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# Technologies to Improve Ion Propulsion System Performance, Life and Efficiency for NEP

Ira Katz, John R. Brophy, John R. Anderson, James E. Polk, Dan M. Goebel  
Jet Propulsion Laboratory/ California Institute of Technology

April 17, 2003  
Advanced Space Propulsion Workshop  
Huntsville, AL

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- **Potential NEP Missions require major advances in electric thrusters**

Specific Impulse (Isp)	3,000 s	➔	7,000s
Beam voltage	1,100 V	➔	5,000 V
Power	2,500W	➔	10,000W
Throughput increase	200 kg	➔	1,000 kg
Life	3 yrs	➔	10 yrs

- **Ion Engines Clear Choice For Potential Near Term NEP Missions**

  - Ion Propulsion Background

  - NASA's Solar Electric Propulsion Technology Programs

- **Nuclear Electric Xenon Ion System (NEXIS) Program**

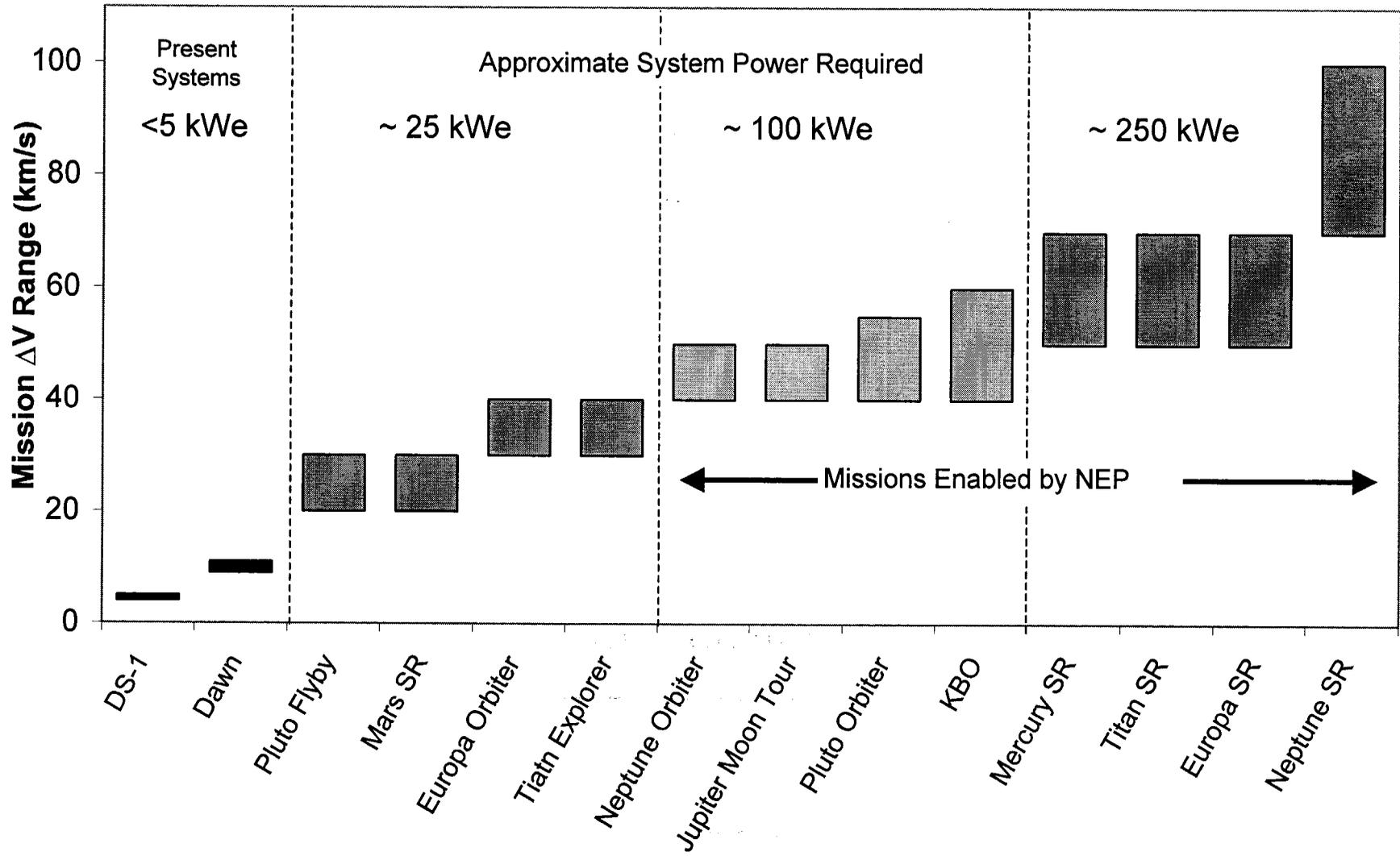
  - JPL Computer Models: Ion Thruster Design Tools

