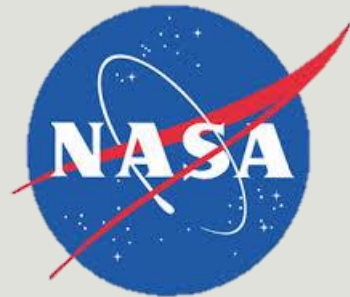


# #20 - Direct Drive Solar Powered Arcjet Thruster

SPONSOR – NASA, MARSHALL SPACE FLIGHT CENTER, HUNTSVILLE AL

ADVISORS – DR. GUO, DR. KWAN, DR. ANDREI

SENIOR DESIGN COORDINATORS – DR. AMIN, DR. FRANK



Team Members

Date – 11/21/13

---

Chris Brolin - ME

Cory Gainus - ME

Gerard Melanson - ECE

Tara Newton - ME

Griffin Valentich - ME

Shane Warner - ECE

Chris Brolin

# Agenda

---

- Background
- Objectives
- Mechanical Design
- Electrical Design
- Procurement
- Potential Challenges / Safety
- Future Plans
- Summary

# Background

---

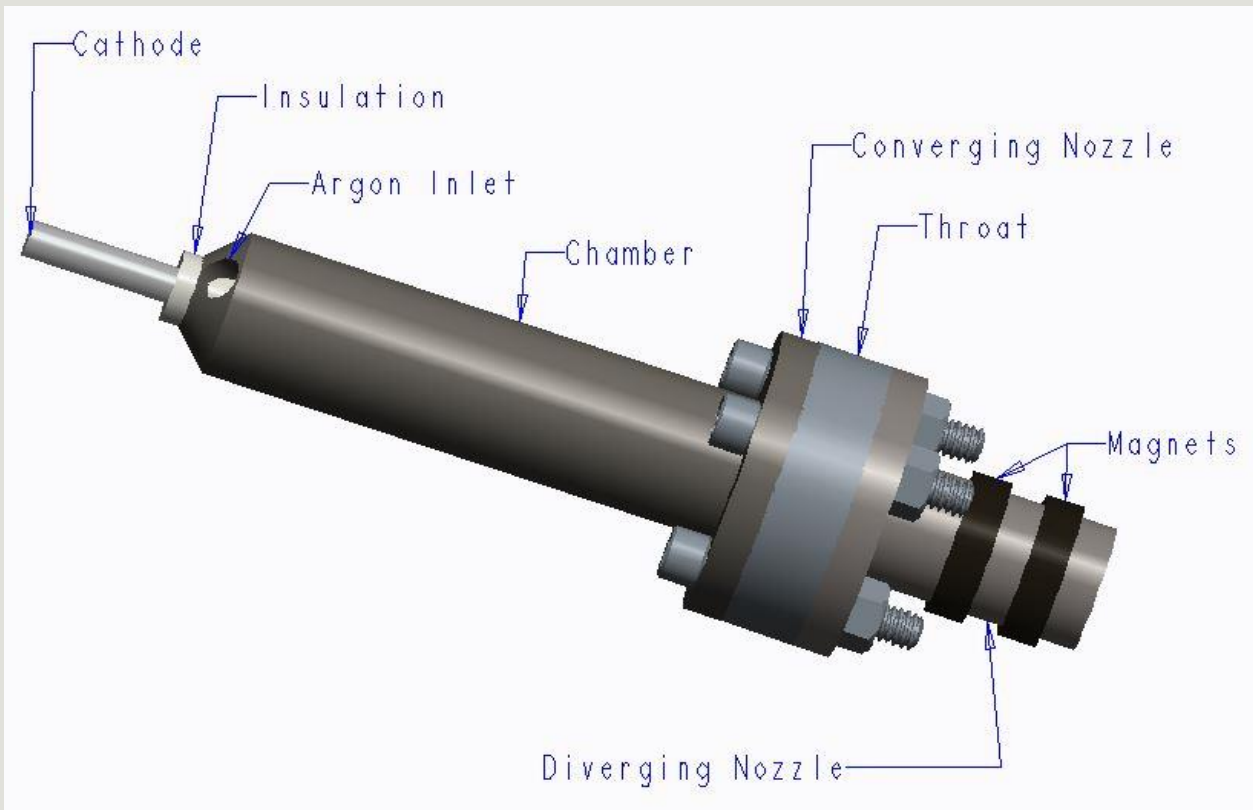
- Electrical Propulsion Systems
  - High specific impulse – low thrust
  - Electro-thermal thruster– arcjet
    - Produce thrust by heating gas propellant (Ar) and expelling through C-D Nozzle
  - Electromagnetic thruster – MPD
    - Accelerates particles with applied magnetic force
- Purpose of Electric Propulsion Systems
  - Station keeping – lower overall lifetime costs
  - Satellite altitude adjustment
- Power Processing Unit (PPU)
  - Expensive and complex
  - Largest prohibitive component to electronic propulsion systems
  - Converts input power to correct current and voltage

# Objectives

---

- **Eliminate the PPU**
  - Enable thruster to operate in Direct-Drive Mode
  - Obtain power directly from solar panels
- Design, manufacture, and test an arcjet thruster
  - Utilize permanent magnets to confine plasma
  - Independently control propellant flow
  - Design mounting apparatus for thruster inside vacuum chamber
  - Measure thrust produced
- Quantify the range of operating conditions over which thruster is effective

