13th Annual Summer CubeSat Developer's Workshop
August 6-7, 2016, Logan, Utah

Attitude Determination and Control System Design for STU-2A Cubesat and In-Orbit Results

Presented by **Shufan Wu**

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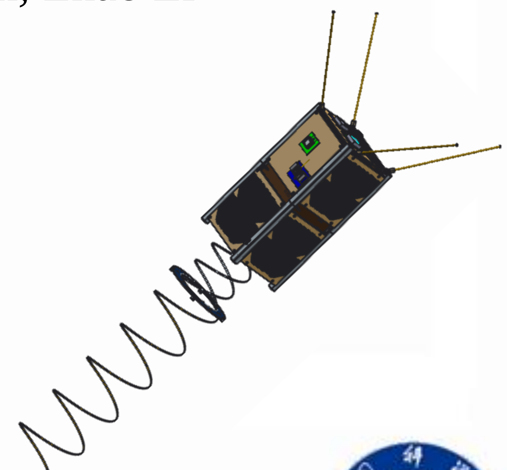
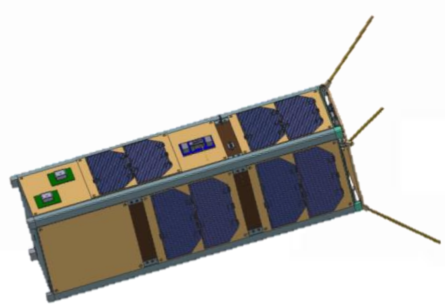
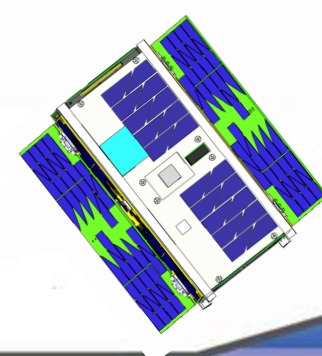


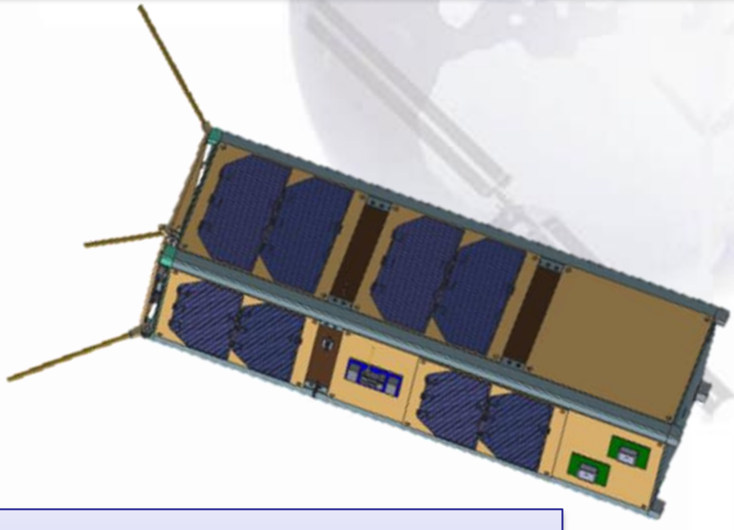




Outline

- **STU-2A Mission Overview**
- **ADCS Hardware**
- **ADCS Algorithm**
- **In-orbit Data Analysis and Experiment Results**
- **Lessons learned**

STU-2A Mission Overview



❑ Size&Mass

3U Cubesat with a mass of 2.9kg;
114 mm × 114 mm × 343.3 mm;
Launched on Sept. 25, 2015.

