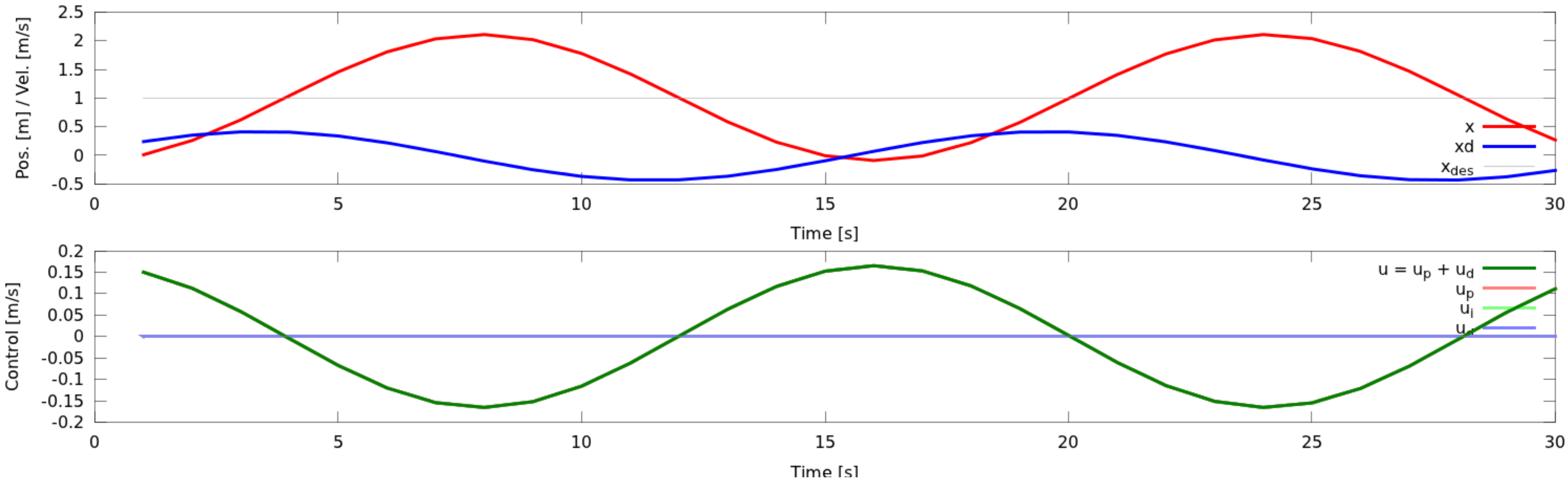
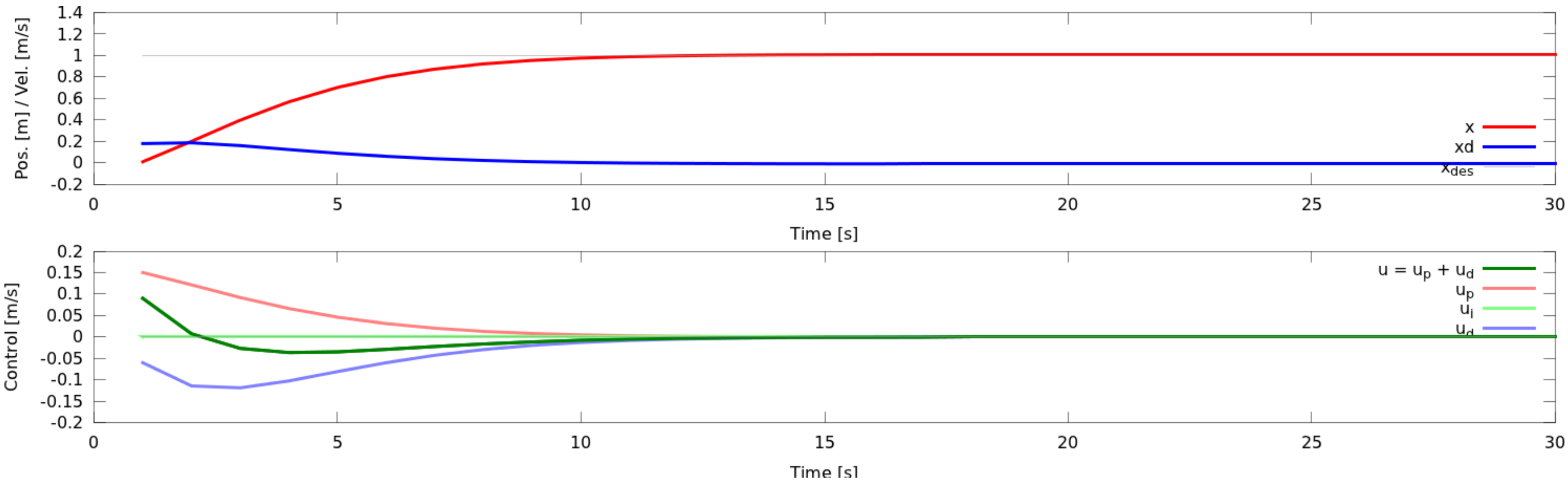


PD Control

- What happens for this control law?

$$u_t = K_P(x_{\text{des}} - x_{t-1}) + K_D(\dot{x}_{\text{des}} - \dot{x}_{t-1})$$