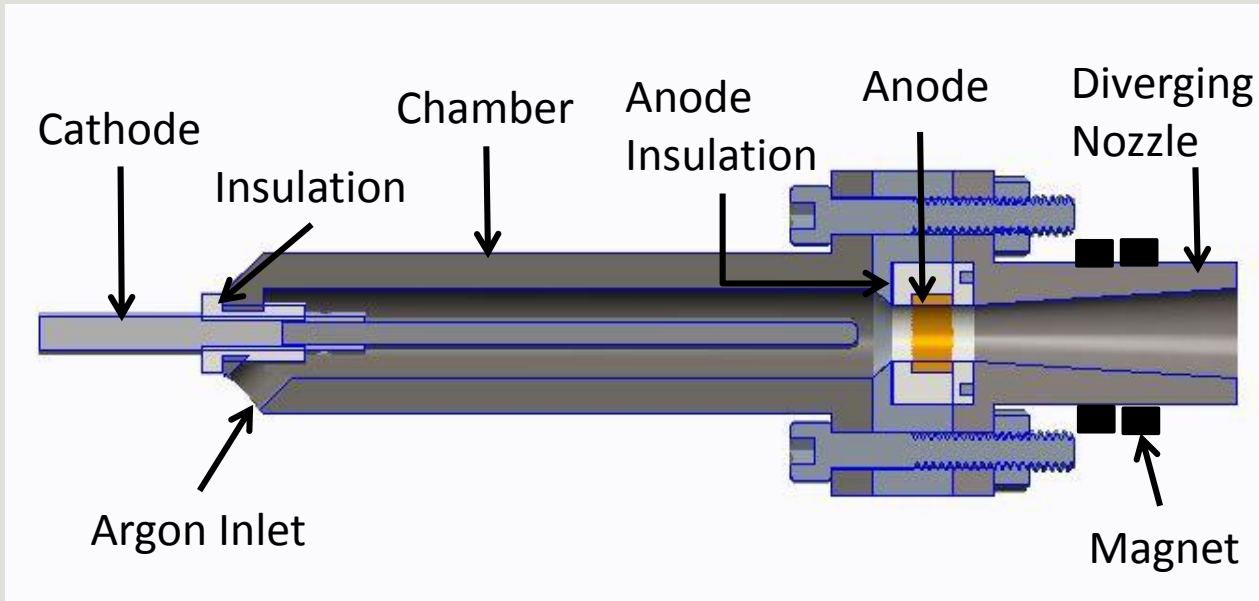
# Thruster Design



## Characteristics

- Gas injected at angle
- Annular anode insulated from rest of nozzle
- Magnets more evenly spaced over nozzle
- Nozzle designed for Mach 2
  - Area ratio = 1.531
- Stagnation pressure - 550 Pa
- Static Pressure at throat – 267 Pa
- Anode/Cathode Spacing – 0.15"
- Easy to manufacture

# Thruster Design



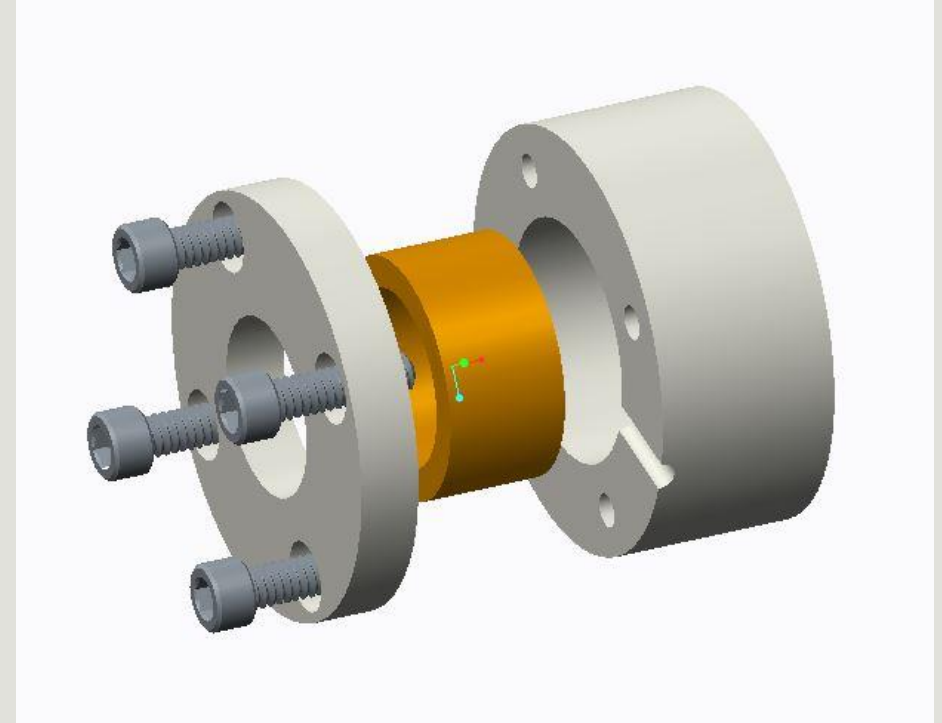
## Characteristics

- Gas injected at angle
- Annular anode insulated from rest of nozzle
- Magnets more evenly spaced over nozzle
- Nozzle designed for Mach 2
  - Area ratio = 1.531
- Stagnation pressure - 550 Pa
- Static Pressure at throat – 267 Pa
- Anode/Cathode Spacing – 0.15"
- Easy to manufacture

