CREATION OF A REMOTE SENSING UNMANNED AERIAL SYSTEM (UAS) FOR PRECISION AGRICULTURE AND RELATED MAPPING APPLICATIONS

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PURPOSE
Our goal is to create a fully autonomous airborne remote sensing platform, for the production of various vegetation indices to determine growth, development, yield crop and provide considerable information in real time and at low cost (compared with existing methods) for the study area.

The primary tool for extraction and production of the information is an unmanned aerial system (UAS) that carries sensors and cameras flying over the study area, transmitting real time data that has been programmed to collect. The collected data is land cover, geographic location, weather data, geomorphologic and cadastral data, ortho-corrected derivatives and qualitative data type coverage, biomass and other parameters that have been introduced to the platform via computational GIS routines.

This idea emerged during the analysis of the functional ecology in Greek agro-ecosystems within spatial information and mapping. To take full advantage of dynamic tools of IT, such as Geographic Information Systems and Expert Systems, Global Positioning Systems, Remote Sensing and Agriculture Engineering tools.

The platform named "Skiptrovamon" has numerous applications and is used as a tool in many scientific fields, such as; precision agriculture, geography, geomorphology, topography, urban geography, and remote sensing.

Skiptrovamon was designed and has been tested as remote sensing platform for precision agriculture. As the aircraft flies over the study area it collects information from cropland and outputs, yield crop, current biomass, indicate the stressed plants and possible lack or adequate irrigation and fertilization in real time through computational routines.

Key words: UAS, Skiptrovamon, agriculture, remote sensing, GIS

INTRODUCTION

Background
Computational routines - models are by default simplified expressions of more complex systems and only a fraction of reality (De Wit, 1968, 1993), in any case they cannot represent the full range of a real system. Therefore biological models and crop development models cannot be used in cases other than those for which they were designed for. The purpose of building a model is to simplify as far as possible and study of a particular part of reality that we need for a particular topic under study (Van Laar, 1994). These models began to be known and to assist in resolving and understanding the physiology with the appearance of P/C's, 30 years ago (Duncan et al., 1967; Goudriaan, 1977).

However, crop growth and development simulation, focuses on the hierarchical level of crops potential output (de Wit & Penning de Vries, 1982; Driessen & Konijn, 1992), in which water and nutrients are available to the crop. Therefore soil processes and the development of root zone does not need to be analyzed. Also it does not take into account any reductions in production capacity of weeds and pests. So in this first hierarchical level of
potential output, increasing crop depends only on the processes taking place above ground, such as assimilation, crop growth, respiration and allocation of dry matter to different plant organs. Moving to a lower hierarchical level with our modern computers became possible with sub-models to reach potential output which additionally depends on the availability of water and nutrients (Danalatos et al., 2004).

In any case, existing models and monitoring processes, are focusing their results to the exact point of the study area, giving us a quantitative overview of the variables, without spatial representation, which is closely connected with the agriculture and the environment.

Geographic Information Systems (GIS), in conjunction with the Remote sensing (Hatzopoulos J. N., 2008), made possible to capitalize the plethora of models (Almhab et al., 2008) and for the first time to reverse the outcome of the results from point (focal) level to local level (local) (Xiaopeng et al., 2011) thereby making possible for two-way use and displaying them in space and time. Also we can achieve significantly faster results due to automated supply of our system (GIS & models) from the UAS based on Arduino (Hideki et al., 2008) and continuously feeding with the required data. The ground models can easily be calibrated along with the model machine learning method (Gashler, 2011).

Objectives

The objectives of the research are:

A. Translate, a precision agriculture mathematical model dry weight increase (DWI) to GIS computational routine and take advantage of the Auto-pilots IMU and payload cameras, to collect usable weather and plant data.

In order to make calculation within the collected and given data, we have to transform them to surface models. A surface in the geographical space is a continuous field of values, which differ in value and their spatial position (location), they are called spatial attributes. Considering all the spatial interpolation methods, the Kriging spatial interpolation is based on good theoretical basis, provides a convincing calculation method for interpolated values and is considered as the Best Linear Unbiased Estimator (www.geosciences.mines-paristech.fr). The basic idea is to first discover the characteristics of spatial distribution and then apply these properties to calculate the remaining values of the surface. The relatively accurate prediction of values is the largest capacity and operates with a different statistical approach compared with other interpolation methods. Thus, this method considers the distance and direction between the reflections of sampling points and their spatial correlation, which can be used to explain the changes in the surface. In our case it will be applied to identify and calculate the values of climatic and Plant parameters required as unknowns in our computational routines.