- Proportional-Derivative control



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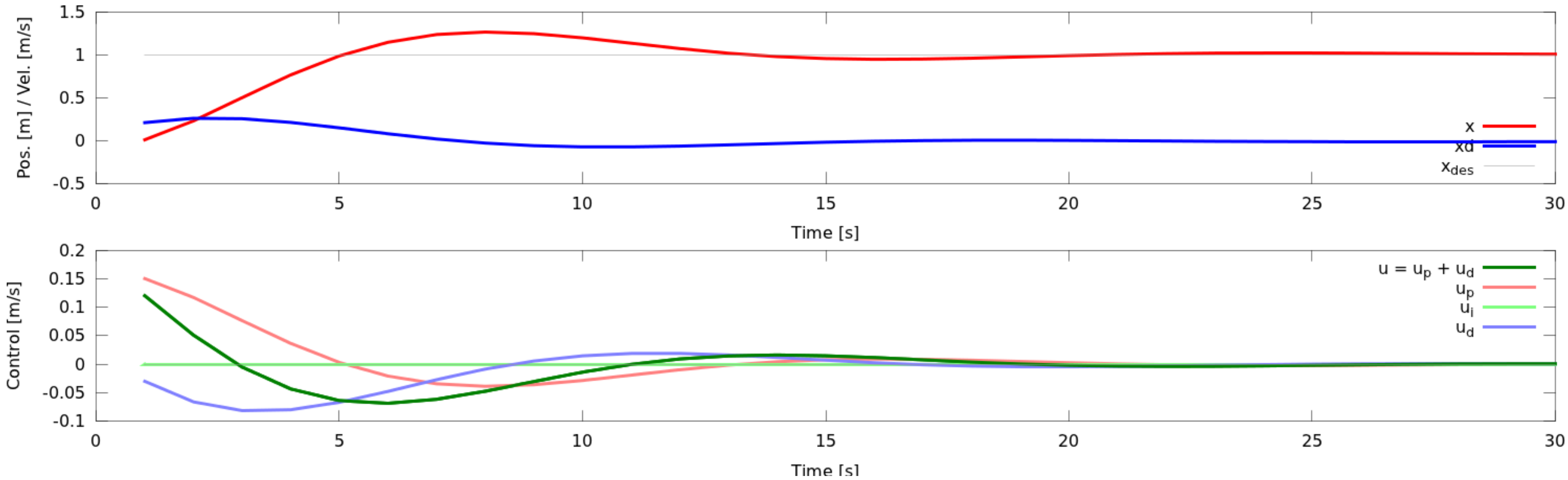
- What if we set **higher** gains?



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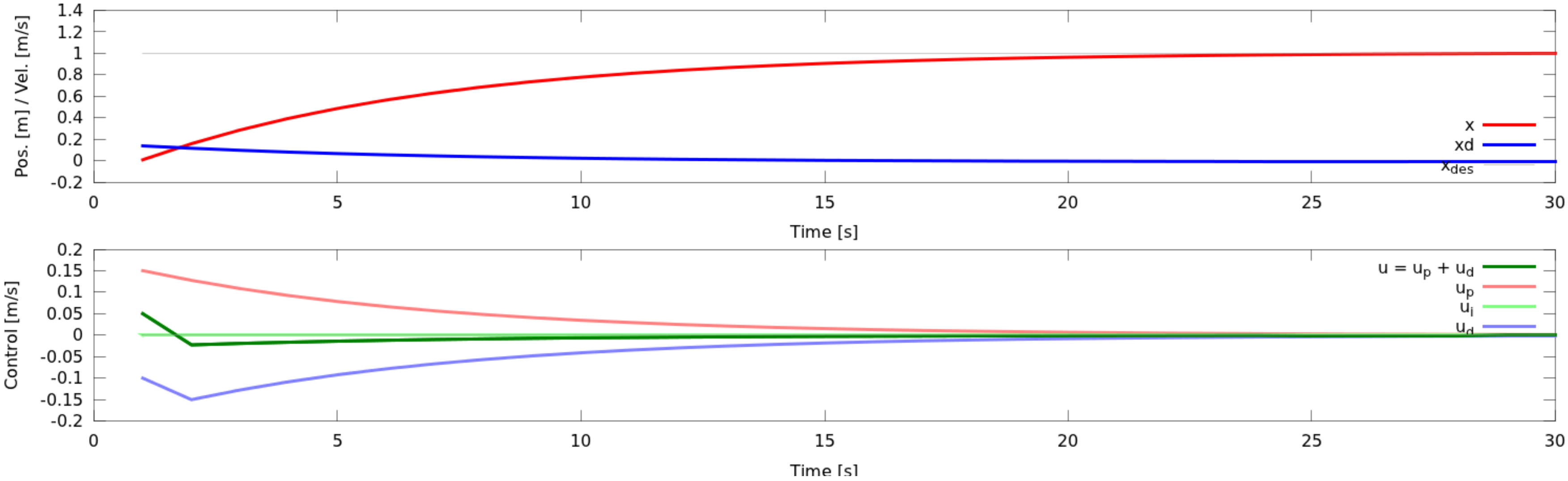
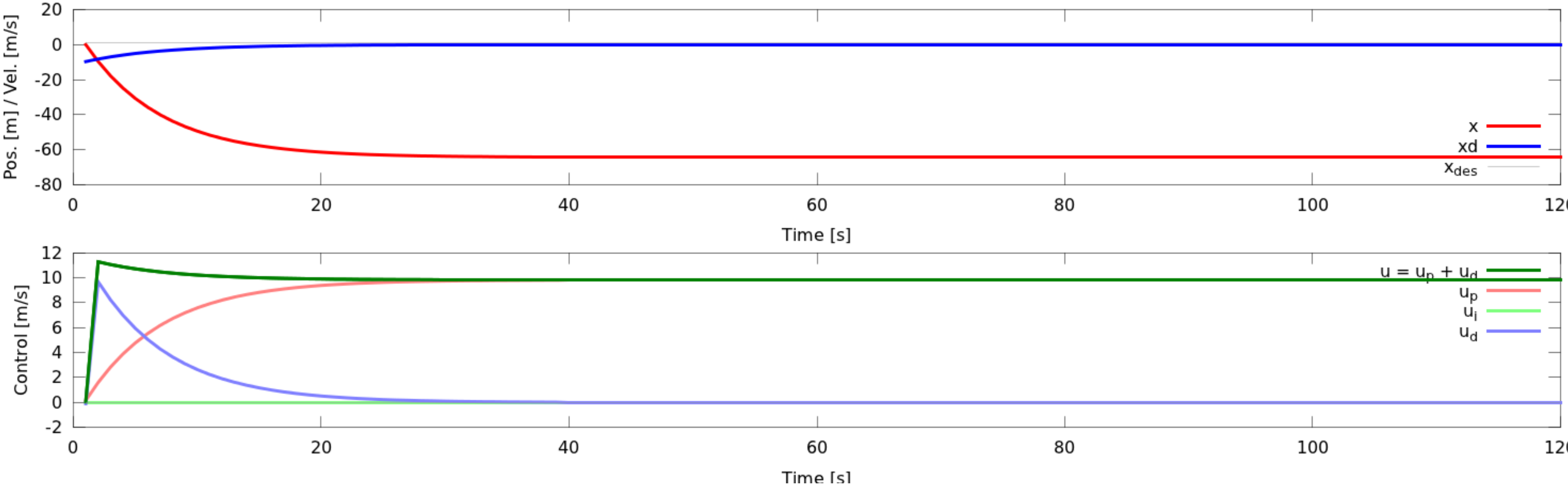


PD Control

- What happens when we add gravity?