  - Ion optics grid performance & life

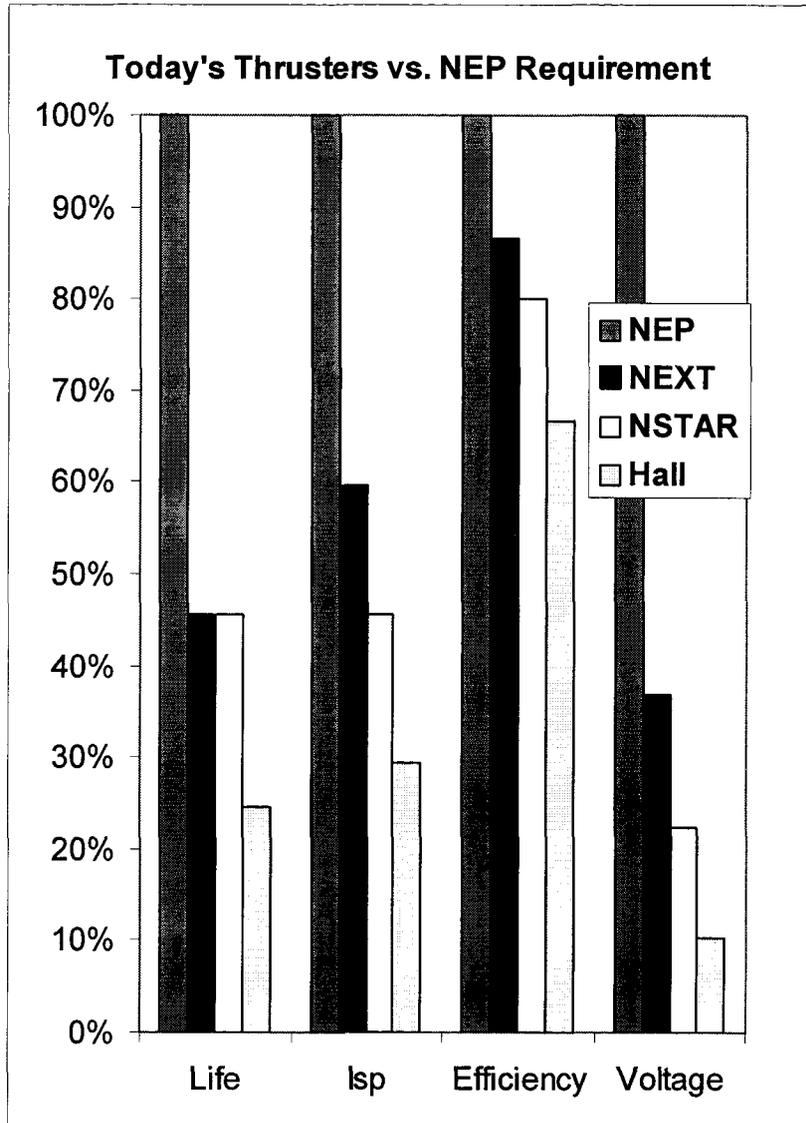
  - Hollow cathode life

- **Thruster plume – S/C interactions**

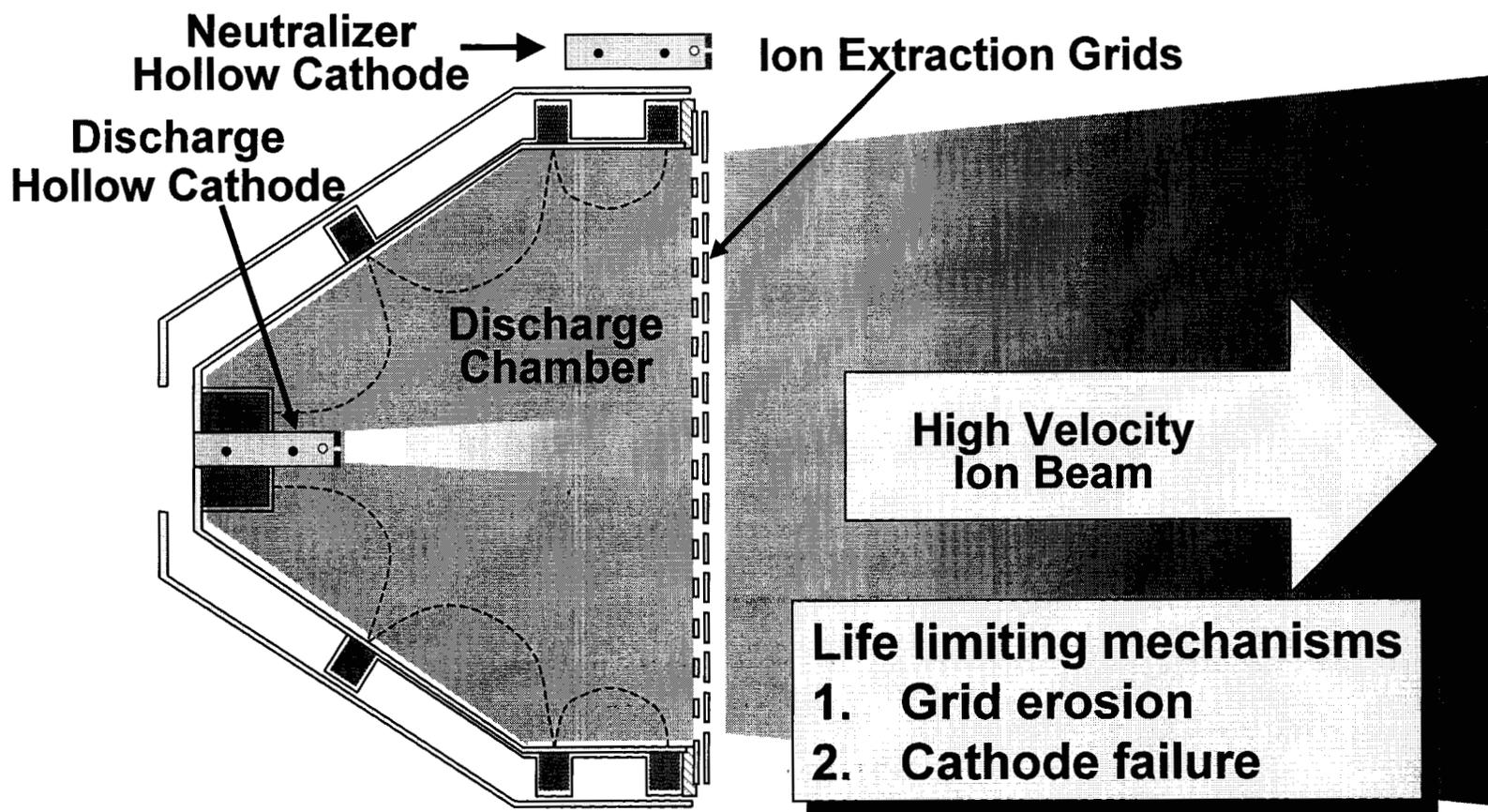
- **Summary**



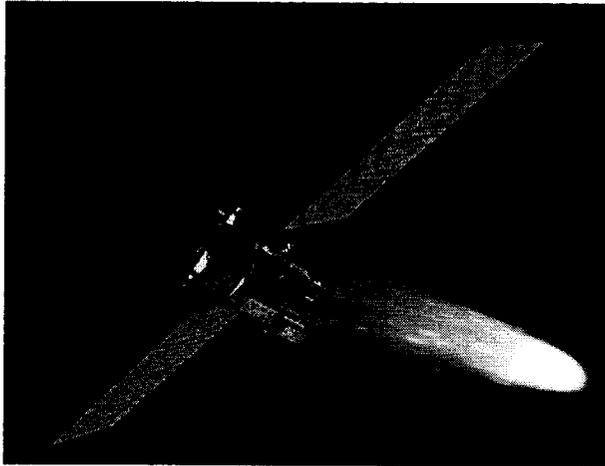
- **Ion thrusters scale well to high power & Isp**  
Voltage & power increase with  $I_{sp}^2$   
e. g. NSTAR 3100 s 2.3kW, 7000 s ~ 10 kW
- **High Isp readily achievable with ion thrusters**  
Increased grid voltage increases ion exit velocity  
Demonstrated in the lab >> 12,000 s Isp
- **High efficiency comes naturally at high Isp**
- **Key challenge is achieving thruster life**  
NSTAR Extended Life Test demonstrated 27,000+ hrs  
Life validation must use accelerated tests & analysis
- **Grid and Cathodes are the keys to long life**  
Grid erosion increases ~ linearly with voltage  
Hollow cathode life models are needed



1. Xenon gas **ionized** in the discharge chamber
2. Ion **accelerated** electric field between grids
3. Ion beam charge and current **neutralized** by neutralizer electrons

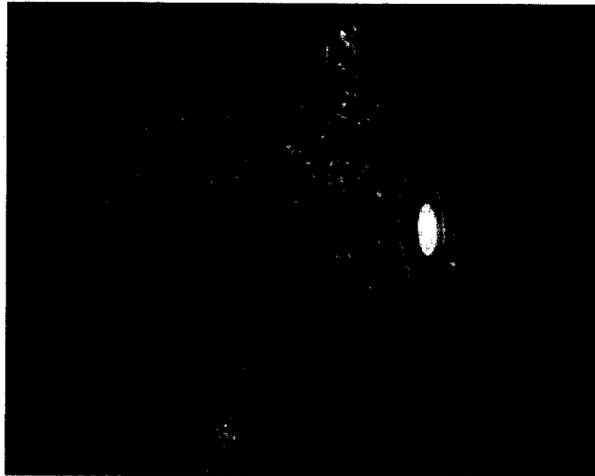


# Deep Space 1 Successful Ion Propulsion Mission

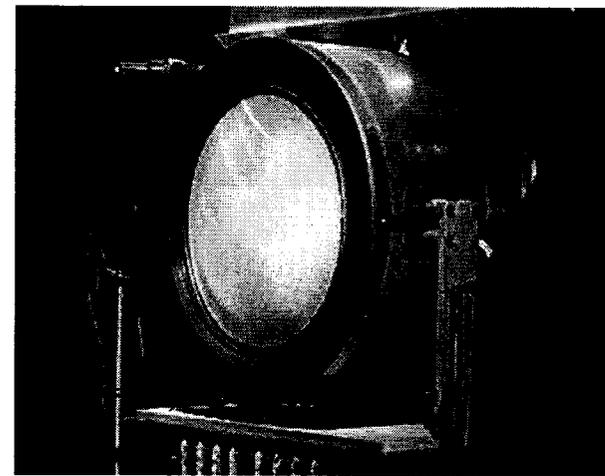


**Deep Space 1 flew by the comet Borrelly in 2001, collecting valuable science data.**

- **Deep Space 1 Flight Engine Developed by JPL Managed Team**  
NSTAR Project (JPL, GRC, industry, universities and international partners)
- **Deep Space 1 Ion Engine Life Testing Performed by JPL**  
1000 hour validation test  
8200 hour Life Demonstration Test  
Ongoing Extended Life Test (26,000+ hours)
- **Deep Space 1 Flight System Integration and Functional Tests**  
End-to-end system demonstration in thermal-vacuum test
- **Deep Space 1 NSTAR Flight Diagnostics Package**
- **Deep Space 1 Flight Operations and Successful Mission**  
16,265 hours of operation in space  
Hyper-Extended Mission – NSTAR thruster tests