B. Design, construct and develop an airborne platform, capable to perform automated lawnmower patterns and carry all the necessary equipment, required for remote sensing. The platform should have a flight envelop to achieve optimized image captures (cruise airspeed), flight time to capture the mean cultivated property in Mediterranean ~300 acres (current consumption), maneuverability and agility, to overcome the wind gusts and mountainous terrain (max airspeed) and a rigid airframe and components to achieve landing thru cultivated areas.

Furthermore to create a fully autonomous airborne remote sensing platform, for the production of various vegetation indices to determine growth, development, crop yield and provide considerable information in real time and at low cost (compared with existing methods) for the study area.

C. Combine remotely sensed acquired data from our UAS and the existing DWI estimation model, to our GIS system, to calculate the DWI, for corn crop of a Greek county, Larissa.

MATERIALS AND METHODS

Methods

Translating the DWI model to GIS routine. Solar energy converted to biomass by the process of photosynthesis. In this process, the CO₂ of the air is converted into carbohydrate (CH₂O)n according to the generalized reaction:
CO₂ + H₂O + solar energy → 1n (CH₂O)n + O₂ (1)

A part of the produced carbohydrates used as structural material of plant mass as for example lignin, protein, fat, etc., while another part is used as energy for various functions of the plant.

1n (CH₂O)n + O₂ → CO₂ + H₂O + chemical energy (2)

With known latitude and day of the year, the rate of uptake of a closed leaf canopy on a cloudless and a fully overcast day is determined by (linear) interpolation. This rate for partially overcast days can be calculated with the equation:

\[ FGC = FO \times (1 - FOV) \] (3)

Where,

FGC is the total rate of assimilation leaf canopy (kg ha⁻¹ d⁻¹),

FO is the percentage rate of the sky is cloud (0 for a completely cloudless day, and FO = 1 for fully overcast days).

FO is total rate of assimilation leaf canopy a completely overcast day (kg ha⁻¹ d⁻¹),

The percentage of days that the sky is cloud determined from the (specific) daily solar radiation and that which corresponds to fully cloudless day as shown in Table 1.

Table 1. Calculated assimilation rate values CO₂ (kg ha⁻¹ d⁻¹) for closed leaf canopy with spherical leaf distribution, for closed leaf (FL) and completely overcast (FOV) days, and a maximum photosynthetic rate, AMAX-70 kg ha⁻¹ d⁻¹.

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The daily global radiation on a fully cloudy day can be determined by multiplying the value for full cloudless day with 0.2. Therefore:

\[ FO = (TOTRAD - AVRAD) / (TOTRAD - 0.2 \times TOTRAD) \] (4)

Where,

TOTRAD is the total completely cloudless day (J m⁻² d⁻¹, Table 1)

AVRAD is the true total incident radiation (J m⁻² d⁻¹).

If leaf canopy isn't closed as in the initial stages and at the end of the biological cycle, it does not absorb the incoming radiation, which results in a CO₂ assimilation sufficiently lower than that in the case of restricted leaf.
canopy. This decrease is approximated by the proportion of the incoming radiation absorbed from the culture (as discussed above) with the following relationship:

\[ \text{CFL} = 1 - \exp(\text{KE} \times \text{LAI}) \] (5)

Where,

- CFL is the percentage of theoretical radiation absorbed (0-1), and
- KE is the coefficient of permeation for visible light whose value ranges between 0.5 and 0.9 depending on the leaf geometry (Table 2).