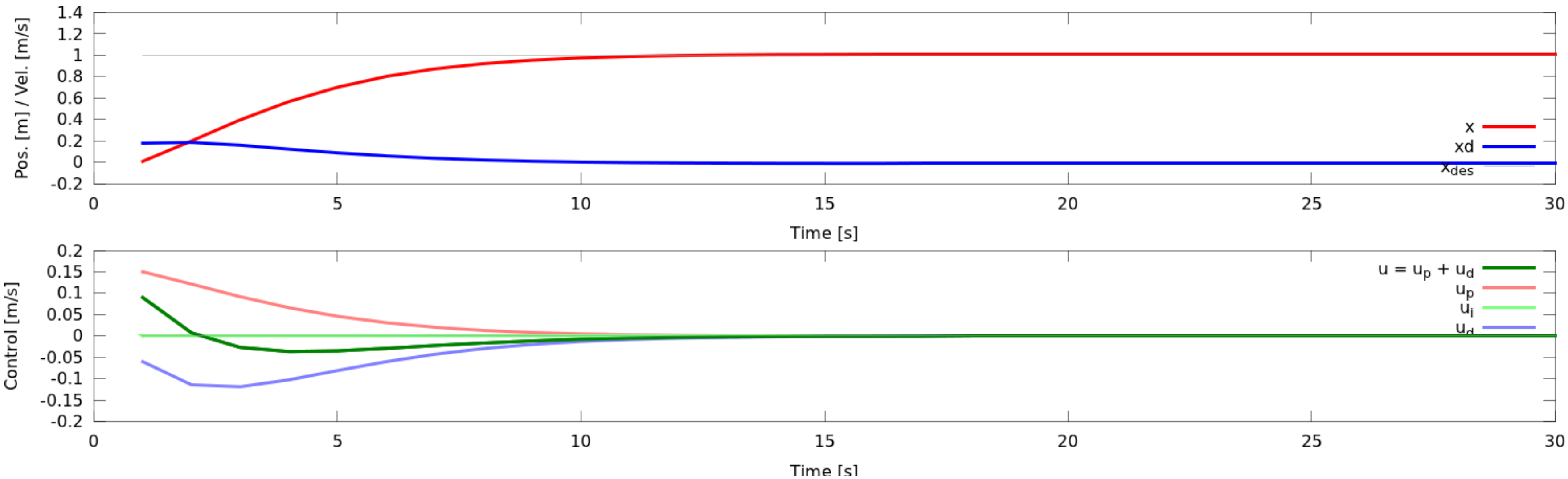


Gravity compensation

- Add as an additional term in the control law

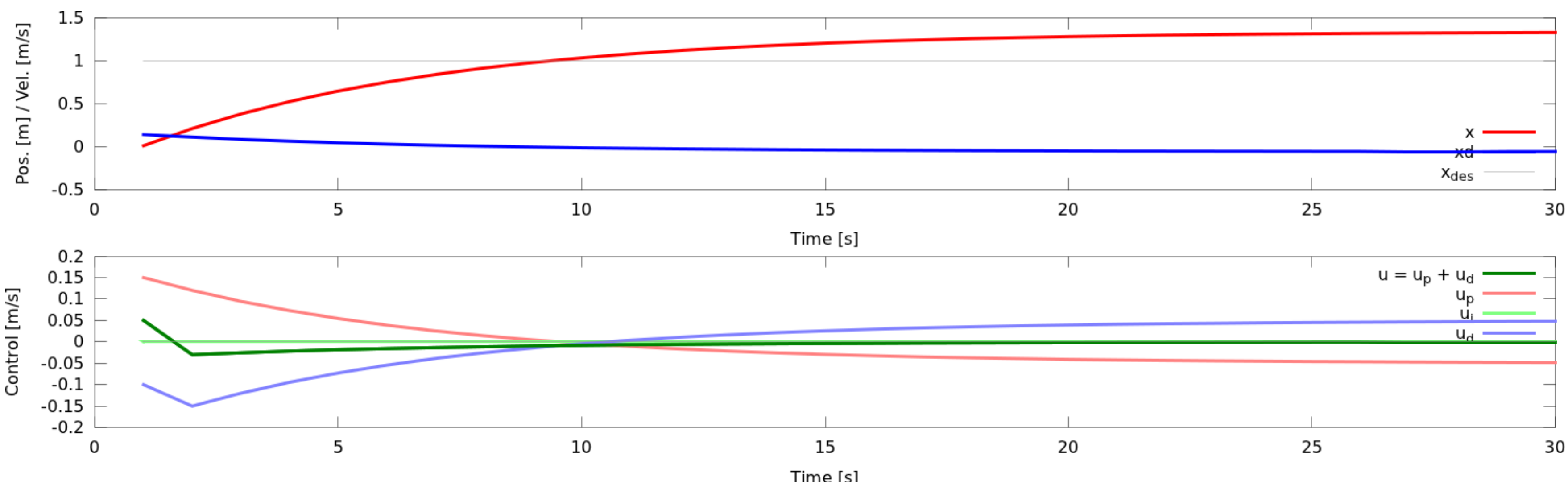
$$u_t = K_P(x_{\text{des}} - x_{t-1}) + K_D(\dot{x}_{\text{des}} - \dot{x}_{t-1}) + F_{\text{grav}}$$

- Any known (inverse) dynamics can be included



PD Control

- What happens when we have systematic errors? (noise with non-zero mean)
- Example: unbalanced quadrocopter, wind, …
- Does the robot ever reach its desired location?