❑ Missions

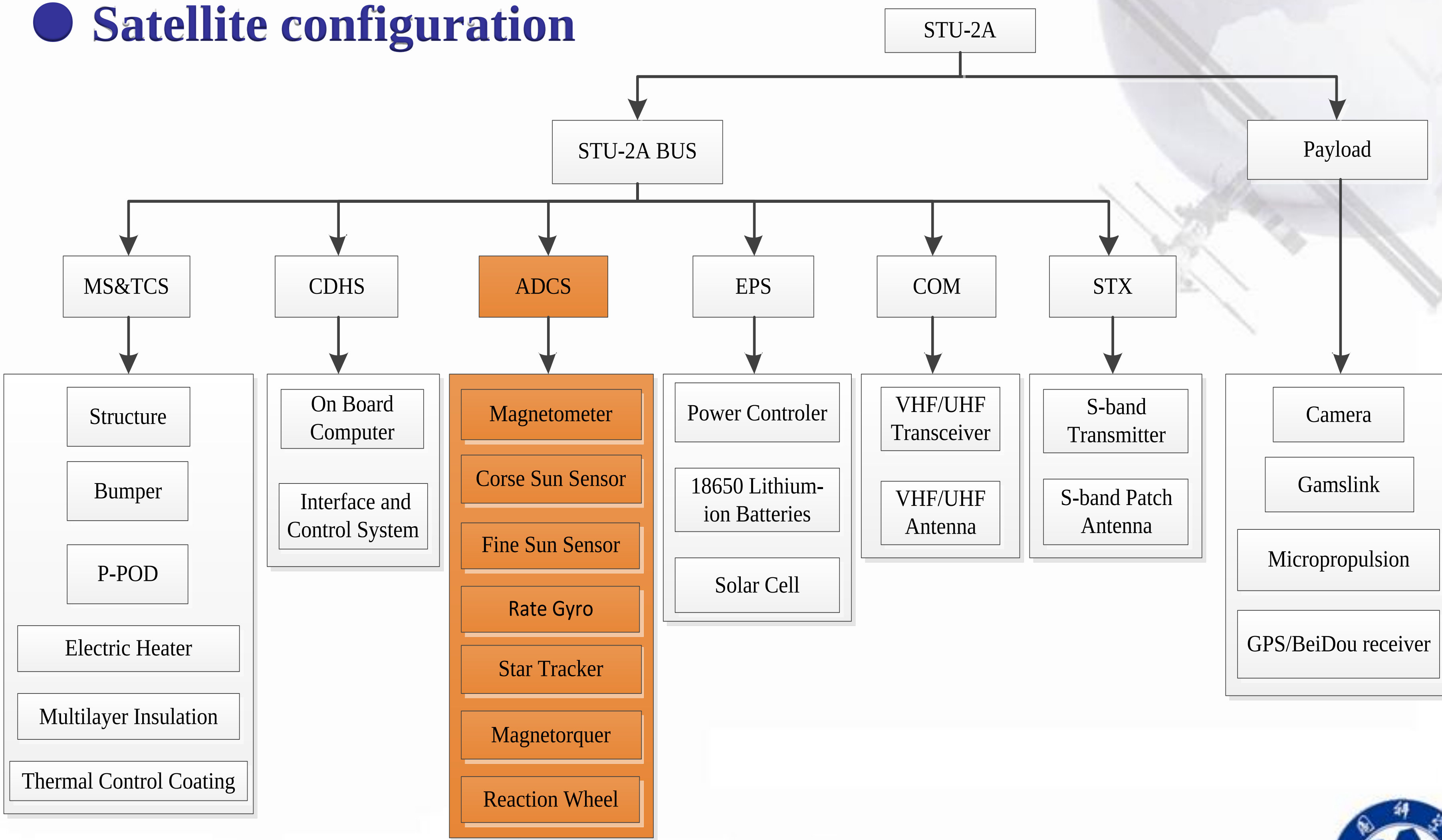
taking pictures of polar with an onboard CMOS color camera;
Demonstration of Cubesats Networking based on Gamalink and CSP;
Demonstration of MEMS based cold-gas micropropulsion ;
In-orbit demonstration and verification of the GPS/Beidou receiver.

❑ Cubesats in China

STU-2 are the first batch of nano satellites in China that are made in accordance with the Cubesat standard.

