

THE EFFECT OF DIFFERENT CROSSING  
ANGLES TO THE RADAR CROSS SECTION  
(RCS) OF THE TARGET IN FSR

ABDUL HALIM B AHMAD

BACHELOR OF ENGINEERING (HONS) ELECTRONICS  
(COMMUNICATION)

FACULTY OF ELECTRICAL ENGINEERING  
UNIVERSITI TEKNOLOGI MARA MALAYSIA

JANUARY 2014

## **ACKNOWLEDGEMENT**

I prayed thousands thanks to Allah S.W.T for giving me the opportunity for me to complete this project successfully, despite the various obstacles and challenges that I went through to prepare this project.

First, I would like to thank those who have contributed to help me in completing my project. I are heartily thankful to my supervisor, Dr Nur Emileen Binti Abdul Rashid whose encouragement, guidance and support from the initial to the final level of the project so enable me to develop an understanding of the project. Lots of thank you also goes to my parents and family for a lot advice and encouragement to me. Not forgetting to our friends that support me to complete this project successfully.

I hope that doing this project, I can add our knowledge and experience. I also hope this project is to provide our range of knowledge about the creation of modern technology is based on Vehicle Classification in FSR using VHF and UHF that I have learned.

## **ABSTRACT**

This paper presents on the analysis of the effect of different crossing angles to target's radar cross section (RCS) The target used is in this research is a BMW X6 model. The model of car designed using Autodesk 3DS Max and then export to CST Microwave Studio in order to simulate the RCS. The frequencies used for this simulation were based on UHF and VHF. Based on the simulation result, it is shown that the 400MHz of frequency and 90 degree angles of incident plane wave are the best position to define the maximum tracking and more information of RCS can be obtained.

## TABLE OF CONTENTS

CONTENS	PAGE
APPROVAL.....	i
DECLARATION.....	ii
AKCNOWLEDGEMENT.....	iii
ABSTRACT.....	iv
TABLE OF CONTENTS.....	v
LIST OF FIGURES.....	vii
LIST OF TABLES.....	ix
LIST OF EQUATION.....	ix
LIST OF ABBREVIATIONS.....	ix
<b>CHAPTER 1</b>	
<b>INTRODUCTION</b>	
1.1 BACKGROUND OF STUDY	1
1.2 PROBLEM STATEMENT	3
1.3 OBJECTIVES OF RESEARCH	3
1.4 SCOPE OF WORK	3
1.5 SIGNIFICANT OF RESEARCH	4
1.6 THESIS ORGANIZATION	4
1.7 GANTT CHART	6
<b>CHAPTER 2</b>	
<b>LITERATURE REVIEW</b>	
2.1 INTRODUCTION	7
2.2 CONCEPT OF RADAR	7
2.2.1 Forward Scattering Radar (FSR)	8
2.2.2 Radar Cross Section (RCS)	10
2.2.3 Tracking Radar	11
2.2.4 Limitations To Tracking Accuracy	13

# CHAPTER 1

## INTRODUCTION

### 1.1 BACKGROUND OF STUDY

Forward Scattering Radar has been investigated over years mainly for air target detection and tracking [1]. Recently a micro FS radar network for ground target (vehicles and humans) detection has been developed [2]. FSR has a number of unique characteristics that make it interesting including the enhancement of the target radar cross section (RCS) relative to traditional monostatic radar, which improves the sensitivity of the radar system itself. The FSR effect gives some advantages in increasing target radar cross sections (RCS) for targets with dimensions bigger than the radar wavelength[3]. The network includes four major segments: forward scatter radar that provides the target sensing capability (i.e., detection and parameters estimation); inter-nodes communication to transfer data within the network; navigation which operates at the initial stage to register node positions, and finally global communication for data exchange between the network and the command centre[4].

UHF and VHF propagation characteristics are ideal for short-distance terrestrial communication, with a range generally somewhat farther than line-of-sight from the transmitter [5]. Using these lower frequencies it is easier to obtain high-power transmitters. The attenuation of the electro-magnetic waves is lower than using higher