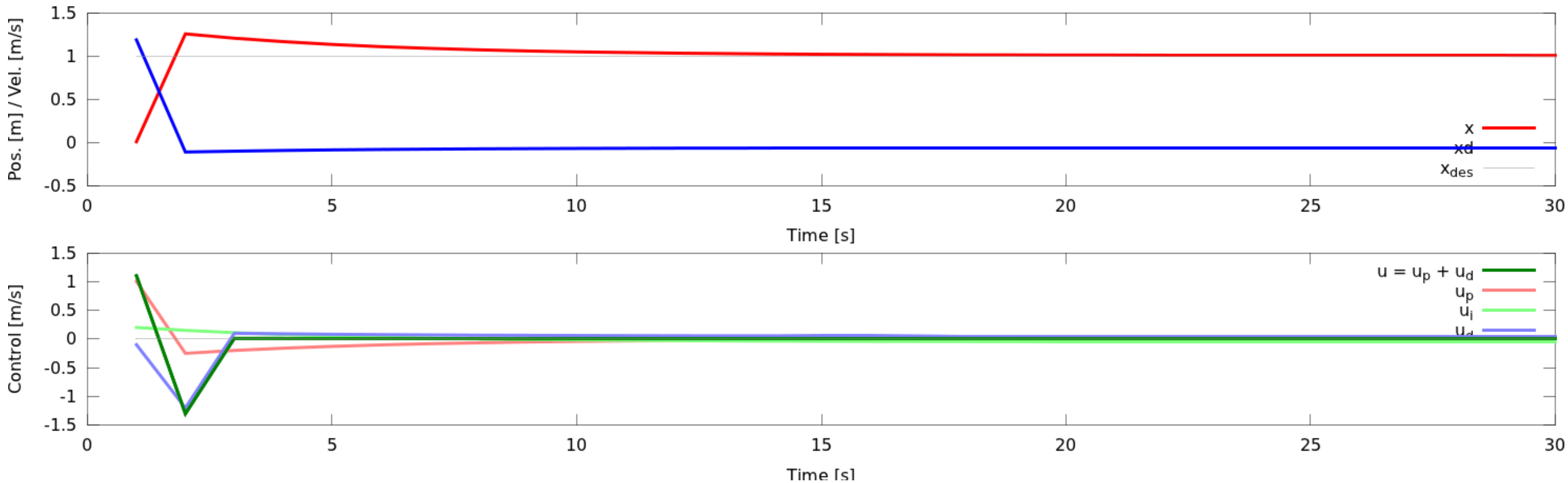


PID Control

- Idea: Estimate the system error (bias) by integrating the error

$$u_t = K_P(x_{\text{des}} - x_t) + K_D(\dot{x}_{\text{des}} - \dot{x}_t) + K_I \int_{-\infty}^{t} x_{des} - x_t \mathrm{d}t$$

- Proportional+Derivative+Integral Control



PID Control

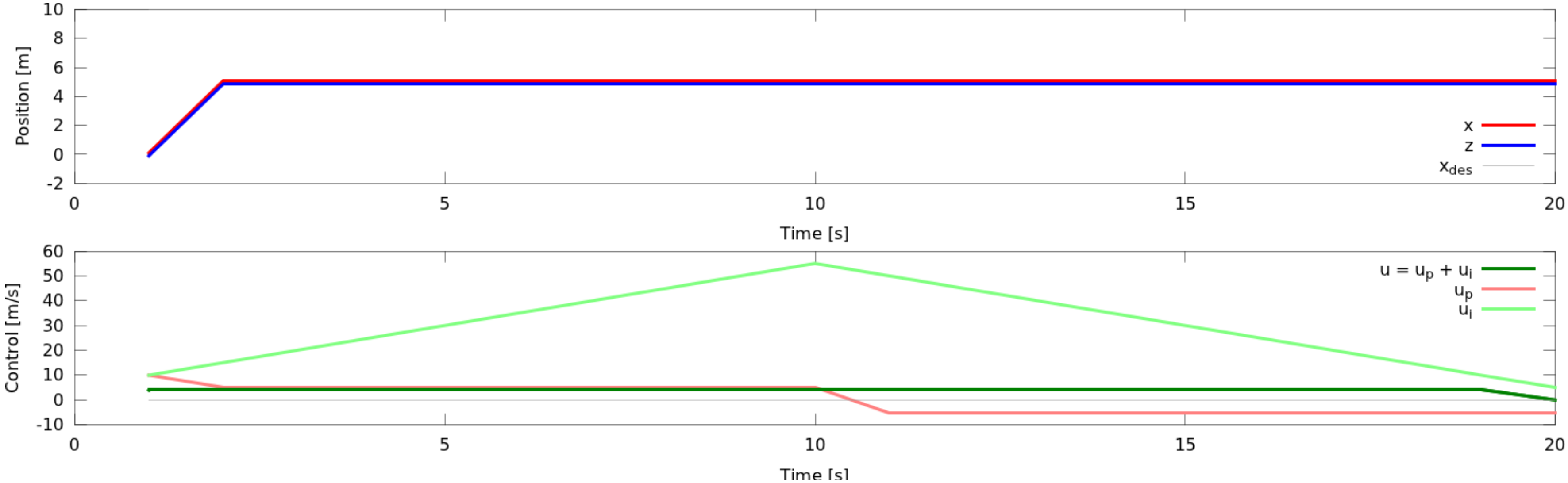
- Idea: Estimate the system error (bias) by integrating the error

$$u_t = K_P(x_{\text{des}} - x_t) + K_D(\dot{x}_{\text{des}} - \dot{x}_t) + K_I \int_{-\infty}^{t} x_{des} - x_t \mathrm{d}t$$

- Proportional+Derivative+Integral Control
- For steady state systems, this can be reasonable
- Otherwise, it may create havoc or even disaster (wind-up effect)

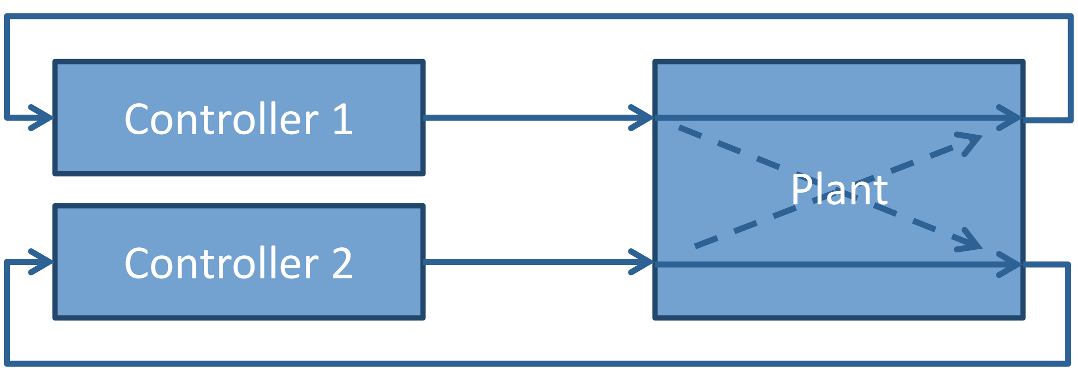
Example: Wind-up effect

- Quadrocopter gets stuck in a tree → does not reach steady state
- What is the effect on the I-term?