STU-2A Mission Overview

● Satellite configuration



STU-2A Mission Overview

- **Requirements for ADCS**

$$Vg\cdot t+S\cdot t\cdot h\leq 0.6\cdot GSD$$

→

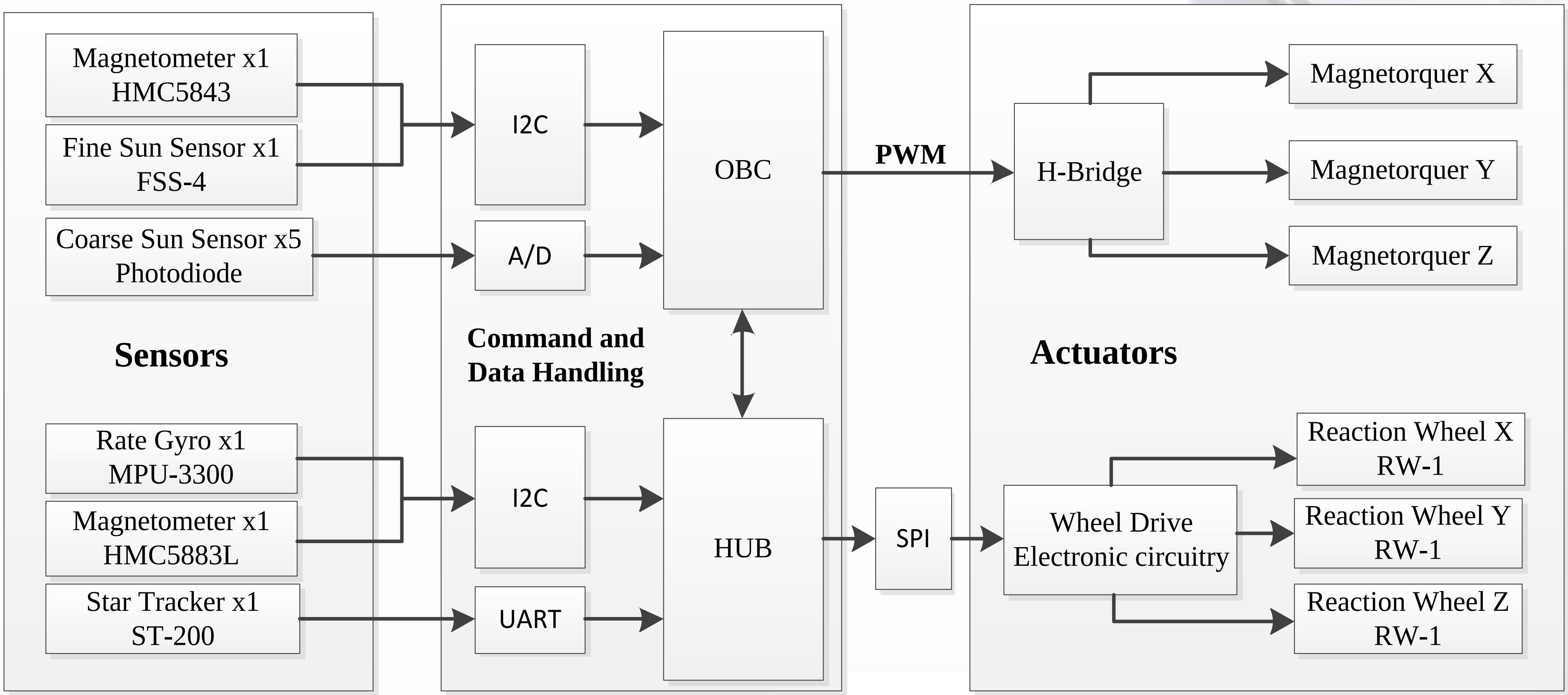
Pointing accuracy ≤2°
Attitude stability ≤0.28° /s.

Designed performance of ADCS

ADCS Performance	Value
Attitude Determination Precision	≤1° (3σ)
Pointing Accuracy	≤2° (3σ)
Attitude Stabilization Precision	≤0.1° /s

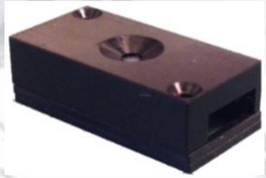
STU-2A Mission Overview

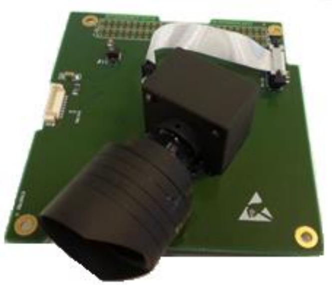
● ADCS Subsystem Architecture

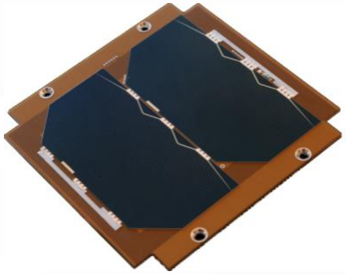


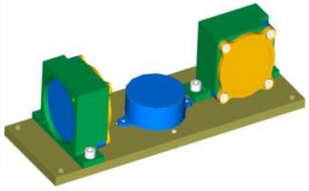
ADCS Hardware

Sensors and Actuators Type	
Attitude Determination Sensors	3-Axis Magnetometer HMC5843 ×1
	3-Axis Magnetometer HMC5883L ×1
	Coarse Sun Sensors SLCD-61N8 Photodiodes ×5
	MEMS 3-Axis gyro MPU-3300 ×1
	Fine Sun Sensor FSS-4 ×1
	Star Tracker ST-200 ×1
Attitude Control Actuators	Magnetic coils ×3
	Reaction wheels RW-1 ×3