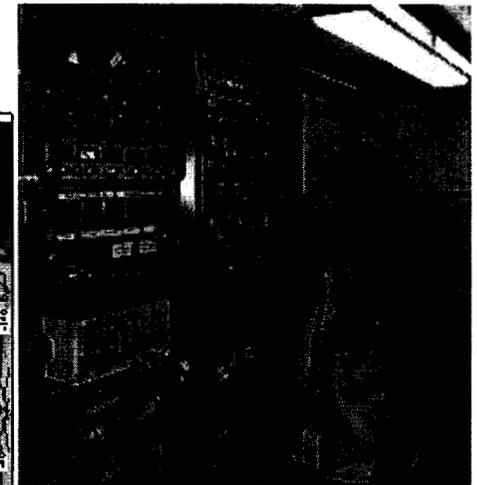
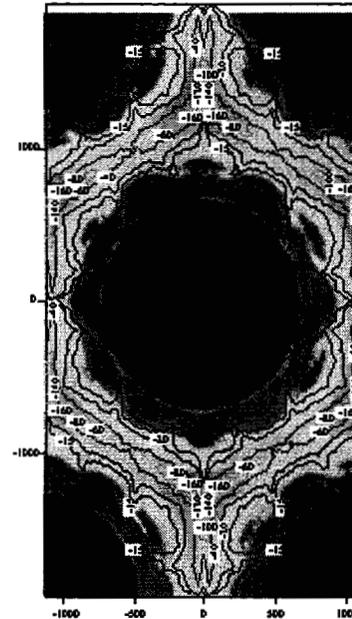


**Flight ion engine firing on Deep Space 1 spacecraft during solar thermal vacuum test.**

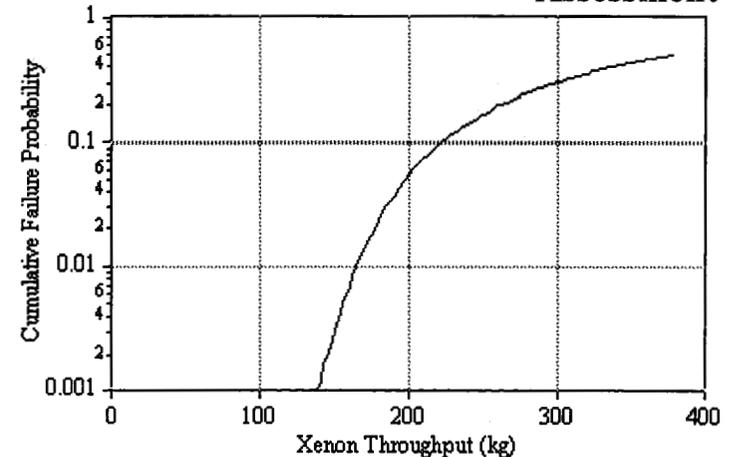


**World's longest ion engine endurance test is presently underway at JPL.**

- **Long Duration Tests to Identify and Characterize Failure Modes**
  - 10 kWe test (1988)
  - 5 kWe test (1990)
  - Test-to-Failure Test (1993)
  - NSTAR Testing
    - 2000 Hour Test (1994)
    - 1000 Hour Test (1995)
    - 8200 Hour Test (1998)
    - 27000+ Hour Test (Ongoing)
- **In-Space Data from the Deep Space 1 Spacecraft to Characterize Failure Modes and Validate Ground Measurements**
- **Probabilistic Analysis to Assess Service Life**
  - Relatively simple analytical models of failure process embedded in Monte Carlo simulation
  - Experimental data and additional modeling to characterize parameter distributions
- **Modeling of Plasma and Surface Processes**
  - Particle-in-Cell code simulations of ion acceleration and charge exchange process
  - Hollow cathode physics models
  - Surface kinetics modeling of simultaneous sputtering and deposition



**Testing**  
**Modeling**  
**and Analysis**  
**Probabilistic**  
**Failure**  
**Assessment**





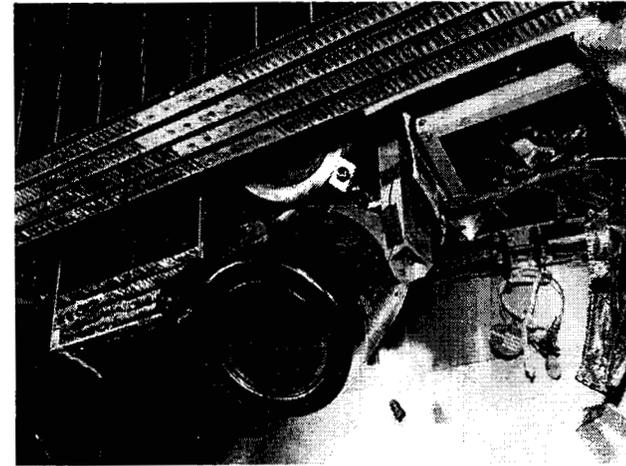
# Xenon Ion Propulsion Used Extensively on Commercial GEO Communications Satellites



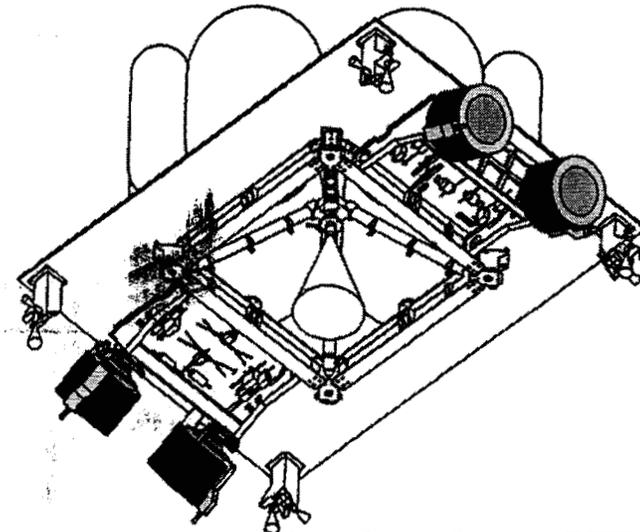
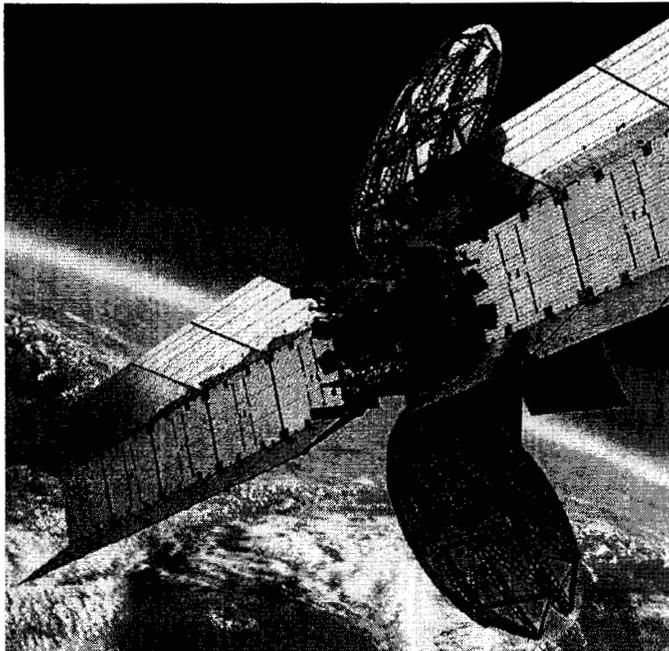
- Boeing has launched 13cm XIPS thrusters since 1997 and 25cm XIPS thrusters since 1999