# Machining Considerations

---

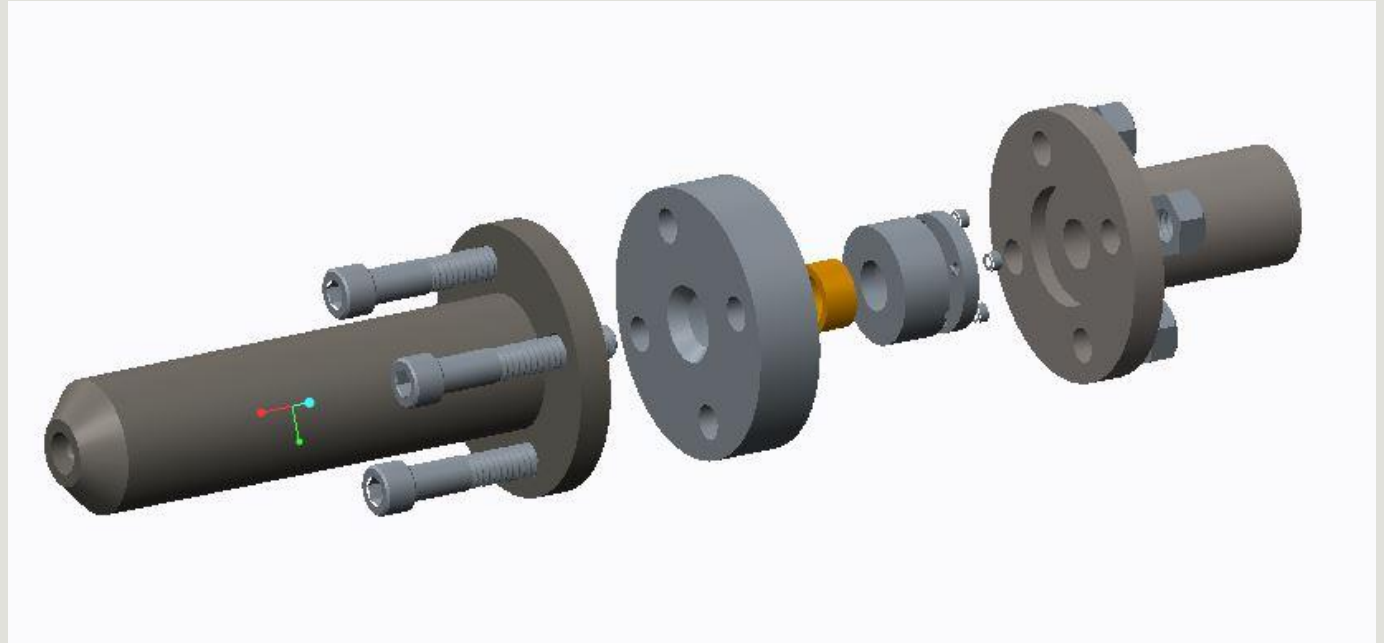
- Anode Assembly
  - Allows anode to be insulated yet easily accessible



# Machining Considerations

---

- Nozzle Construction
  - Three main components
    - Converging
    - Throat
    - Diverging

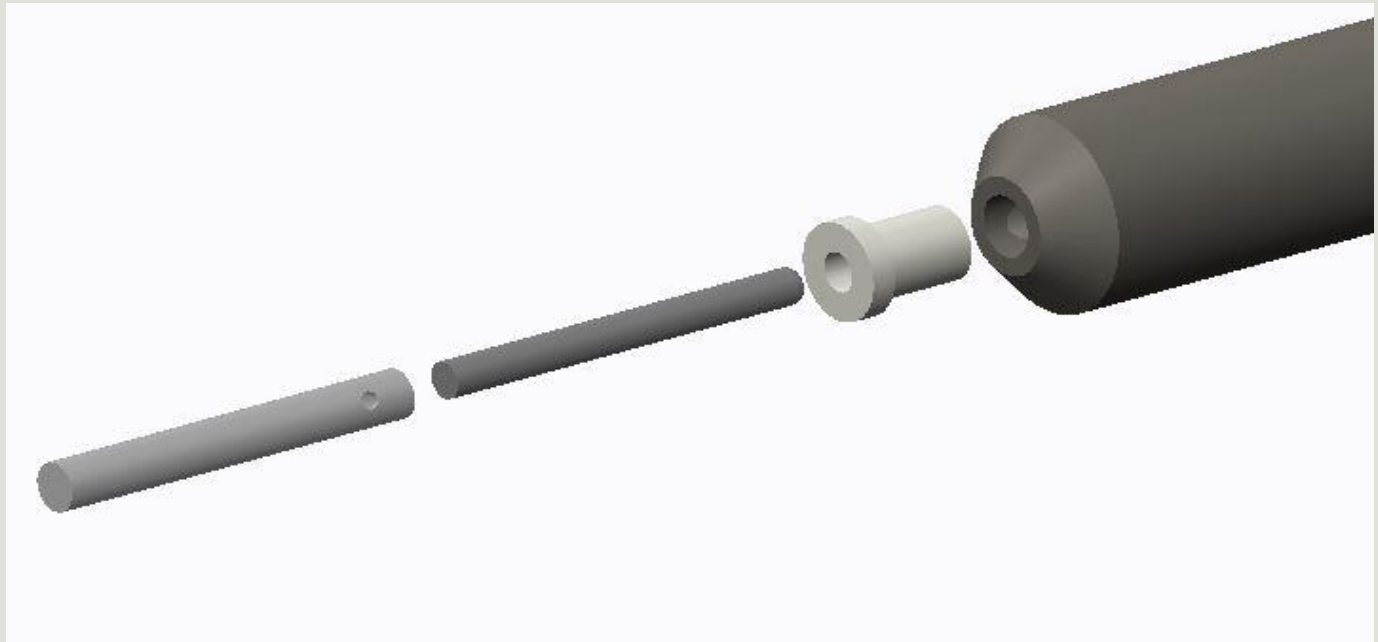




# Machining Considerations

---

- Cathode Placement
  - Adjustable with threads
- Cathode Holster
  - Avoid machining tungsten