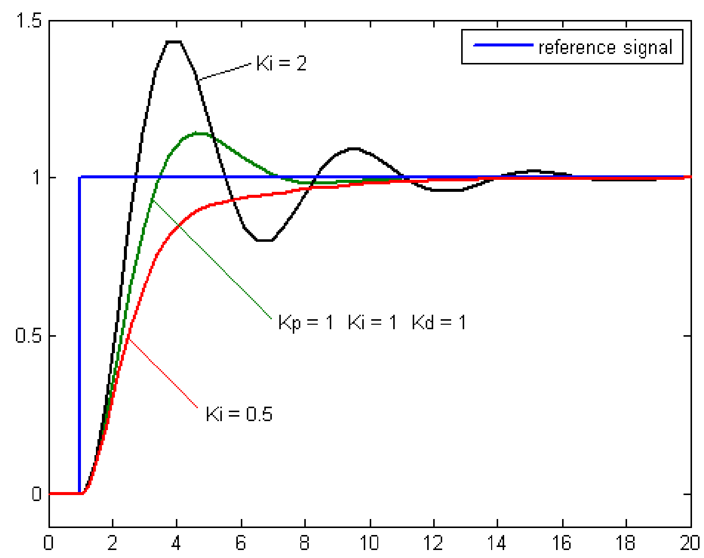
De-coupled Control

- So far, we considered only single-input, single-output systems (SISO)
- Real systems have multiple inputs + outputs
- MIMO (multiple-input, multiple-output)
- In practice, control is often de-coupled



How to Choose the Coefficients?

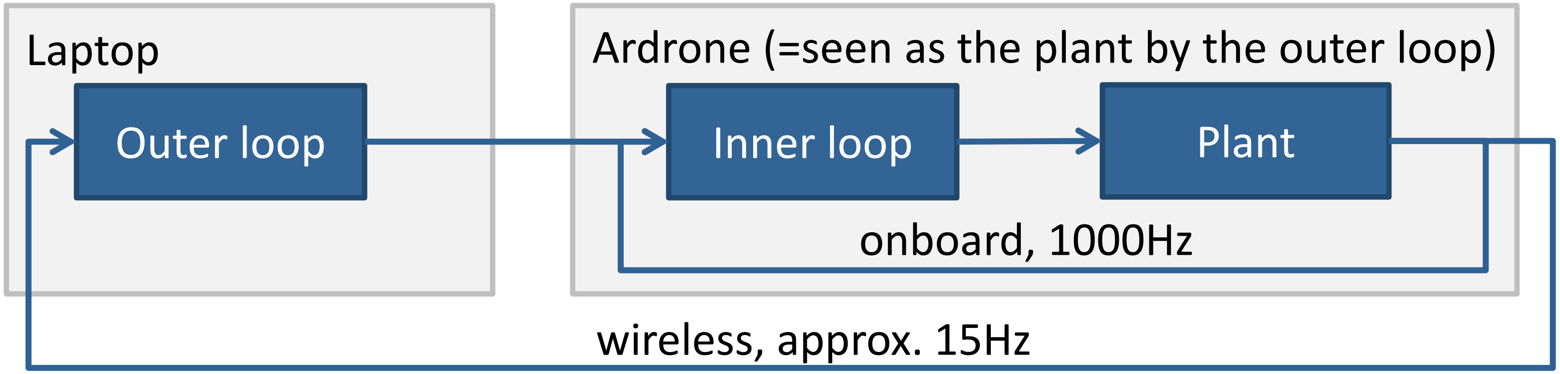
- Gains too large: overshooting, oscillations
- Gains too small: long time to converge
- Heuristic methods exist
- In practice, often tuned manually



Example: Ardrone

Cascaded control

- Inner loop runs on embedded PC and stabilizes flight
- Outer loop runs externally and implements position control



Ardrone: Inner Control Loop

- Plant input: motor torques

$$\mathbf{u}_{\text{inner}} = \begin{pmatrix} \tau_1 & \tau_2 & \tau_3 & \tau_4 \end{pmatrix}^\top$$

- Plant output: roll, pitch, yaw rate, z velocity

$$\mathbf{x}_{\text{inner}} = \begin{pmatrix} \omega_x & \omega_y & \dot{\omega}_z & \dot{z} \end{pmatrix}^\top$$

attitude
(measured using gyro +
accelerometer)

z velocity
(measured using ultrasonic
distance sensor + attitude)

Ardrone: Outer Control Loop

- Outer loop sees inner loop as a plant (black box)
- Plant input: roll, pitch, yaw rate, z velocity

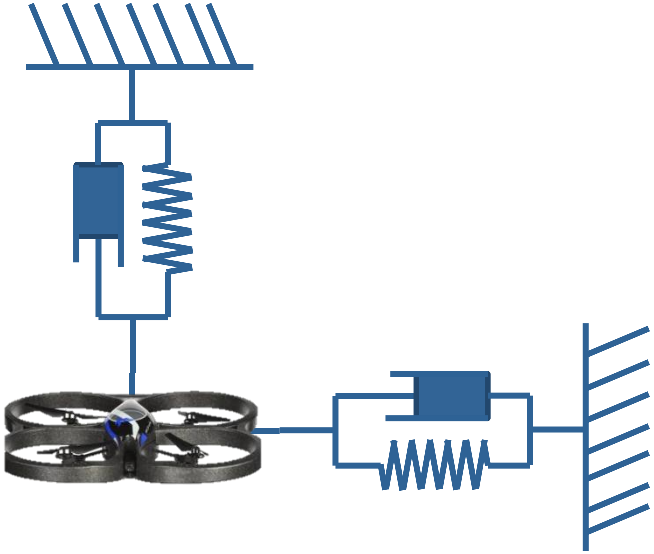
$$\mathbf{u}_{\text{outer}} = \begin{pmatrix} \omega_x & \omega_y & \dot{\omega}_z & \dot{z} \end{pmatrix}^\top$$

- Plant output:

$$\mathbf{x}_{\text{outer}} = \begin{pmatrix} x & y & z & \psi \end{pmatrix}^\top$$

Mechanical Equivalent

- PD Control is equivalent to adding spring-dampers between the desired values and the current position



PID Control – Summary

PID is the most used control technique in practice

- P control → simple proportional control, often enough
- PI control → can compensate for bias (e.g., wind)
- PD control → can be used to reduce overshoot (e.g., when acceleration is controlled)
- PID control → all of the above

Optimal Control

What other control techniques do exist?