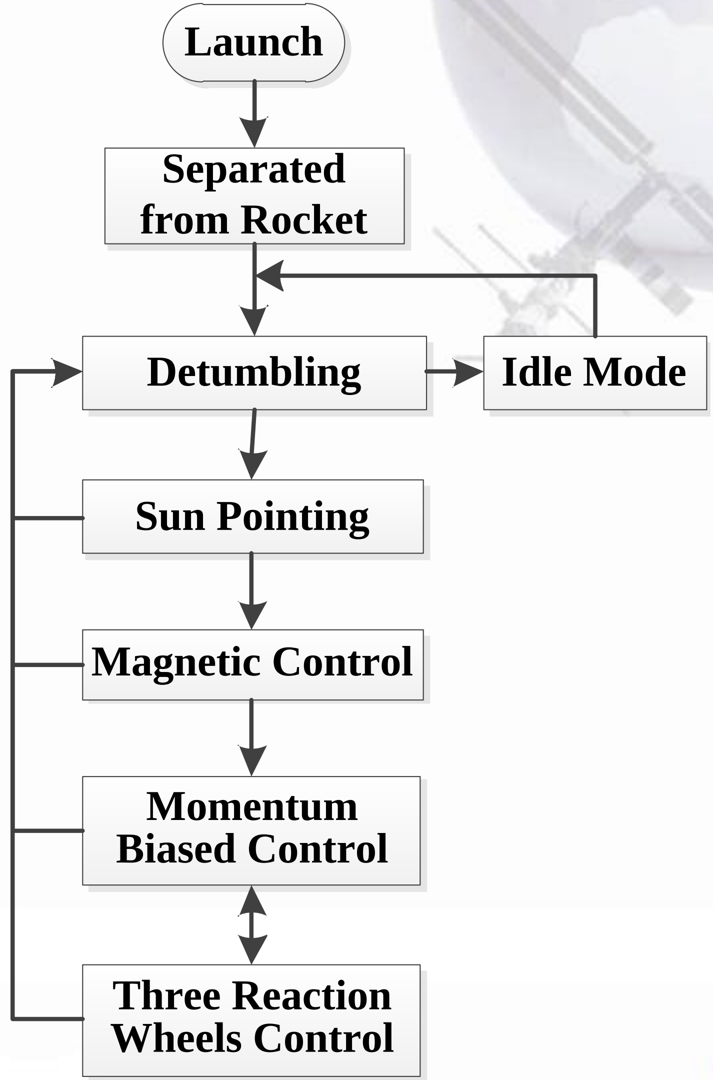




ADCS Algorithm

● The basic algorithm is TRIAD, which determines the attitude by use of the knowledge from two non-parallel measuring vectors.

● A UKF algorithm is combined into the TRIAD algorithm to improve the attitude accuracy.

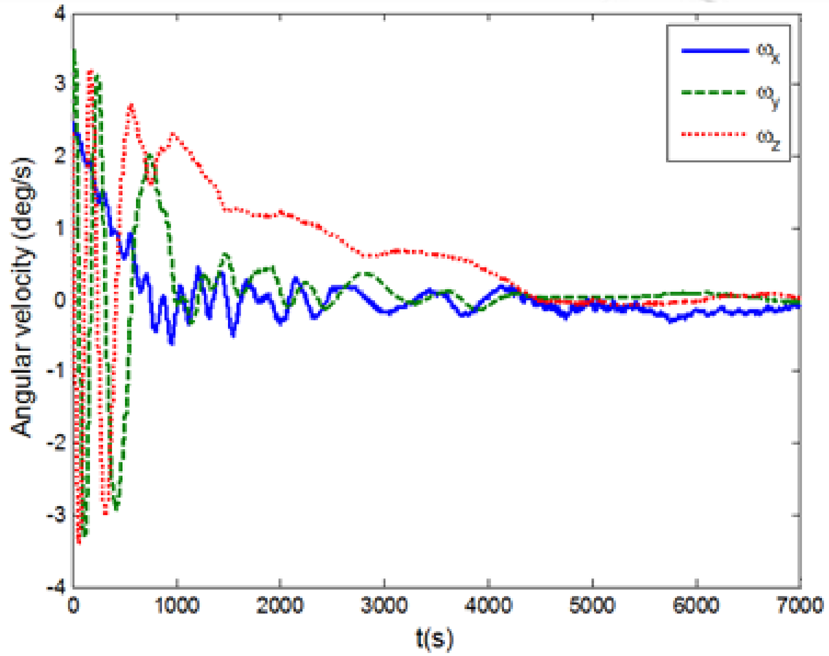


In-orbit Data Analysis and Results

● Detumbling Phase

94 minutes after launch, the first received signals showed that the satellite had completed rate damping (three axis angular velocity have been reduce within 0.3º/s) within one orbit period time and entered Sun Pointing Mode automatically.