# Mechanical Design

---

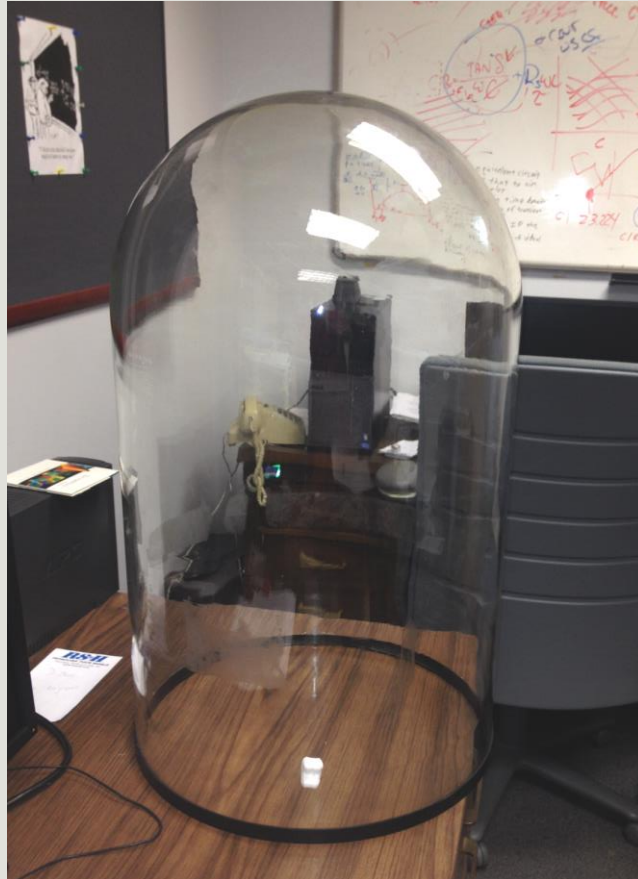
Component	Material
Cathode	Tungsten
Anode	Stainless Steel
Fuel Supply	Argon Gas
Heating Chamber	Stainless Steel
Insulation	Macor (Glass Ceramic)
Nozzle	Stainless Steel
Vacuum Chamber	Glass Bell Jar

# Testing Apparatus

---

## Vacuum Chamber

- Bell Jar
- Borrowed from Dr. Weatherspoon
- Chamber will be evacuated to 0.5 torr
- Argon and electrical connection input through baseplate