- Linear-quadratic regulator (LQR)
- Reinforcement learning
- Inverse reinforcement learning
- ... and many more

Optimal Control

- Find the controller that provides the best performance
- Need to define a measure of performance
- What would be a good performance measure?
  - Minimize the error?
  - Minimize the controls?
  - Combination of both?

Linear Quadratic Regulator

Given:

- Discrete-time **linear** system

$$x_{k+1} = Ax_k + Bu_k$$

- **Quadratic** cost function

$$J = \sum_{k=0}^{\infty} \left(x_k^T Q x_k + u_k^T R u_k \right)$$

Goal: Find the controller with the lowest cost → LQR control

Reinforcement Learning

- In principle, any measure can be used
- Define reward for each state-action pair

$$R(x_t, u_t)$$

- Find the policy (controller) that maximizes the expected future reward
- Compute the expected future reward based on
  - Known process model
  - Learned process model (from demonstrations)

Inverse Reinforcement Learning

- Parameterized reward function
- Learn these parameters from expert demonstrations and refine
- Example: [Abbeel and Ng, ICML 2010]

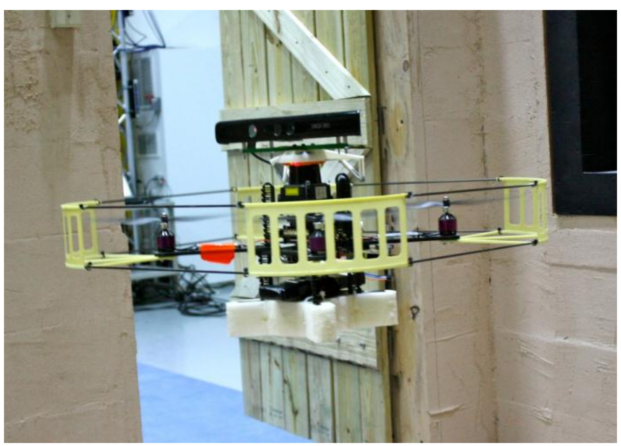
Interesting Papers at ICRA 2012

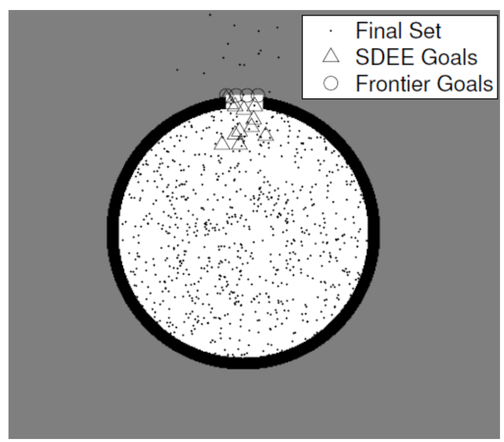
- Flying robots are a hot topic in the robotics community
- 4 (out of 27) sessions on flying robots, 4 sessions on localization and mapping
- Robots: quadrocopters, nano quadrocopters, fixed-wing airplanes
- Sensors: monocular cameras, Kinect, motion capture, laser-scanners

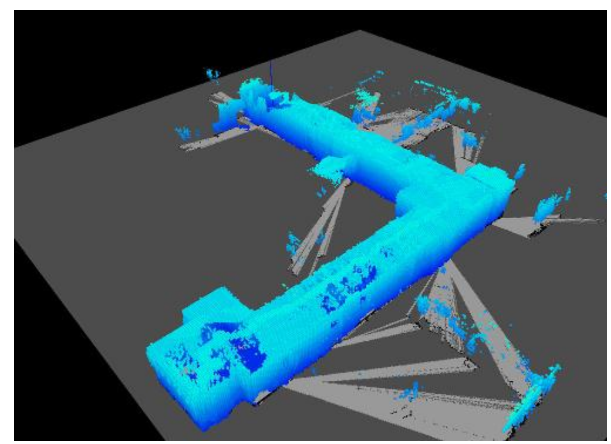
Autonomous Indoor 3D Exploration with a Micro-Aerial Vehicle

Shaojie Shen, Nathan Michael, and Vijay Kumar

- Map a previously unknown building
- Find good exploration frontiers in partial map



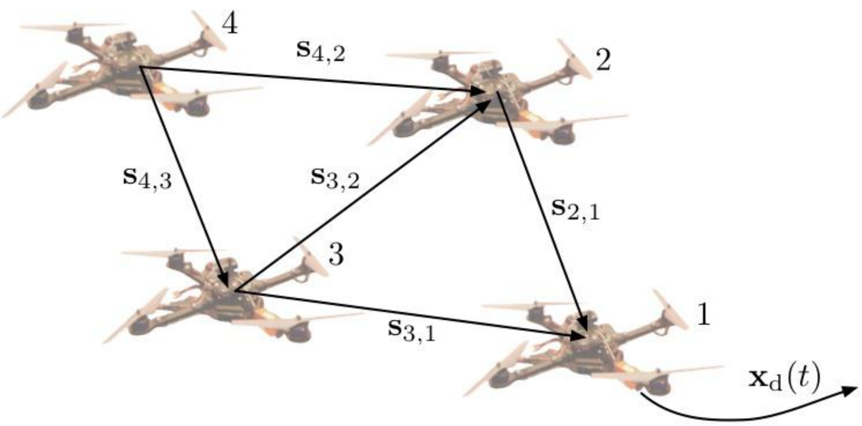




Decentralized Formation Control with Variable Shapes for Aerial Robots

Matthew Turpin, Nathan Michael, and Vijay Kumar

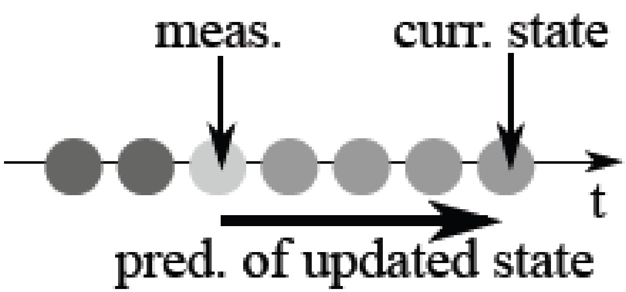
- Move in formation (e.g., to traverse a window)
- Avoid collisions
- Dynamic role switching