## 19 Satellites      76 Thrusters

- 52 of the 13 cm ion thrusters and 26 PPUs are in-orbit on thirteen 601HP communications satellites
  - >55,000 hours of operation accumulated to date
- 24 of the 25-cm ion thrusters and 12 PPUs are in-orbit on six Boeing 702 communications satellites
  - > 4500 hours of high power orbit insertion
  - > 9000 hours of low-power station keeping
- Transmitter tubes operate 5,000-10,000V



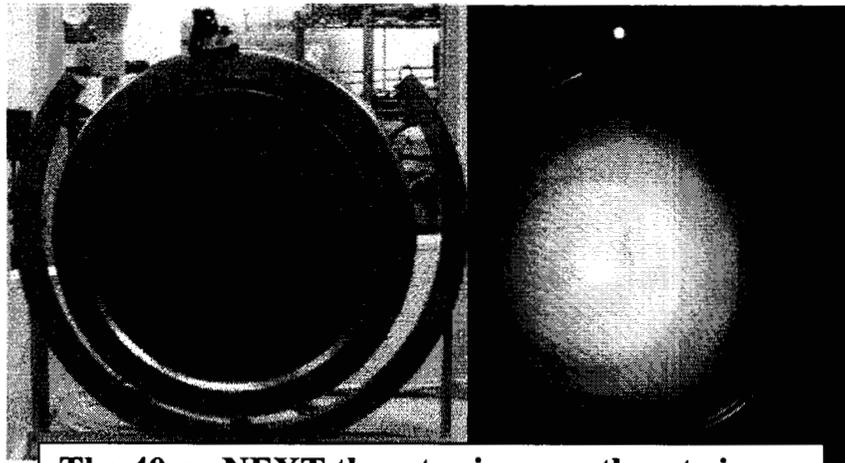
13-cm Xenon Ion Propulsion System on the HS-601 Spacecraft Bus.



Boeing 702 Satellite 25cm XIPS



# NASA's In-Space Propulsion NEXT Program: NASA's Evolutionary Xenon Thruster – System



The 40cm NEXT thruster is more than twice as powerful as today's NSTAR thruster.

## Description of Technology:

**40-cm diameter ion thruster**

**Throttle Range: 1 kW – 6.25 kW**

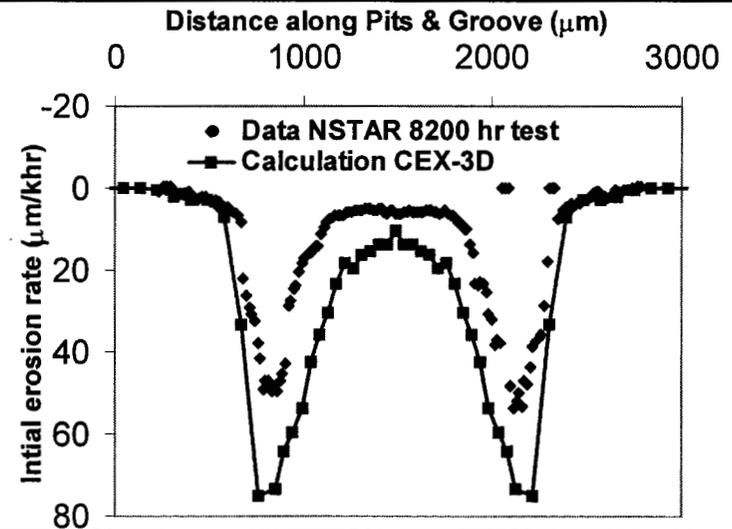
**Maximum Isp 4050 seconds**

**71% engine efficiency.**

**Status: Laboratory Model thruster manufactured and performance characterized. Engineering Model engine under test. PPU beam supply manufactured and tested.**

**Developers: NASA Glenn Research Center (Lead), the Jet Propulsion Laboratory, Boeing Electron Dynamic Devices, General Dynamics-Space Propulsion Systems, Applied Physics Laboratory, Colorado State University, University of Michigan**

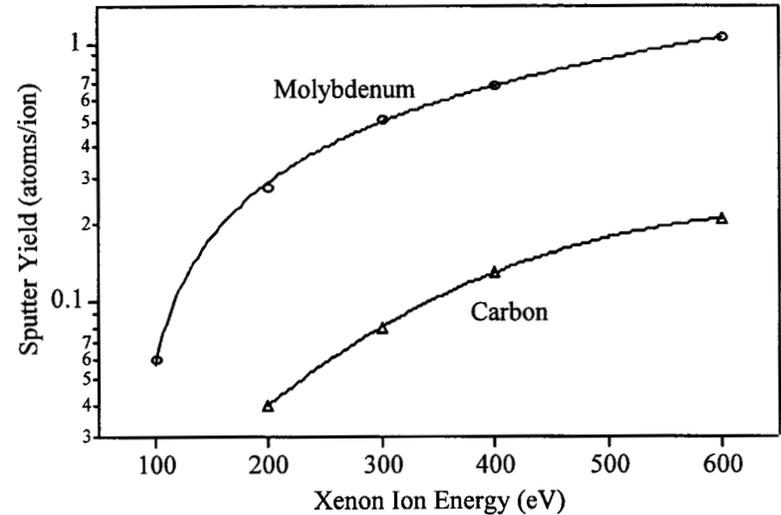
**Managed by: NASA/MSFC**



**JPL leading the service life validation activity**

- **Advanced carbon grid materials offer dramatic improvements in ion engine technology**
  - Carbon erosion resistance essentially eliminates grid wear out failure modes
- **Goals and Objectives**
  - Develop 30-cm carbon-carbon grids
  - Validate the performance and life of the carbon-carbon grids
  - Develop and deliver grid life modeling software
- **Key Challenges**
  - Achieving required beam extraction characteristics
  - Demonstrate ability to survive launch loads
  - Demonstrate ability to provide sustained operation with acceptable arcing at the required electric field
- **Accomplishments**
  - **30cm Carbon – Carbon Grids**  
**Running at 5000s Isp !**
  - Analysis shows CC grid will survive launch loads

Managed by: NASA/MSFC

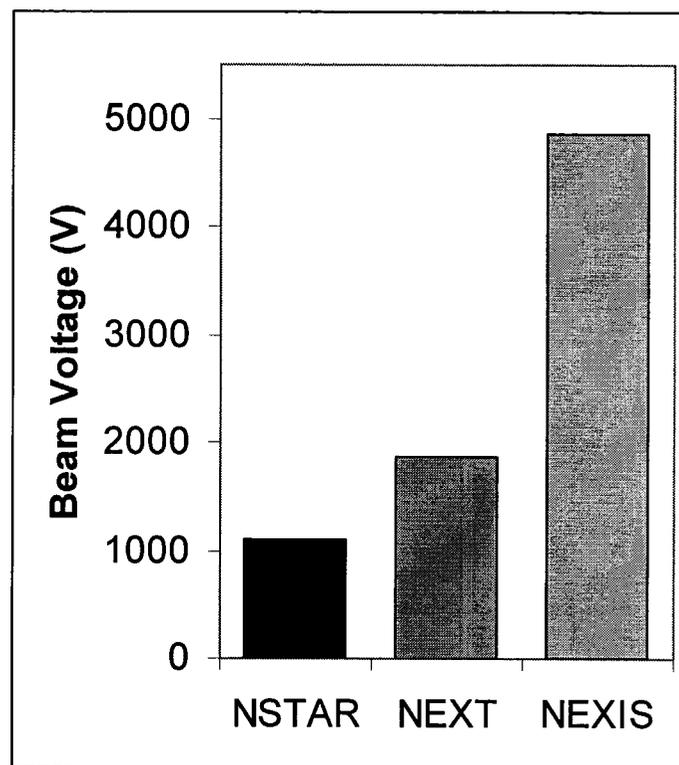
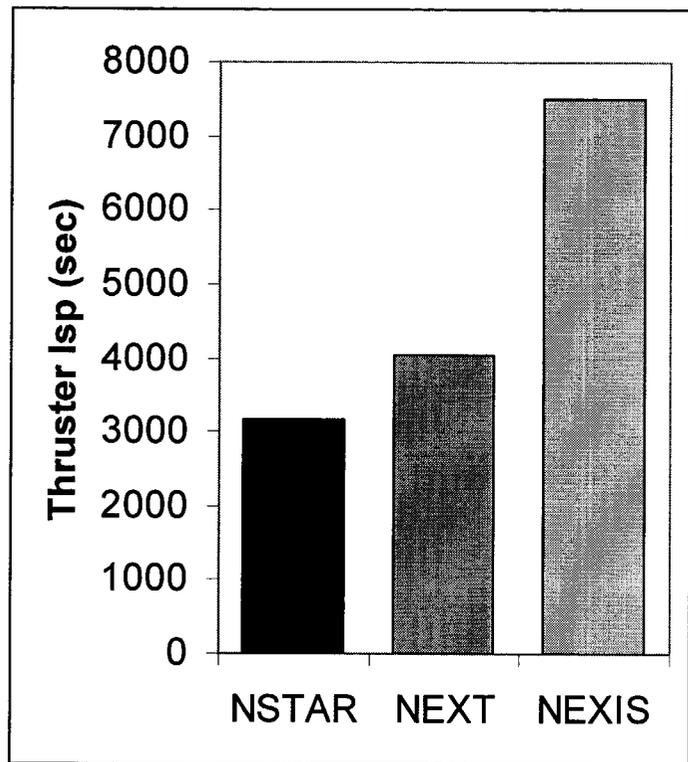