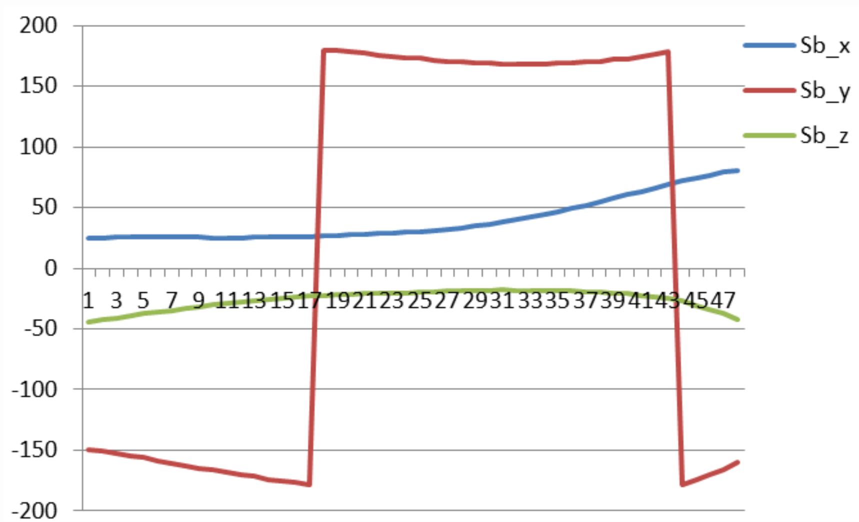
The in-orbit result was in conformity with simulation.