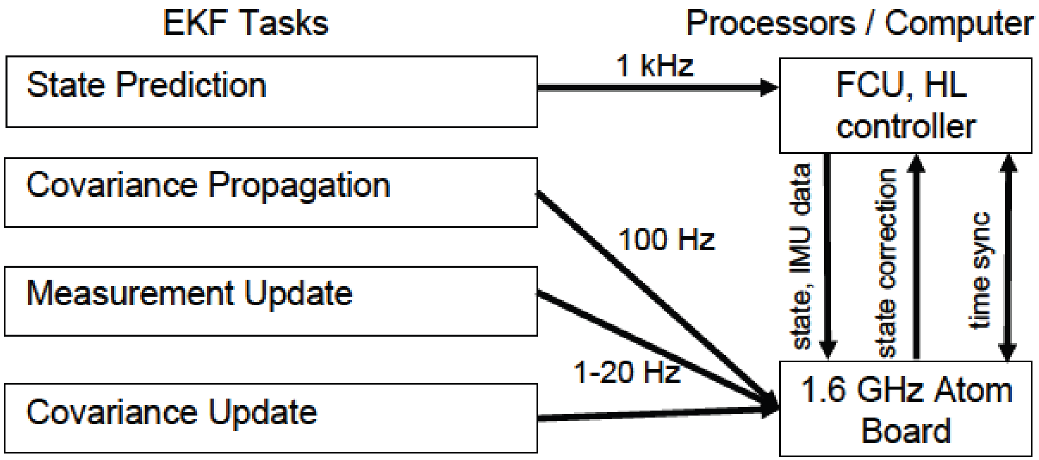


Versatile Distributed Pose Estimation and Sensor Self-Calibration for an Autonomous MAV

Stephan Weiss, Markus W. Achtelik, Margarita Chli, Roland Siegwart

- IMU, camera
- EKF for pose, velocity, sensor bias, scale, inter-sensor calibration

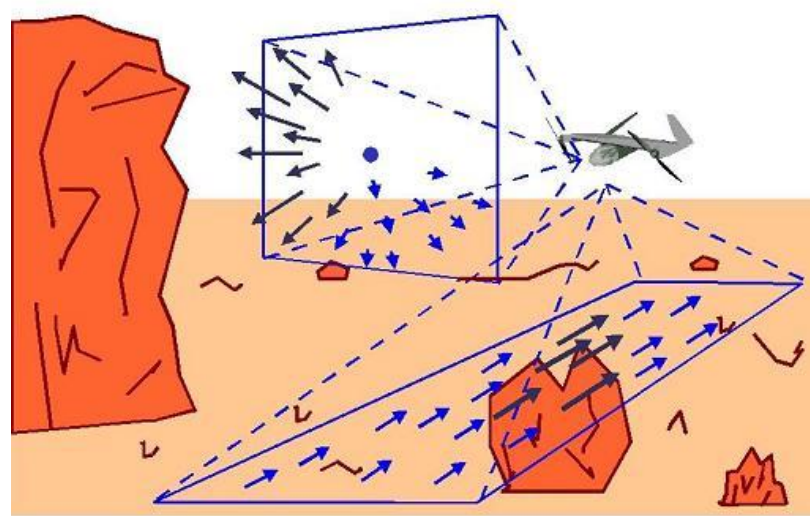




On-board Velocity Estimation and Closed-loop Control of a Quadrotor UAV based on Optical Flow

Volker Grabe, Heinrich H. Bülthoff, and Paolo Robuffo Giordano

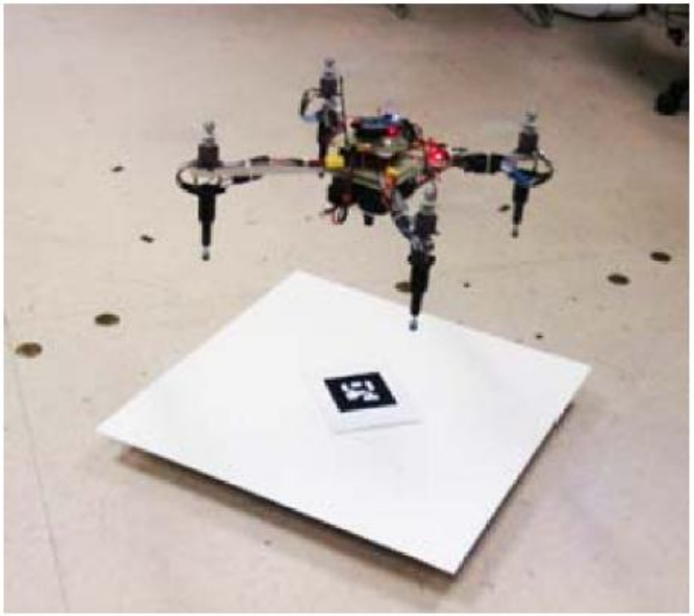
- Ego-motion from optical flow using homography constraint
- Use for velocity control

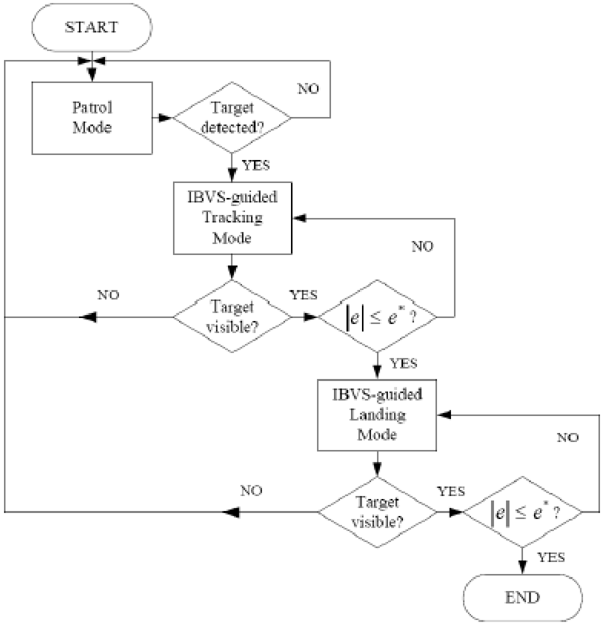


Autonomous Landing of a VTOL UAV on a Moving Platform Using Image-based Visual Servoing