**Carbon reduces grid erosion by almost an order of magnitude**



**30 cm Carbon-Carbon Grids Operating at 5000s Isp**

# JPL Nuclear Electric Xenon Ion System (NEXIS) Program Addresses Requirements of Potential NEP Missions



NEXIS a major advance in ion thruster performance

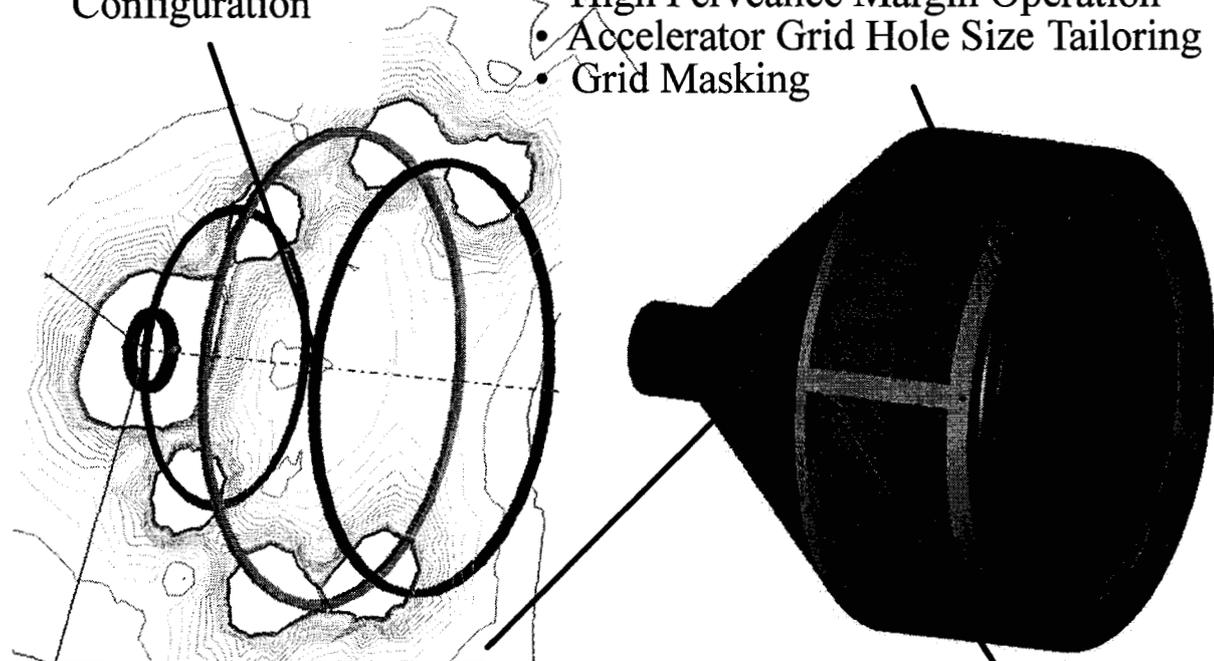


# NEXIS Advances Ion Thruster Technology

- Large Discharge Chamber
- Advanced Ring Cusp Magnetic Field Configuration

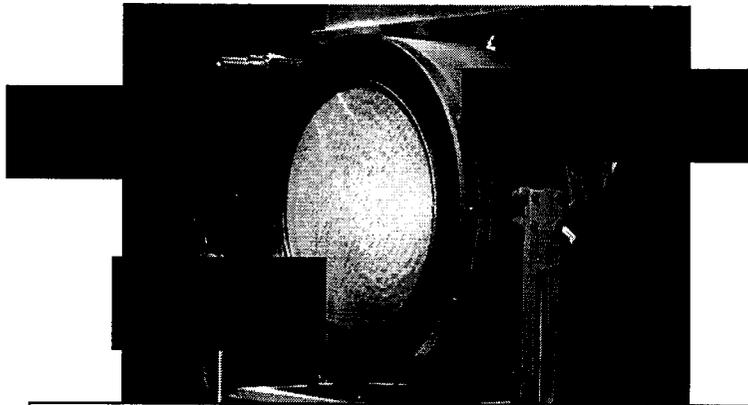
- Beam Voltage > 4860 V
- New Grid Design Using Advanced Simulation Tools
- Erosion-resistant **Carbon Carbon Grids**
- High Perveance Margin Operation
- Accelerator Grid Hole Size Tailoring
- Grid Masking

Performance Metric	NEXIS
Power (kWe)	20
Isp (s)	7500
Thruster Efficiency	0.78
Specific Mass (kg/kWe)	1
Throughput (kg)	1000
Run Time (hrs)	48,000

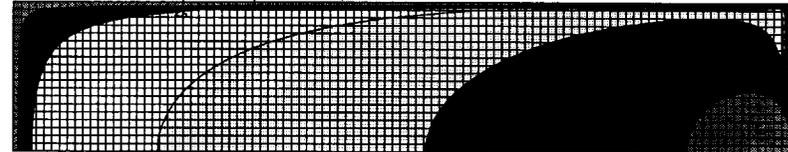
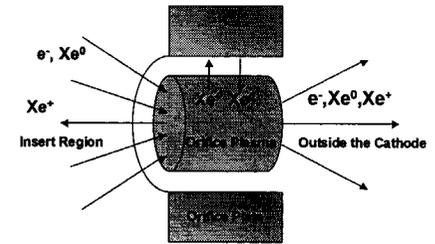
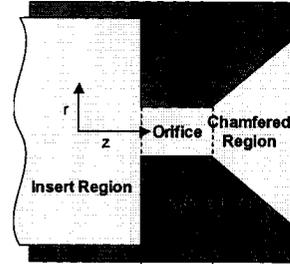


- **Reservoir Hollow Cathode** Incorporating:
  - Advanced Emitter Material
  - High Capacity Activator Supply Reservoir
  - Improved Activator Transport
  - Decoupled Emitter and Activator Source
- One Neutralizer Shared By Multiple Engines