The rate of CO2 assimilation expressed in kg CO2 ha^-1 d^-1. The absorbed CO2 is reduced further to the culture in carbohydrates or sugars (CH₂O)n. To get assimilation rate expressed in carbohydrates, FGASS (kg (CH₂O) ha^-1 d^-1) then the rate of assimilation CO2 (FGC) to should be multiplied by the ratio of molecular weights of carbohydrates and carbon dioxide(= 30/44) and on the weightings for temperature, the pervasiveness canopy leaf area and moisture availability:

\[ \text{FGASS} = \frac{30}{44} \times \text{FGC} \times \text{CFL} \times \text{CFT} \times \text{CFW} \] (6)

Where,

- FGASS is the total assimilation rate (kg (CH₂O) ha^-1 d^-1),
- FGC is the total rate of assimilation leaf canopy (kg (CO₂) ha^-1 d^-1),
- CFL is the radiation absorption coefficient (equation 5)
- CFW is the water availability coefficient (= 1 when calculating potential output) (TRa/TRm)
- CFT is the temperature coefficient (C^{-1}) which is determined based on experimental data (field tests) or data from the literature (Driessen & Konijn, 1992, Van Heemst, 1988).

For the purposes of a simplified assessment, the CFT coefficient can be calculated from the relative decline of AMAX in Figure 1 assuming maximum civilian = 86 kg ha^-1 h^-1 for C4-type plants and AMAX = 50 kg ha^-1 h^-1 for plants formula C3.

![Figure 1. General AMAX reaction curves in temperature for different groups of crops (Versteeg & van Keulen, 1986). I = C3 plants in cold and temperate climates, II = C3 plants in hot climates, III = C4 plants in warm climates, IV = C4 plants in cold climates.](image)

Furthermore, using table 2, we can predict the total growth rate of the crop dry mass (DWI) or the individual for Stem, Leaf, Root and Storage organs, combining the equations:

\[ \text{DWI} = \text{EC} \times (\text{FGASS} - \text{MRR} \times \text{TLDW}) \text{ kg ha}^{-1} \text{ d}^{-1} \] (7)

Where,

- DWI is the growth rate of the crop dry mass (kg ha^-1),
- EC is the conversion of carbohydrates into structural dry matter (average plant) (kg kg^-1),
- FGASS is the total rate of assimilation of the culture expressed carbohydrate (kg ha^-1 d^-1),
- MRR is the relative rate of Maintenance respiration (total for all plant organs) (kg ha^-1 d^-1),
- TLDW is the total dry weight of the (live) components of the culture (kg ha^-1).

Therefore: \[ \text{DWI} = \text{FGC} \times \left( \frac{30}{44} \right) \times \text{CFT} \times \text{CFW} \times 0.6 \text{ kg ha}^{-1} \text{ d}^{-1} \] (8)

Where,

0.6 is the Corrected: Growth respiration & Maintenance respiration
Spatial model calculation translation. Gathering the unknown factors from the previous equations we will try to convert them to surface models and feed them to a Raster Calculator based routine for further analysis. From Table 3, we can obtain the current unknown values that feeds the DWI model, as well as the transformations, the enhancements and the new sources for our GIS routine. On the next chapter we represent, the corresponding sensor needed for each acquisition and onboard or ground translation.

Table 3. Unknown values for model based DWI calculation, Translation methods, feeds and enhancements

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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DVS</td>
<td>Percentage</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>FGC</td>
<td>kg ha⁻¹ d⁻¹</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>FGASS</td>
<td>kg (CH₂O) ha⁻¹ d⁻¹</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Building the platform

Materials. The complete list of materials used for the UAS platform is:

**Navigation:** Sensors needed for navigational algorithms, as well as extracting the orientation of captured images.
- **Autopilot AHRS** 
  - Ardupilot Mega 2.5
- **Internal sensors:**
  - Includes 3-axis gyro, accelerometer and magnetometer, along with a high-performance barometer.
  - Digital compass HMC5883L-TR chip.
  - Invensense 6 DoF Accelerometer/Gyro MPU-6000.
  - Barometric pressure sensor MS5611-01BA03.
  - Atmel's ATMega2560 and ATMega32U-2 chips for processing and usb functions respectively.
- **External sensors:** Sensors needed for navigational algorithms, as well as extracting the position and exposure of captured images.
  - **GPS**
    - ublox LEA-6H module.
  - **Airspeed sensor**
    - MPXV7002 series piezoresistive transducer.
  - **Voltage and Current**
    - AttoPilot Voltage and Current Sense Breakout - 90A.
  - **Luminance and Light**
    - Adapfruit TSL2561 luminosity sensor.
  - **Telemetry and Command**
    - RFD900 1W transceiver at both sides with 3dbi Rubber duck antennas.