Daewon Lee, Tyler Ryan and H. Jin. Kim

- Tracking and landing on a moving platform
- Switch between tracking and landing behavior

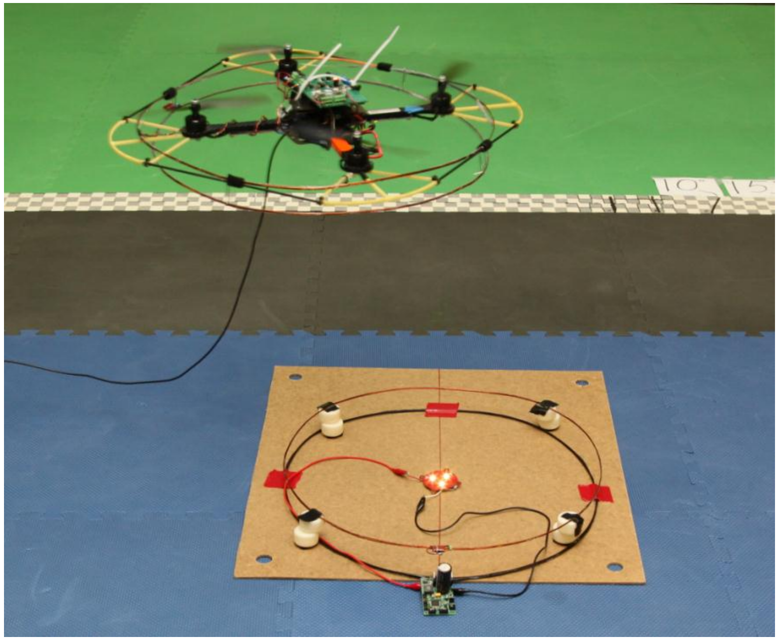


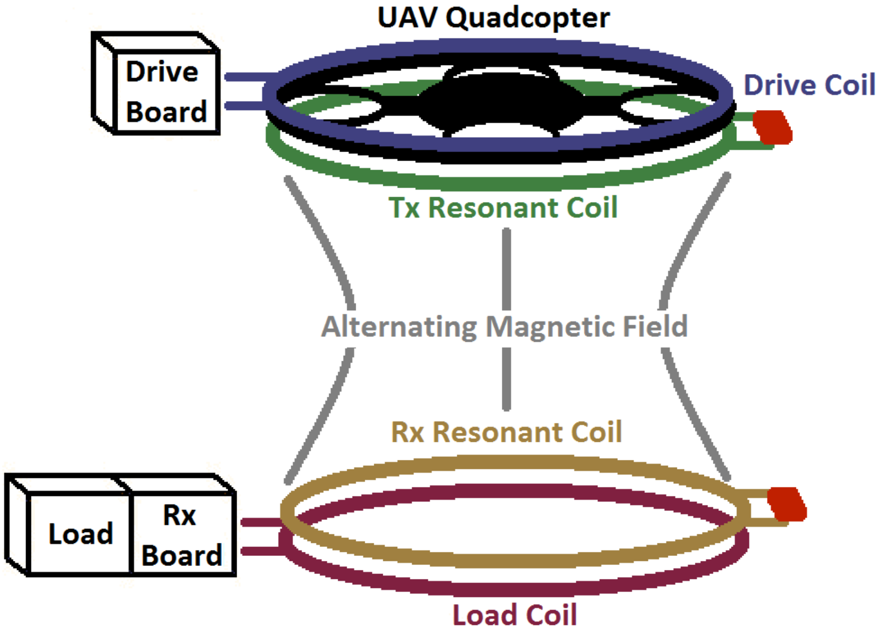


Resonant Wireless Power Transfer to Ground Sensors from a UAV

Brent Griffin and Carrick Detweiler

- Quadrocopter transfers power to light a LED

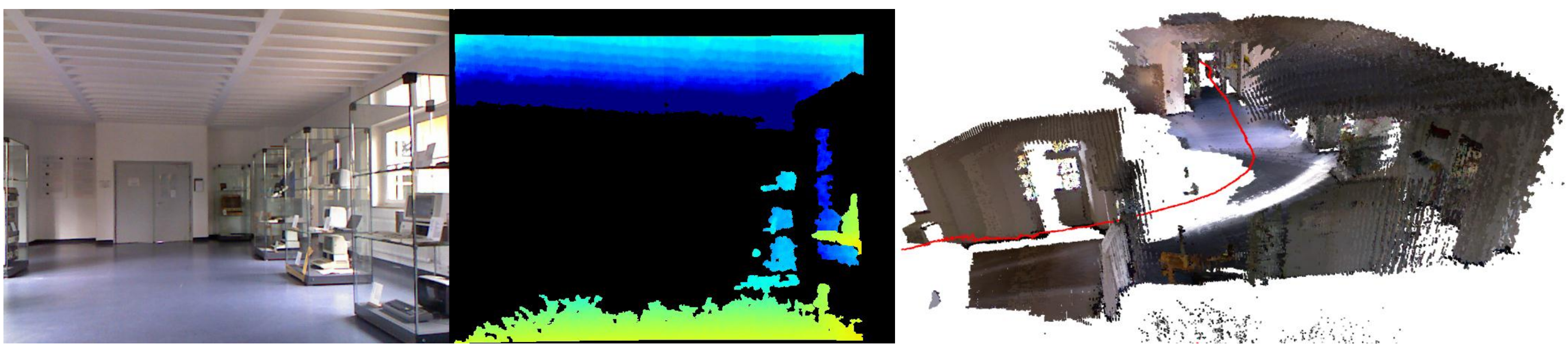




Using Depth in Visual Simultaneous Localisation and Mapping

Sebastian A. Scherer, Daniel Dube and Andreas Zell

- Combine PTAM with Kinect
- Monocular SLAM: scale drift
- Kinect: has small maximum range



ICRA Papers

- Will put them in our paper repository
- Remember password (or ask by mail)
- See course website