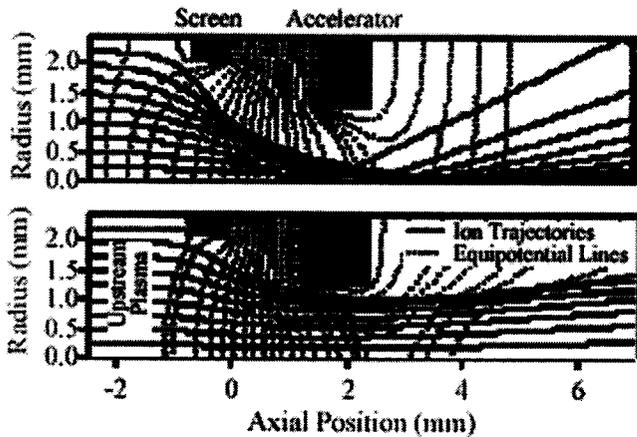
- Erosion-resistant Carbon Keeper Electrode
- Operational Control of High Energy Ion Production



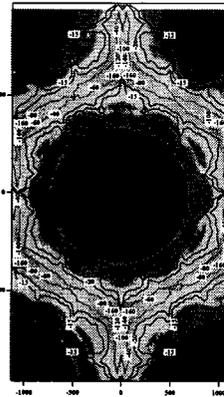
Computer models are used to guide design, correlate test data & predict engine life  
Validated with lab & flight performance & wear data



Hollow cathode orifice and discharge chamber models include ionization physics

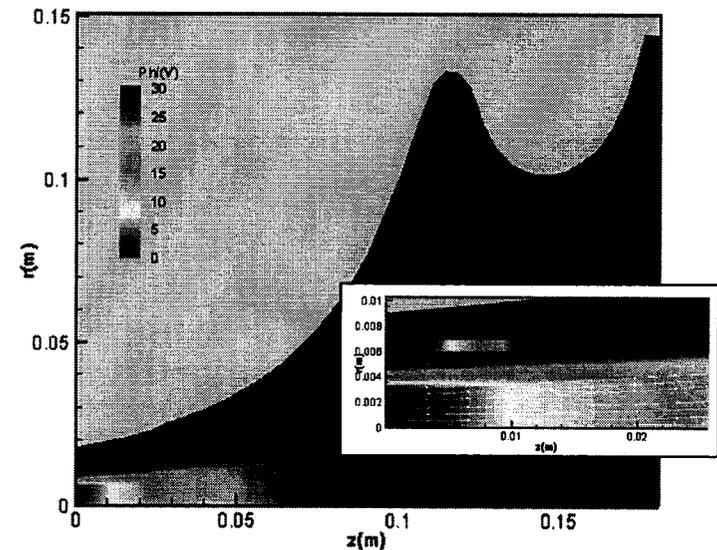


ion trajectories

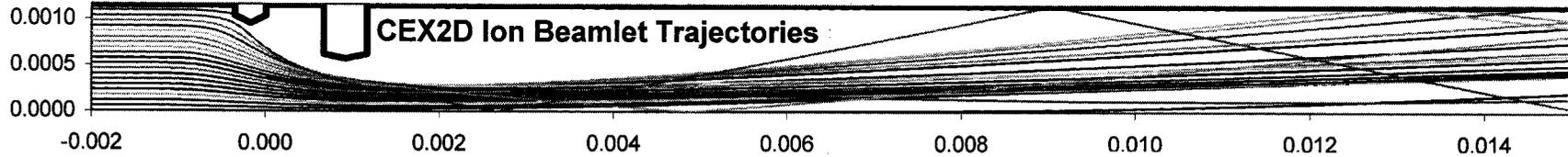


erosion pattern

Codes model ion trajectories and erosion of a single grid aperture



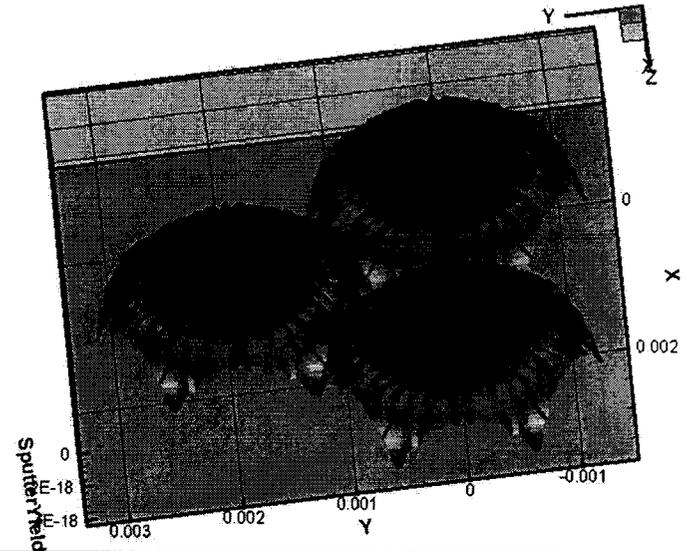
Discharge chamber potentials



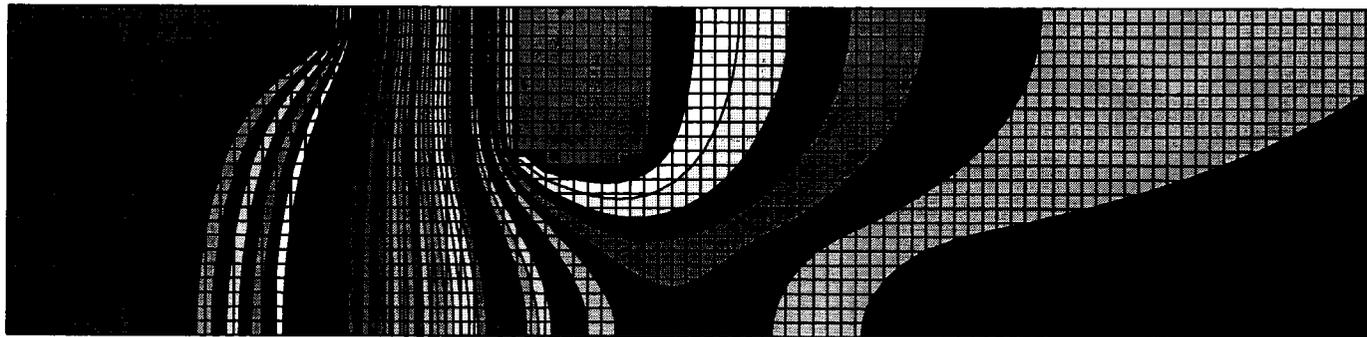
**CEX2D** : 2-D R-Z including charge exchange ions (that cause erosion)

**CEX3D** : 3-D right triangular prisms (minimum symmetry region)

- Physics
  - Potentials: Poisson's equation
  - Ion density: tracked trajectories using calculated electric fields
  - Electron density: analytic – assumes Maxwellian's upstream & downstream
  - Charge Exchange (CEX) collisions
- Advanced Numerical Techniques