## Vacuum Pump

- Dekker RVL020H
- Vacuum to 0.5 torr
  - $P_b = 66 \text{ Pa}$



# Electrical Designs

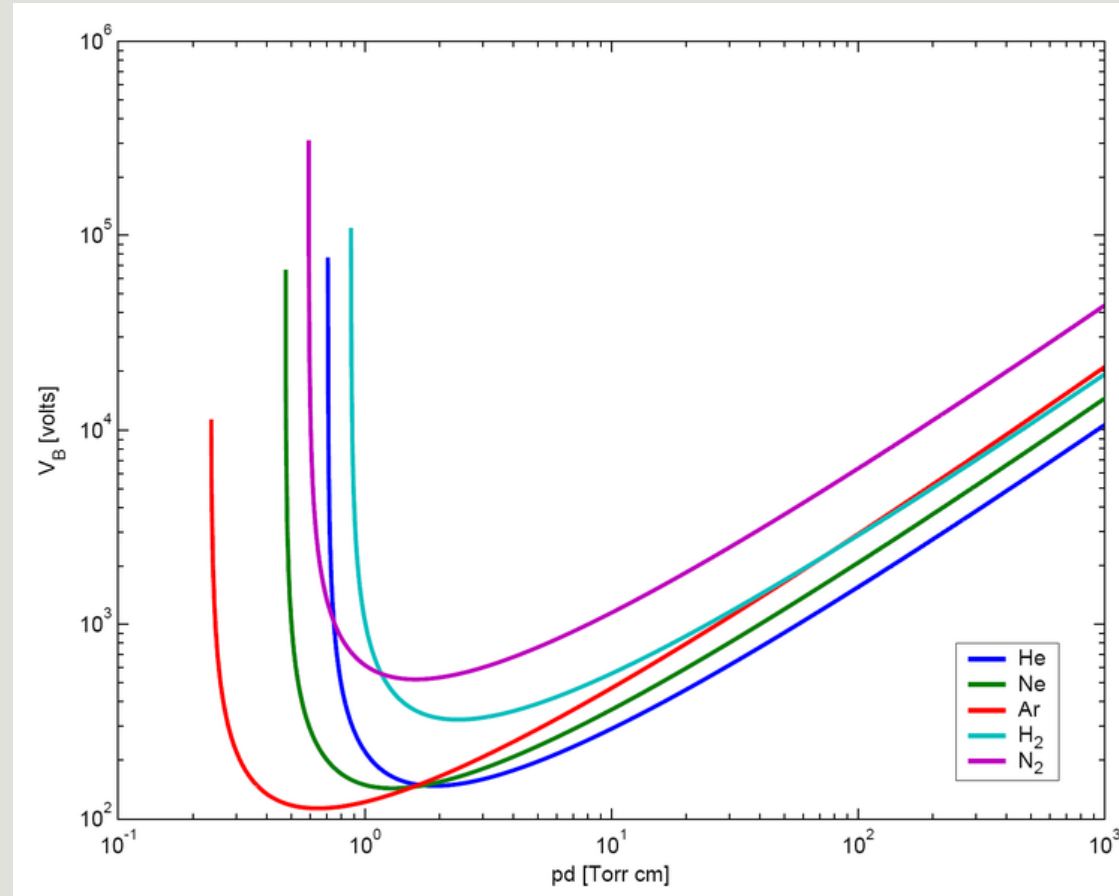
---

## 2 Major Designs Needed

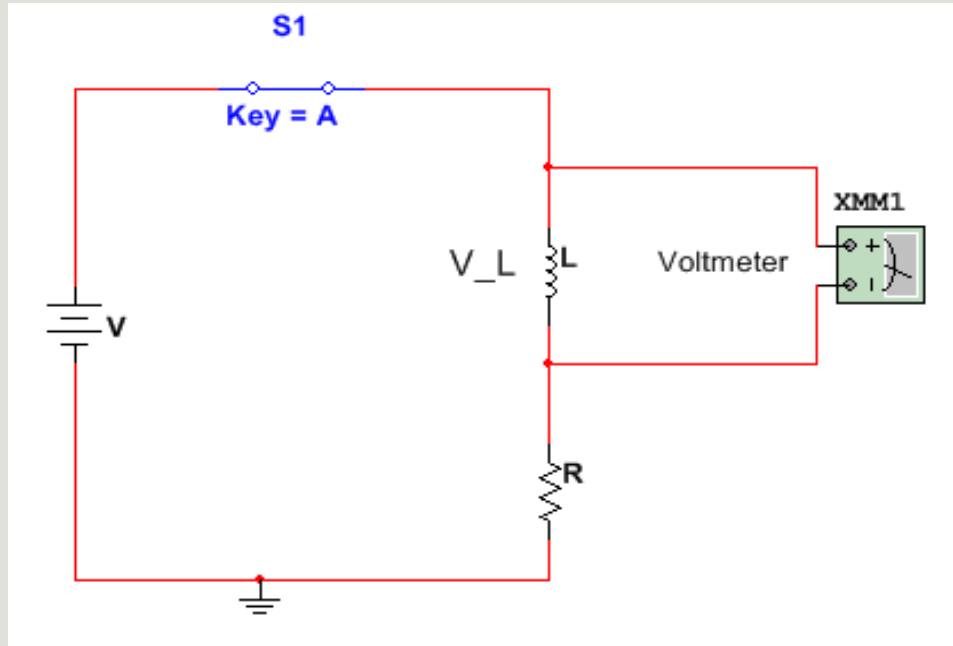
1.) Design a circuit that uses the four Aleko 100 W solar panels to first generate a voltage spike across the anode-cathode region high enough to achieve breakdown of the gas, and then produces a high enough current to maintain the plasma field

2.) Design a magnet configuration that focuses the positive ions in order to both increase thrust and also protect the thruster from the heat