**Remote Control**
- **Transmitter**
  - 2.4Ghz Futaba 8FG(s)
- **Receiver**
  - 2.4Ghz Futaba R6008HS

**Image Transmission:** Real time image transmitters, feed our ground station with imagery, reducing time from acquisition to calculations.
- **Transmitter**
  - 5.8Ghz Foxtech 400mw with 1.25dbi Cloverleaf antenna
- **Receiver**
  - 5.8Ghz Foxtech RC805 with 12dbi Patch antenna

**Payload Cameras:** Low cost modified, Cameras needed to extract NDVI and point cloud models, for LAI estimation.
- **Visual Light**
  - Canon sd780is point & shoot compact camera.
- **NIR modified**
  - XNiteCanonELPH300NDVI point & shoot compact camera

**Aircraft**
- **Fuselage**
  - Phoreas model, Aramid-Carbon fiber epoxy resin laminated
- **Tail sector**
  - CNC cut Styrofoam Core Cross Tail with All moving Stabilator
- **Airfoil naca 0012**
- **Main Wings**
  - CNC cut Styrofoam Core, polyvinyl sheeted with carbon fiber reinforcements
- **Motor**
  - Brushless Outrunner AC electric motor in pusher configuration
- **Battery**
  - Three (3) cell Lithium polymer 11.1v 5000mah 35c Battery
- **Surface Movement**
  - Digital PWM driven servo motors

**Dimensions**
- **Wing Span**
  - 2 m
- **Length**
  - 1.4 m
- **Wing Area**
  - 60dm²
- **Weight (incl. payloads)**
  - 2400gr
- **Moving Surfaces**
  - Ailerons, Elevator, Rudder, Flaps

**Ground Station**
- **Laptop**
  - 15.6" LED type 1366 x 768, 16:9
  - Intel HD Graphics 3000
  - Intel Core i5, 2450M
  - 4 GB Memory Type DDR3
  - 320 GB SATA 3
Methods. Within years of aviation and remote controlled model aircraft, designers, manufacturers and Hobbyists, have pushed the limits of efficiency and material usage. Of the self products, have now days taken the roll of unmanned platforms for recreational purposes and remote sensing. Combining this knowledge with the specific needs of remote sensing, mapping and limiting factors such as Legislation, Terrain particularities, Payload capabilities, Payload size and production cost. Therefore we designed an aerial platform from the inside out, to fit our needs.

In order to test the platform we performed hundreds Simulation flights, testing the different wing shape type and airfoil, propulsion systems and materials. The flight envelop should fulfill the following requirements:

- Maximum wingspan: 2.4m, for easy transportation and deployment
- Stall Speed: 28km/h, for security purposes and maneuverability
- Cruise Speed: 35Km/h, for optimum image acquisition
- Maximum airspeed: 90 Km/h, for gusty wind penetration
- Flight Duration: 1 hour, for forest and sea mapping applications
- Total weight: under 3kg, for legislation purposes and easy transportation and deployment
- Payload capacity: 1kg, to integrate a compact camera, autopilot, external sensors and aviation transponder

For our test we used XFLR5 windows software, which is an analysis tool for airfoils, wings and planes operating at low Reynolds Numbers and includes:

- Xfoil's Direct and Inverse analysis capabilities, wing design and analysis capabilities based on the Lifting Line Theory, on the Vortex Lattice Method, and on a 3D Panel Method.

Analysis results helped us conclude to the final design, which further tested on field for more than hundred (100) Hours, with onboard logging.

RESULTS

DWI translation Surface models

We selected a common corn crop productive county as the study area, where we had a great amount of field tests for DWI estimation from references, to test the liability of our GIS system. In table 4 we attach, the DWI estimations, calculated by the original model described on model translation methods, which have been verified by field tests.
Table 4. Field test samples and calculated values of DWI, for corn crop, from May to August in county Larissa, Greece (39°30’)(source Danalatos et al., 2004)