**CEX3D calculated "Pits and Grooves" erosion pattern**



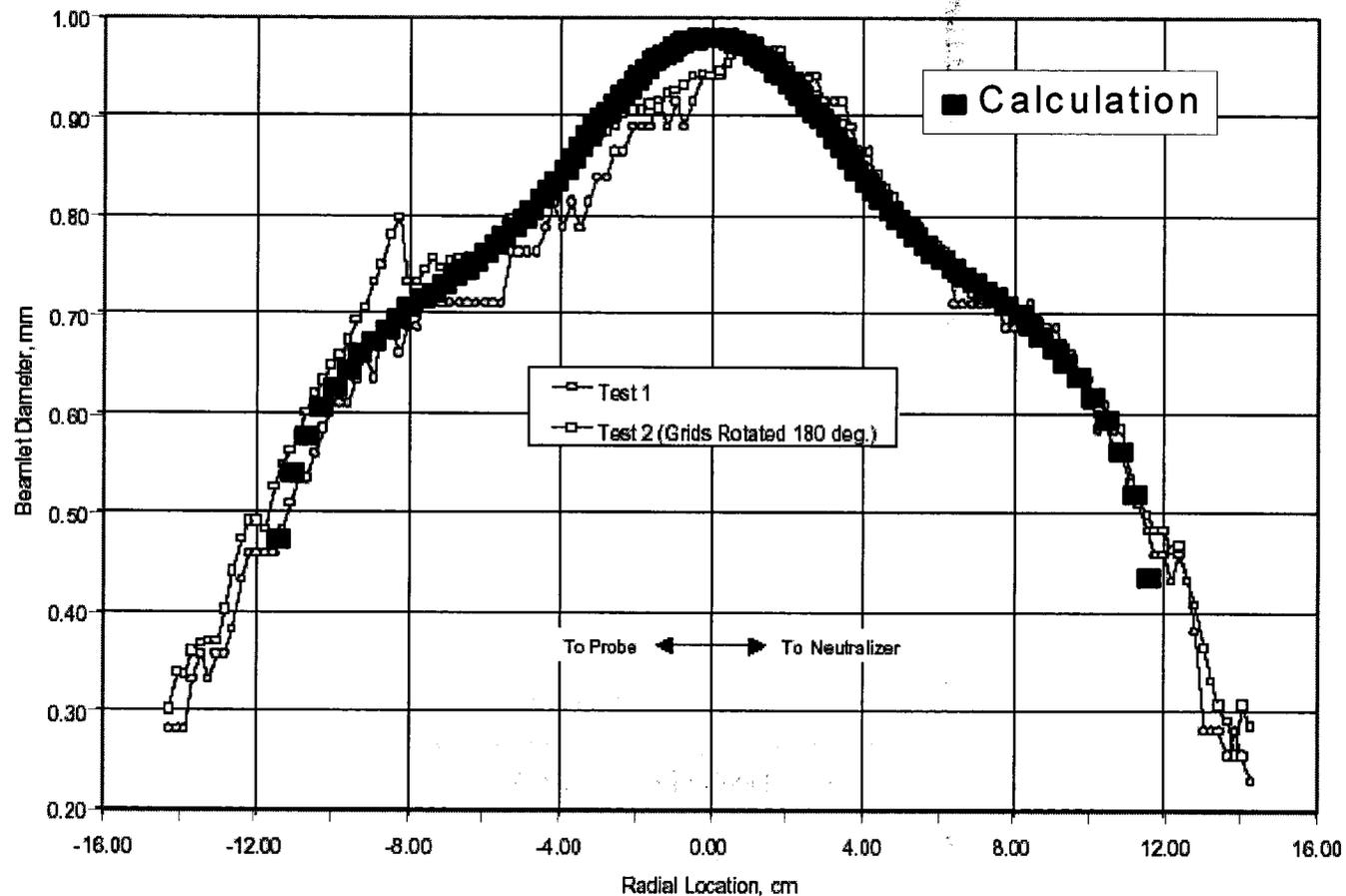
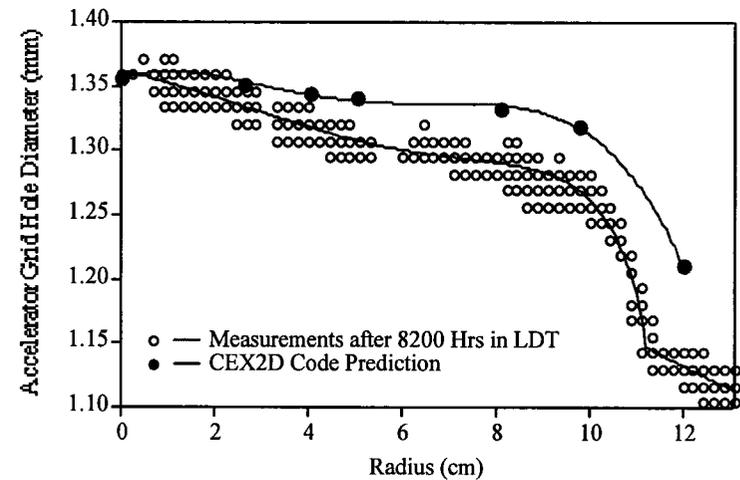
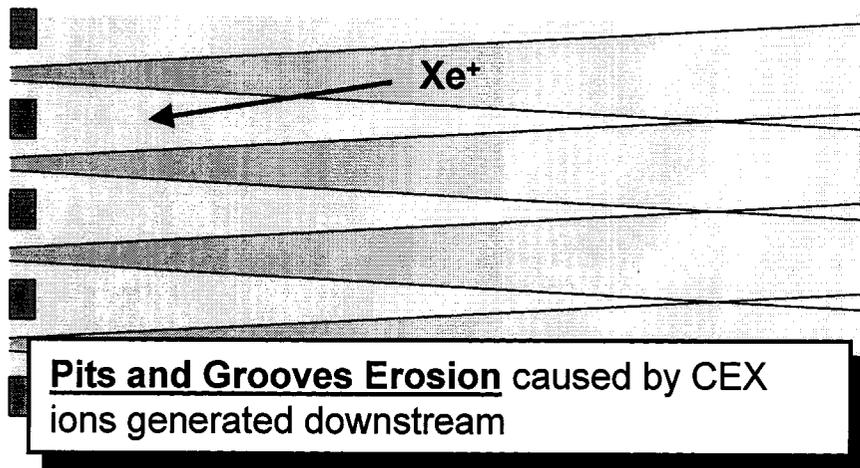
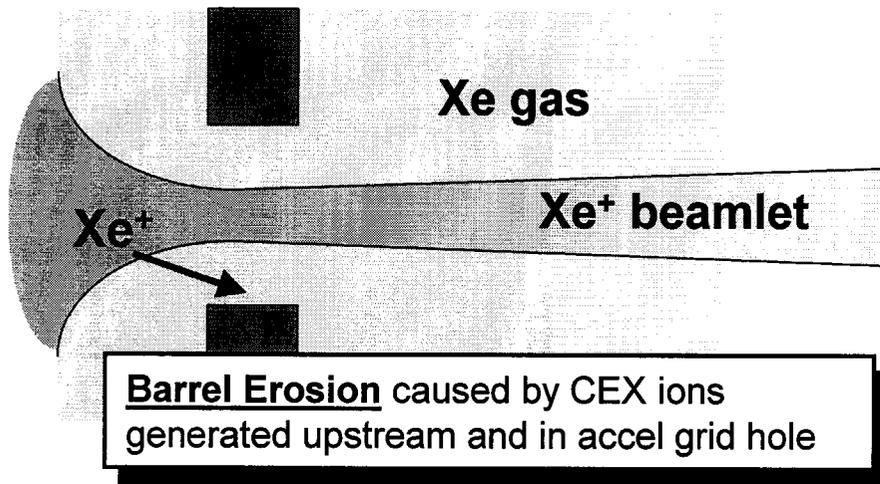


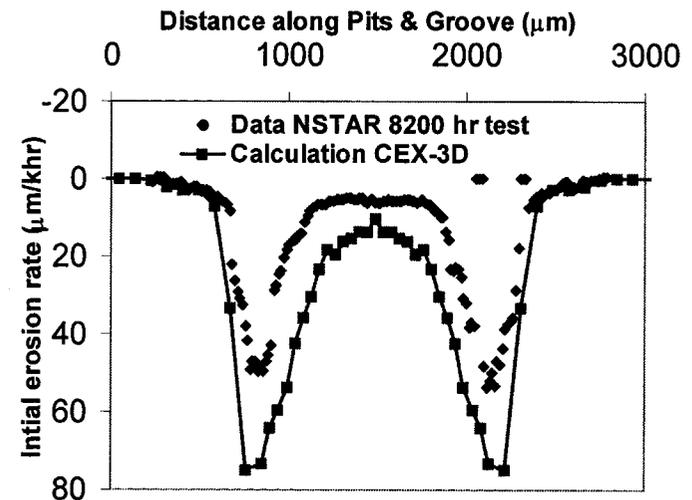
Fig. 7 Beamlet exit diameters as a function of radius for tests 1 and 2.