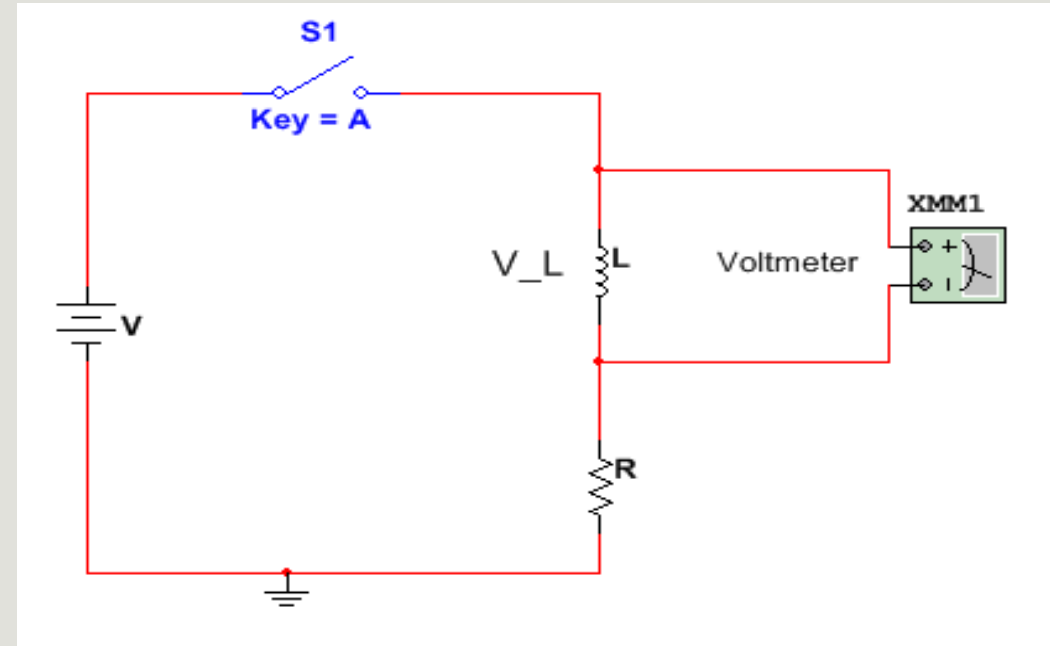
# Paschen's Law



# Inductor Properties

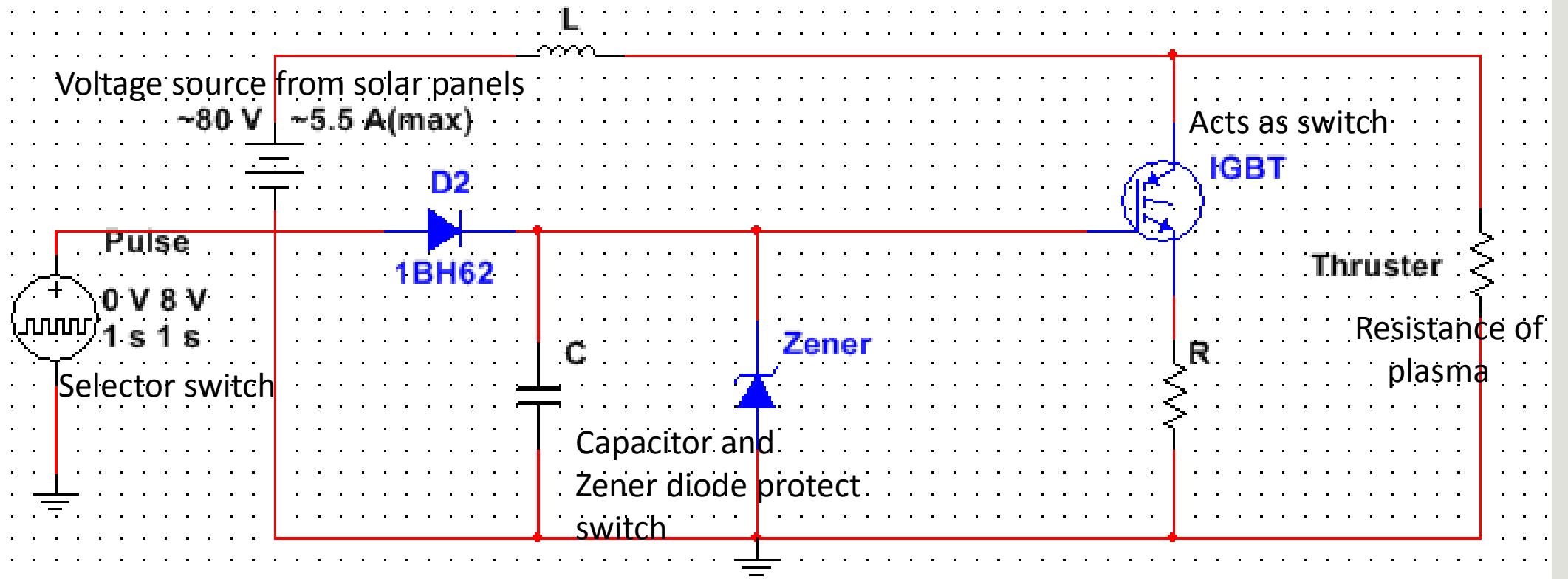


Once in steady state:  $I = \frac{V}{R}$

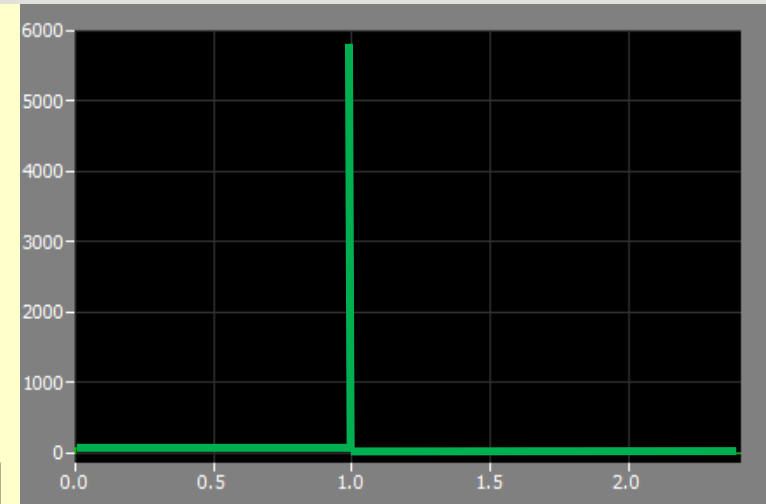
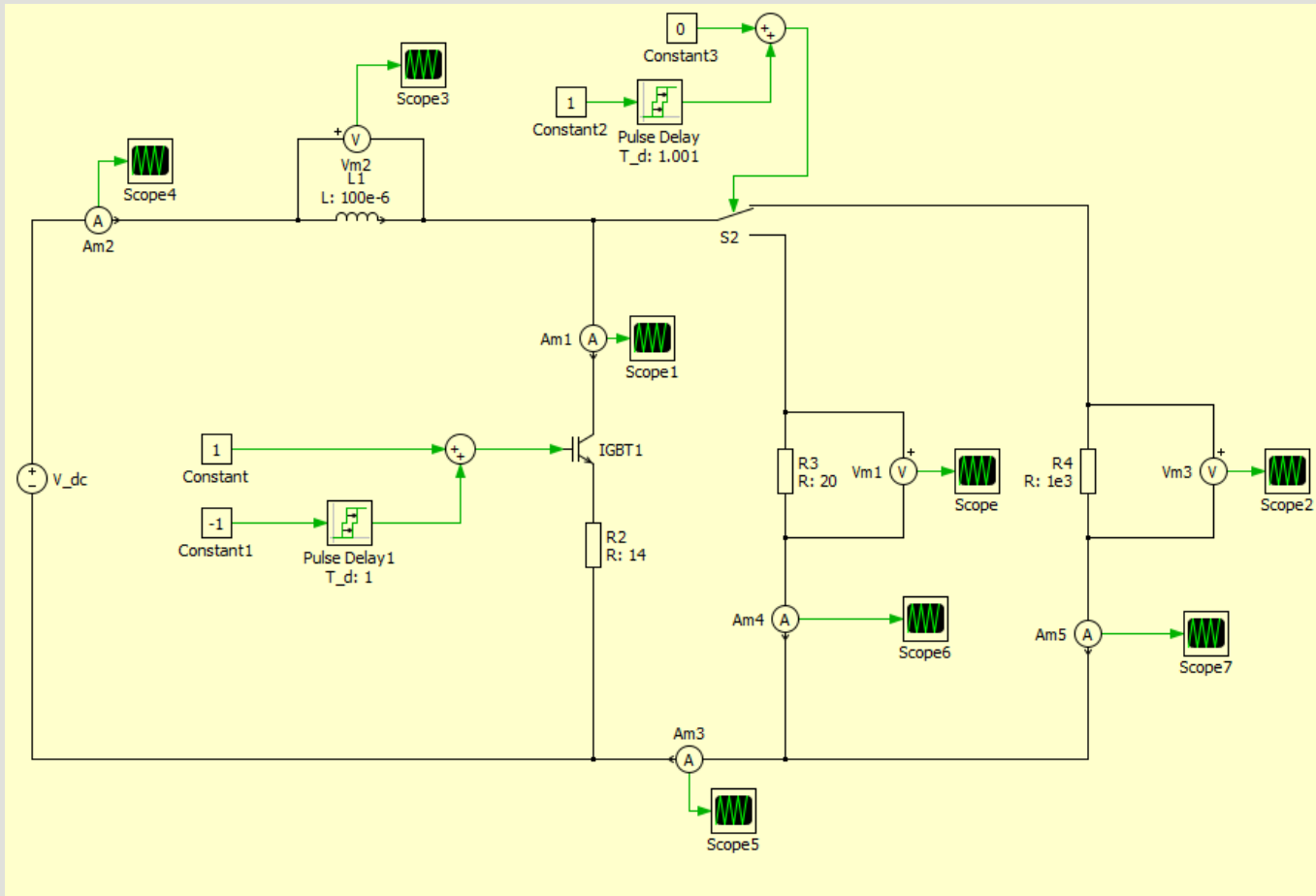