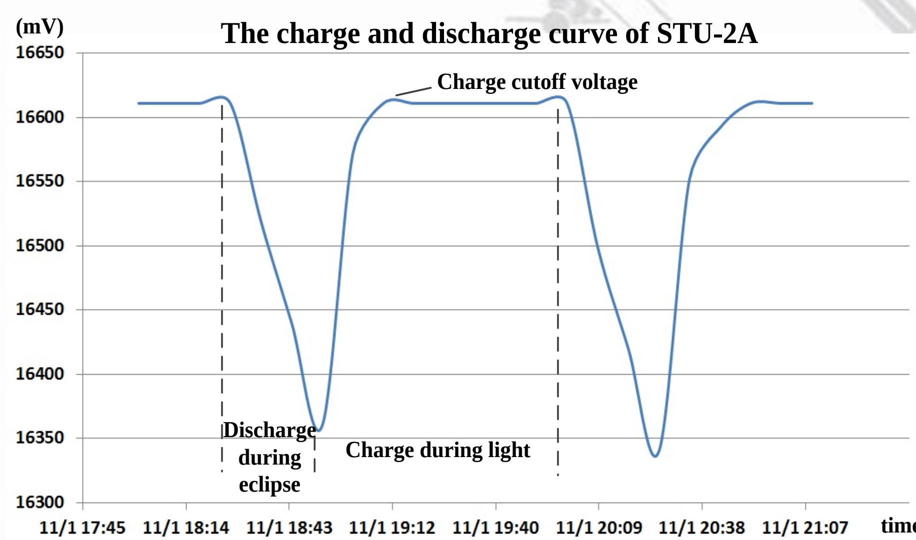
In-orbit Data Analysis and Results

●Sun Pointing / Sun Acquisition

Sun vector in body coordinate system



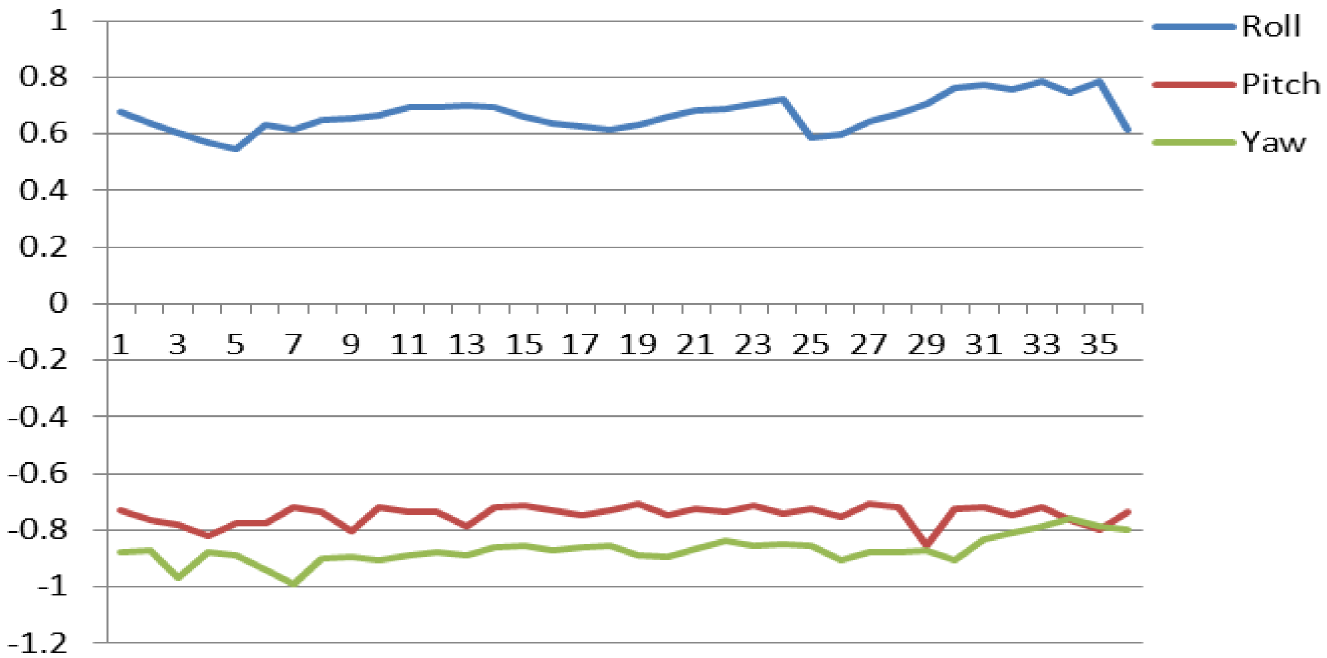
Charge-discharge curve



In-orbit Data Analysis and Results

●Nadir Pointing Mode

Three attitude angles were constrained within 1º.
The time period is from 08:20 to 08:26, 30th Sep, 2015.