<table>
<thead>
<tr>
<th>Month</th>
<th>n/N</th>
<th>FCL</th>
<th>FOV</th>
<th>FGC</th>
<th>FGASS</th>
<th>DWI</th>
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<tr>
<td>May</td>
<td>0.611</td>
<td>843</td>
<td>354</td>
<td>652</td>
<td>445</td>
<td>266</td>
</tr>
<tr>
<td>June</td>
<td>0.656</td>
<td>892</td>
<td>388</td>
<td>712</td>
<td>485</td>
<td>291</td>
</tr>
<tr>
<td>July</td>
<td>0.744</td>
<td>873</td>
<td>368</td>
<td>744</td>
<td>507</td>
<td>304</td>
</tr>
<tr>
<td>August</td>
<td>0.760</td>
<td>788</td>
<td>329</td>
<td>678</td>
<td>462</td>
<td>277</td>
</tr>
</tbody>
</table>

Figure 2. Example calculation of DWI for corn crop, at June in county Larissa, Greece, assuming total loss of breathing of 40% and natural (rain) irrigation, with spatial mapping. The field test values (Table 4) are marked with dots.

From the results summarized in Table 4 and figure 2 we see that the corresponding translation of the model routine in GIS predominates, since:

- It accurately calculates the incident radiation and latent one with the required pixel size derived scale, as well it considers the study area slope to the estimates.
- Results obtained in map form (Figure 2), planting link or a Cartesian coordinate system, make it easier to interpret. Therefore, producing the results from point-level (Table 4), to surface analysis, makes possible multiple study area calculations at a time.
- Climate data determination was not done using statistics, or fed as such in our model, unlike the existing methods, the climatic conditions were determined separately for each cell with the Kriging method, minimizing the deviation.
- As shown in Figure 2, our system excluded from the map the non-agricultural land, subtracting from the results all areas with vegetation index near zero. Additionally, using influence and exclusion rules we can exploit the GIS multi-criteria analysis capabilities at the results and reverse lookup for cultivation area suggestions.
UAS remote sensing platform

Figure 3. Phoreas-Skiptrovamon modification, 3d Modeled isometric view.

The constructed UAS, designed with the described method and materials, features a low cross section drag, low weight platform, which satisfies the requested flight envelop, as well as modular design for robustness and further modifications.

Figure 4. A. Caption from XFLR5 software, during the final stages of airfoil analysis. B. Caption from CAD Software, during gear in-fuselage arrangement. From left to right: Electric motor, Video transmitter module, ESC, Mapping camera case, Telemetry module, Autopilot, Remote control Rx, PTZ camera, Batteries.

Figure 5. A. Screenshot Caption, from the Ground Control Station, during the lawnmower mission planning process (captured area ~5 acres, leg distance 60m, overlap 60%, flight Altitude 100m, travel distance 3.5km, mission time less than 10 min). B. UAS Performing near stall speed-low altitude maneuvers, during mapping tests, with 30km/h wind gusts.
On image 2and 3 we present an example of a low cost image sensor. Like manned aerial imagery or satellite, all of them may record the reflection of the visible spectrum and the near infrared light, with 8-bit radiometric resolution. But spatial resolutions differs from 0.05m/cell to 0.5-30m/cell respectively. High resolution imagery, results on denser point cloud and accuracy which leads to better Canopy shape and size calculation to feed our routine. Also we have more detailed NDVI deviations for small foliages and plants like vineyards.

Unlike Satellite imagery, we can see that, the ortho georeferenced mosaic produced by the unmanned aircraft. With low altitude photography, did not exceed spatial resolution more than 0.25 m / cell, with capabilities up to 0.05 m / cell. The high spatial resolution combined with high radiometric capability given us the opportunity to have exact classification of the vegetation of the region, as shown by the respective (a,b) calculation of NDVI in Figure 6.
CONCLUSIONS

With continuous monitoring and modeling, we have the ability to reverse the over-fertilization for the benefit of existing crops in both qualitative upgrading of products (like wine) and quantitative (like biofuels and cattle feeds). This will provide the opportunity for farmers to use every resource available and to return to active production without the need for subsidies and effect in accordance with the latest certification standards.

Increasingly, we are experiencing the need for lower cost produced information. The flight costs are minimal and all it requires is the physical presence of the aircraft, as opposed to aerial photography from manned aircraft. Compared with the satellite images, the image produced has much higher resolution (0.05m/cell to 0.5-30m/cell respectively) without the overcast obstructions and can be repeated at any time.

Using open source software and avoiding expensive software in most steps of the recording and processing of data (aircraft, ground station, post-processing), keeps the operating costs low, while involves rapidly thanks to the growing community, of active end users and developers.

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