When the switch opens:  $V\_L = L \frac{di}{dt} = L \frac{I - 0}{dt}$

# Final Circuit Design



# Circuit Simulation using MATLAB



Voltage spike of 5.9kV in MATLAB



# Circuit Analysis

➤ The magnitude of the voltage spike is incorrect.

➤ Can be calculated using KVL in loop L3 as:

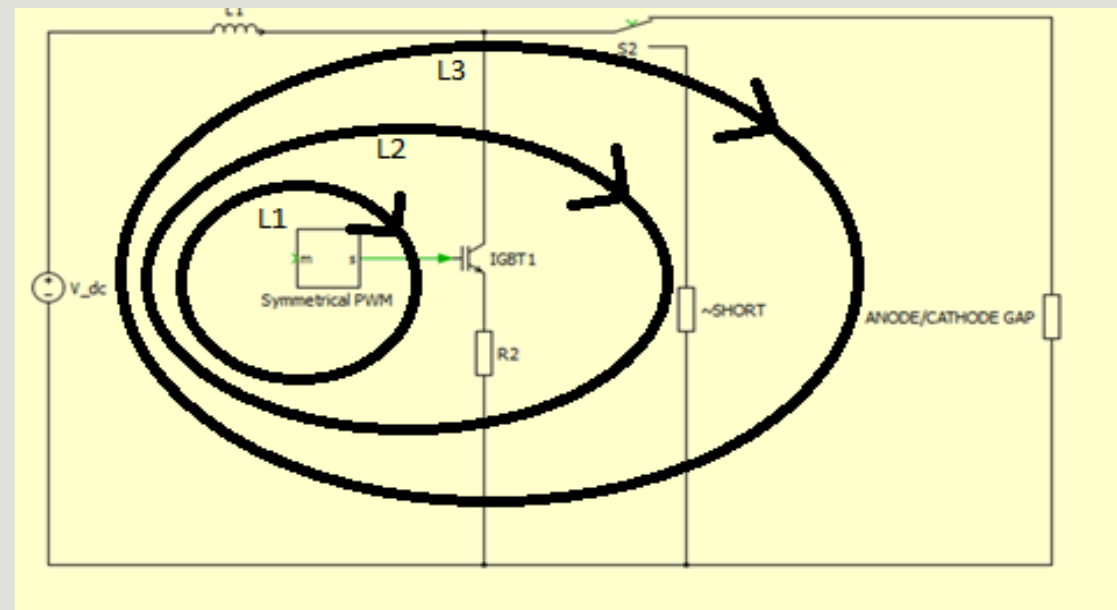
$$\text{➤ } V_{\text{breakdown}} = V_{\text{dc}} + L \frac{di}{dt}$$

$$\text{➤ } V_{\text{breakdown}} \cong V_{\text{dc}} + L \frac{V_{\text{dc}}}{R_2 * dt}$$

$$\text{➤ } V_{\text{breakdown}} = 80\text{V} + 100\mu\text{H} \frac{80\text{V}}{R_2 * 130\text{ns}}$$