In-orbit Data Analysis and Results

●CMOS Camera Image

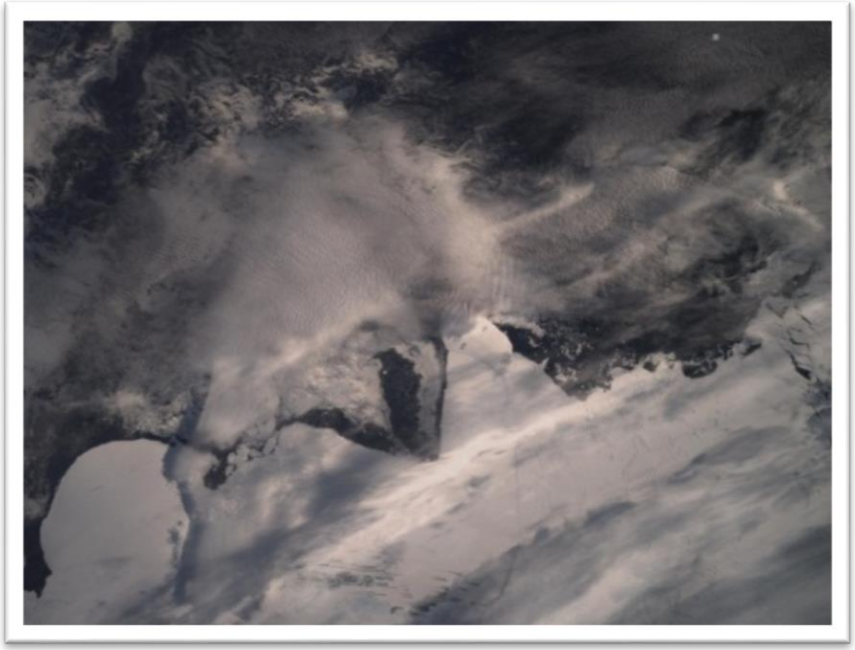


Image of polar glaciers captured on Feb 23 00:10:30 2016 UTC

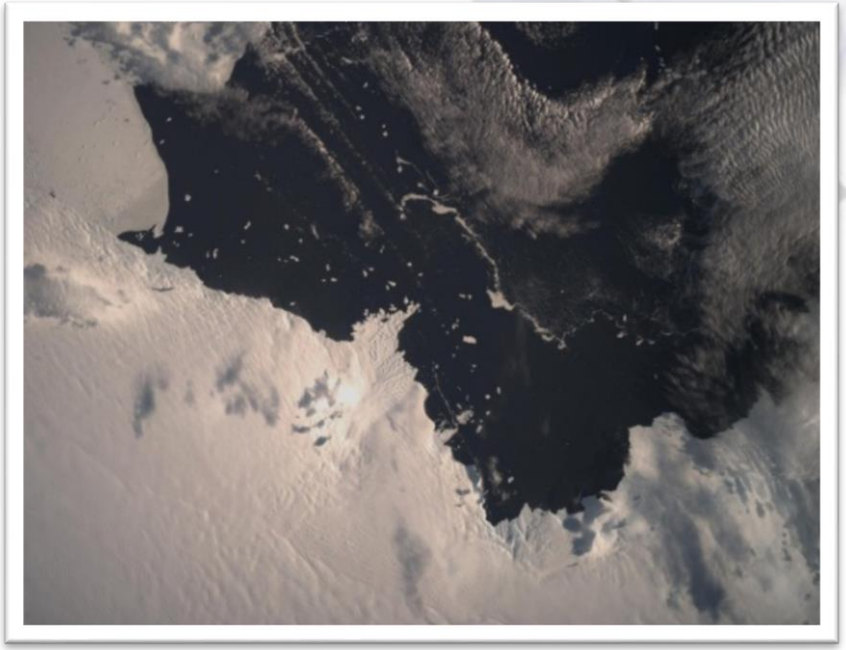
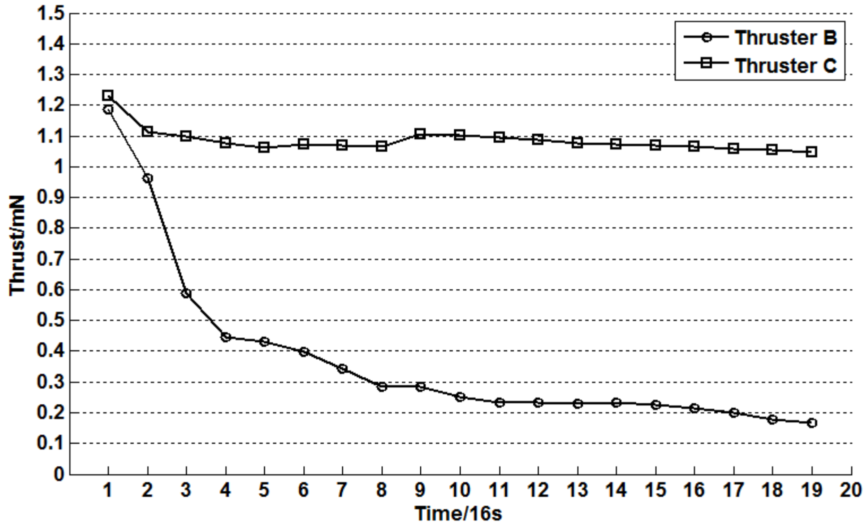


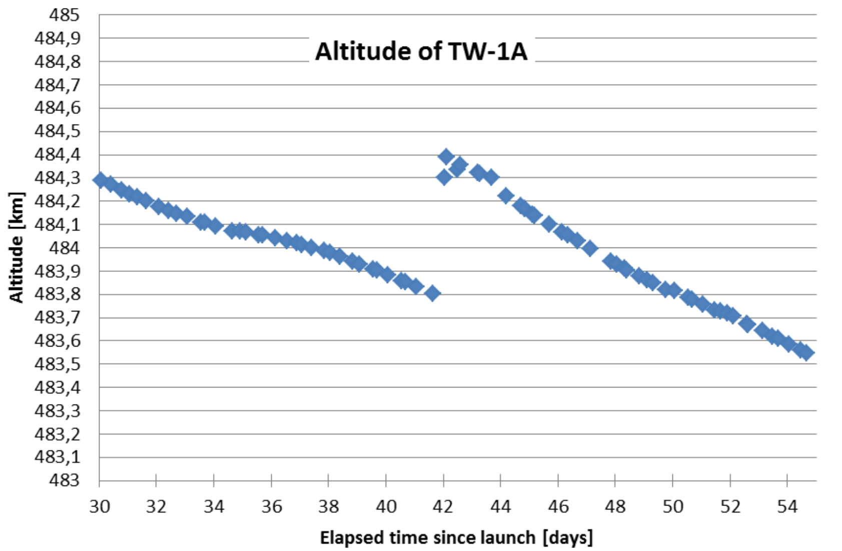
Image of polar glaciers captured on Feb 23 23:41:34 2016 UTC

In-orbit Test Experiences – Thruster Firing

●Micro-Propulsion In-Orbit Firing

On Nov 5th 2015, 10:09(UTC), thruster B and C are commanded for 5 min firing @ 1mN, aiming to raise the orbit





●Firing Results

- Thruster B falls into problem rapidly
- Unbalanced thrust level leads high rate spinning
- Spinning rate upto ca 65 deg/s (measured by redundant MEMS gyro on Nano-Hub)
- The resulted orbit change becomes very limited – ca 0.6km

In-orbit Test Experiences – Oscillation

● Local Oscillation work-point at ca 65 deg/s

- Initial tests try to reduce spin rate by counter-firing the thrusters
- Reduced 5 deg/s by firing in one pass, resumed back at ca 65 deg/s in next pass
- Reduced 10 deg/s by firing in one pass, back to 65 deg/s again in next pass

● Local Oscillation work-point at ca 65 deg/s

- Ts= 1 sec delay in the magnetic control loop (take the measurement before sending out the magnetic control, to separate disturbance)
- This delay in the control loop results in a steady oscillation work-point
- Simulation results revealed the oscillation work-point at ca 65 deg/s
- If remove the delay in simulation, the oscillation disappear

● Condition back to 0 work-point

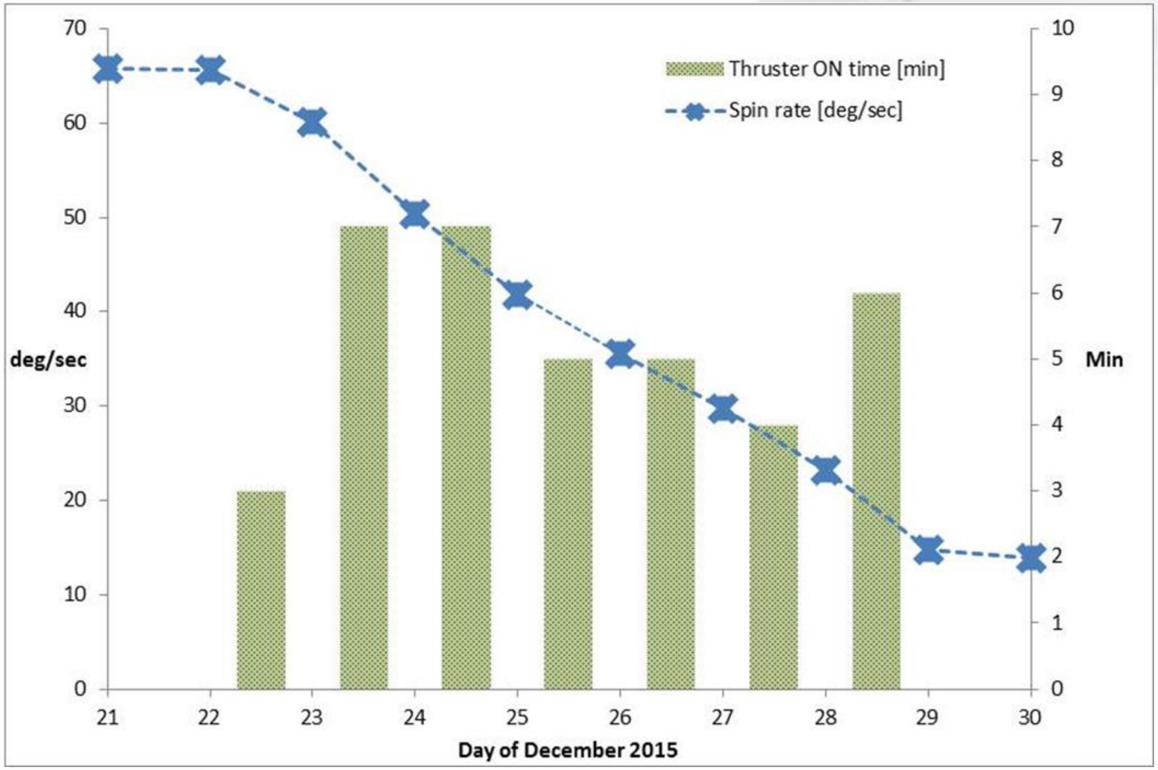
- Simulation shows, the initial rate needs to be below 20 deg/s
- Then, magnetic control can reduce the rate down to zero

In-orbit Test Experiences – Attitude Rescue

Successfull l Rescue around the 2015 Xmas week

● Rescue Process

- ➢ Switch off ADCS loop
- ➢ 7 days successive firing to reduce the rate
- ➢ Rate down to ca 14 deg/s
- ➢ Switch on the ADCS
- ➢ Magnetic control bring the spin rate down to zero



Sequence of thrust firings to de-spin the STU-2A

● Thanks to:

- ➢ CSP allows direct access to subsystem
- ➢ redundant MEMS gyro and magnetometer
- ➢ Open-loop control

Problems and Lessons Learned (1)

☐ Redundant back ups of key sensors & actuators

- Redundant MEMS gyro
- Redundant magnetometer
- Cold-gas thrusters - additional measure for attitude

☐ Magnetic residuals

- leads to rotation in pitch axis – one rotation / orbit
- accurate attitude performance was not achieved in STU-2A
- the 18650 lithium-ion batteries could pose magnetic dipole

☐ In-orbit injection of control parameters & software patches

- very important to calibrate off-set or errors
- if so, residual dipole can be compensated
- if so, oscillation work-point @ 65deg/s can be removed

Problems and Lessons Learned (2)

◻ Magnetic Rod vs Magnetic Coil

- Magnetic rod gives higher flux than coils built in the PCB
- Thus to have more capacity to fight magnetic residuas
- Rod is preferred if space allows

◻ Magnetometer & Magnetorque layout

- Magnetometer shall be kept away from large current devices, e.g. PC-104 socket (TM pulses cause high current,…)
- Magnetomer far away from magnetic coils or rods if possible
- Mangetometer on a deployed boom is preferred if possible

◻Sensors testing coverage

- Fine sun sensor testing was not professional, accuracy degraded
- Shall use Sun simulator at varying angles and temperatures to calibrate the accuracy

Thanks!

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