➤ When  $R_2 = 1.1\text{k}\Omega$ ,  $V_{\text{breakdown}} = 136\text{V}$

➤ When  $R_2 = 65\Omega$ ,  $V_{\text{breakdown}} = 1.0\text{kV}$



## Component Values

## Output Range

---

$L = 100 \text{ } \mu\text{H}$

$R = 15 \text{ to } 400 \text{ } \Omega$

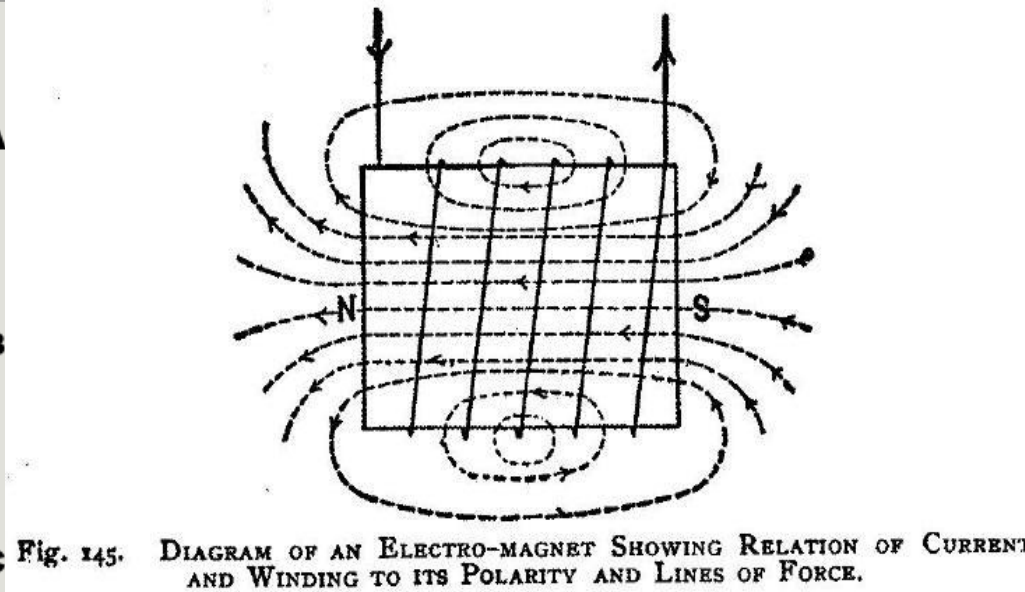
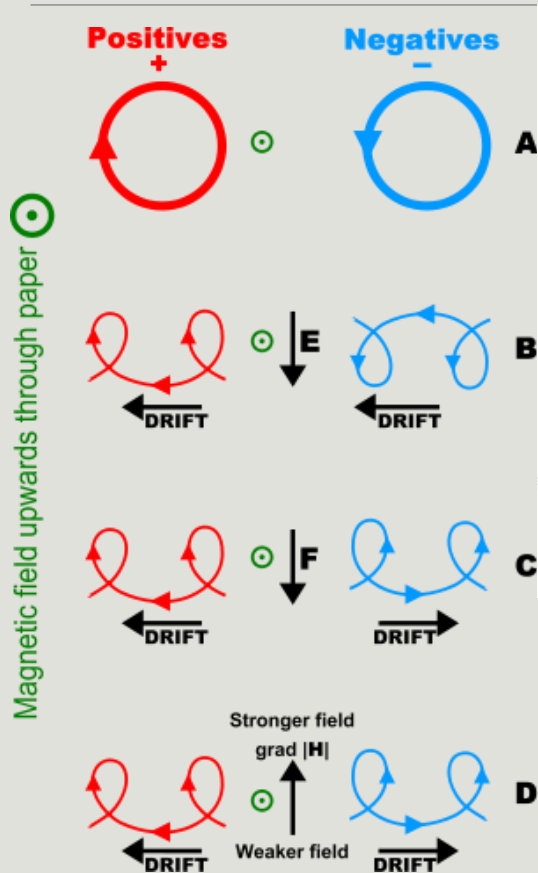
$di = 0.2 \text{ to } 5.5 \text{ A}$

$dt = 130 \text{ ns (max)}$

$V_{\text{max}} = 4230 \text{ V}$

$V_{\text{min}} = 153.8 \text{ V}$

# Magnet Design



The magnetic field is given by  $B = \frac{mv}{qr}$ ,  $v = \sqrt{\frac{20eV}{3m}}$ , where  $m$  is mass,  $v$  is velocity,  $q$  is charge,  $r$  is radius,  $eV$  is an electron-voltage, and  $B$  is the magnetic field. These equations simplify to give us  $B = 3/r$  mT.

# Procurement

<u>Component</u>	<u>Description</u>	<u>Quantity</u>	<u>Cost</u>	<u>Manufacturer</u>
Cathode	Tungsten Rod, 3/16" x 6"	2	\$ 33.24	McMaster Carr
	Stainless Steel 304, 3/16" x 6'	1	\$ 9.36	McMaster Carr
Anode	SS Steel Tube 1/2 OD, 0.37 ID 3' P# 9220K461	1	\$ 8.79	McMaster Carr
Argon Gas Cylinder	20 CF, Welding Cylinder	1	\$ 77.00	Welding Supplies from IOC
Argon Gas	20 CF Fill	1	TBD	TBD
Hose	High/Pressure Vacuum Hose	1	\$ 29.17	McMaster Carr
Hose Fitting	Outlet Fitting, Right Hand Thread, Brass	1	\$ 1.23	McMaster Carr
Housing/Nozzle	Stainless Steel 304, 2' Diameter, Stock	1	\$ 56.50	McMaster Carr
O-Ring	High Temp Buna-N O-Rings, 1" OD, 3/32" Width	2	\$ 18.24	McMaster Carr
Bolts (Anode)	P# 92185A078	1	\$ 3.23	McMaster Carr
Bolts	Stainless Steel 316, Fully Threaded, 7/8" Long, 1/4"-20 Thrad	1	\$ 5.23	McMaster Carr
Nuts	Stainless Steel 18-8, Easy-On Flange Hex Locknuts, 1/4"-20 Thread	1	\$ 7.78	McMaster Carr
Insulation	Macor Rod P#8489K131	1	\$ 71.34	McMaster Carr
IGBT	Part# IRG7PH30K10DPBF	1	\$ 8.73	Digi-Key
Inductor	100.0 µH, 6 A PART#1410460C	1	\$ 2.62	Digi-Key
Switch	PART# C3900BA	2	\$ 8.92	Digi-Key
Potentiometer	Part# AVT20020E200ROKE	2	\$ 31.24	Digi-Key
Magnet	Ceramic Ring Magnet, ID 2"	3	\$ 11.25	American Science & Surplus
		<b>TOTAL</b>	<b>\$ 383.87</b>	

# Potential Challenges/ Safety

---

## **Safety**

- High voltages/currents
- High temperatures
- Ar gas – asphyxiant

## **Challenges**

- Lots of assumptions
- Multiple tests needed

# Future Plans

---

- Order materials
- Test voltage spike of circuit
- Measure resistance of plasma
  - Determine whether to insert additional resistor or transconductance amplifier
- Design mounting and thrust measurement apparatus
- Create test plan

# Questions?

---