George Soulas and Vince Rawlin, Beamlet Diameter Measurements, 3/22/99

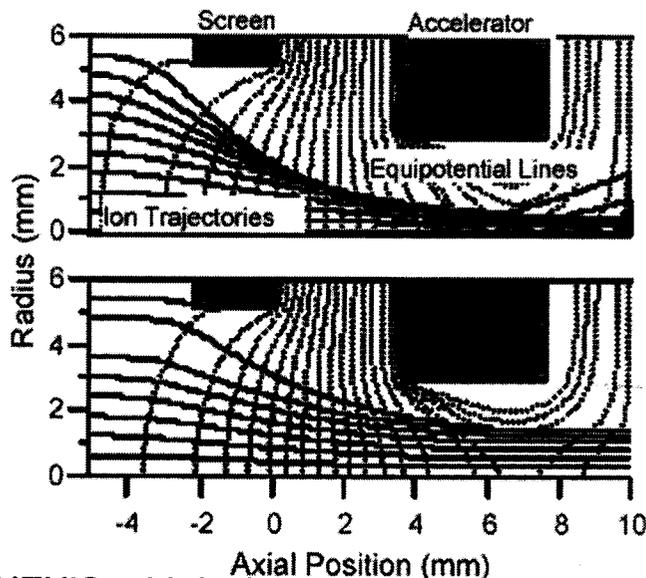
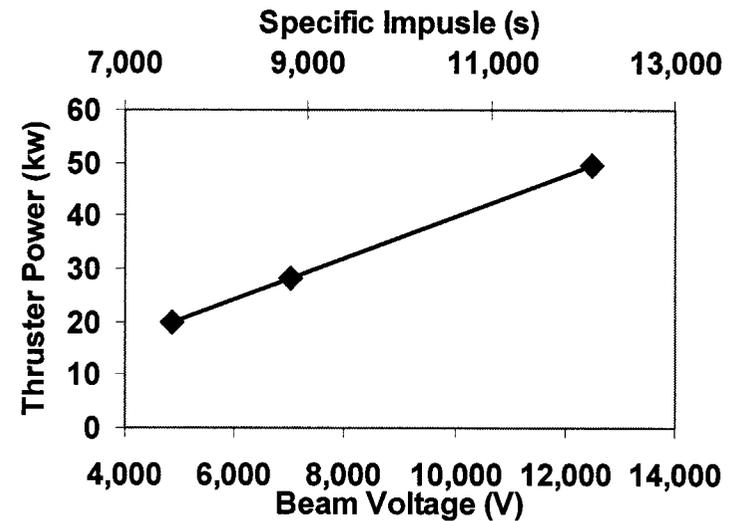
- Charge Exchange (CEX) collisions between beam ions and neutral gas produce slow ions that can impact grid surfaces



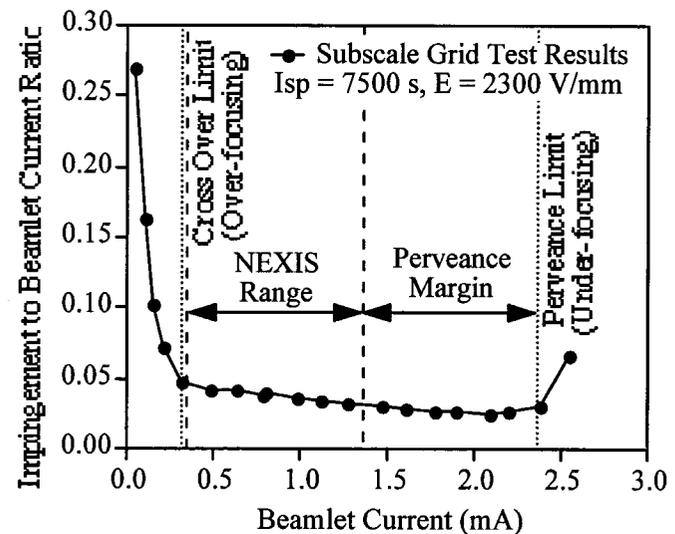
**Comparisons with NSTAR Data**



- High ISP means high grid voltage  
 Thruster power increases rapidly  
 Discharge chamber doesn't change
- High Isp grids designed using computer codes
- Laboratory test validate designs



The NEXIS grid design provides proper beamlet focusing at low densities (top) and high densities (bottom)



Beam extraction tests with subscale grids show desired beam extraction characteristics.

- Efficient source of electrons
- Partially ionizes a neutral gas  
 Input: propellant gas, e. g. Xenon  
 Output: electrons, ions, and unionized gas
- Electron current  $\gg$  ions emitted  
 Electrons emitted from low work function Barium impregnated insert
- Failure modes  
 Insert Ba depletion  
 Orifice erosion or blockage  
 Keeper erosion

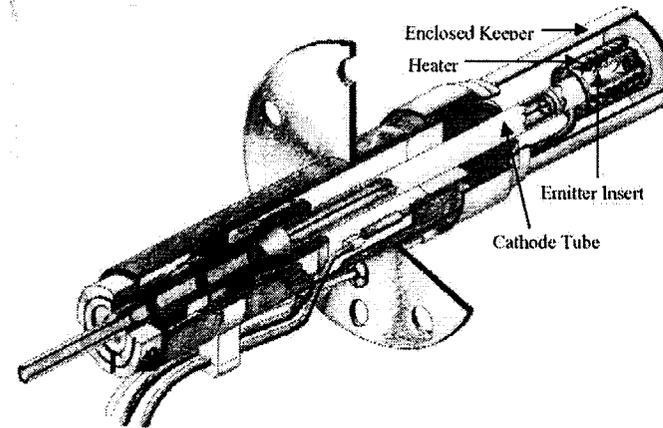
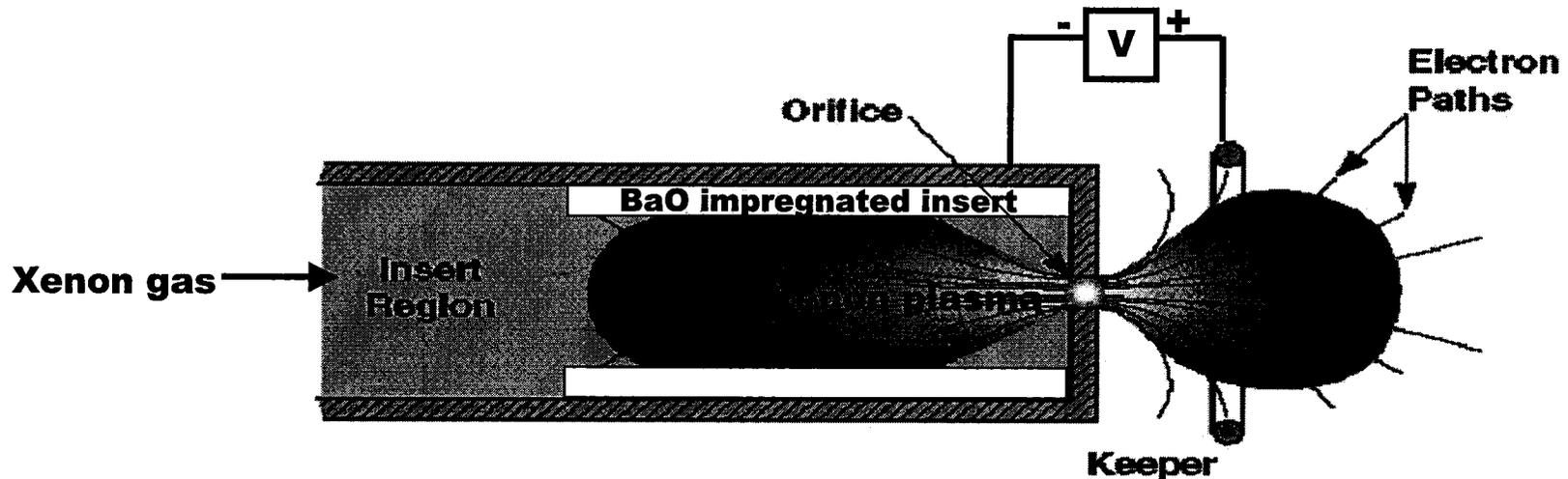


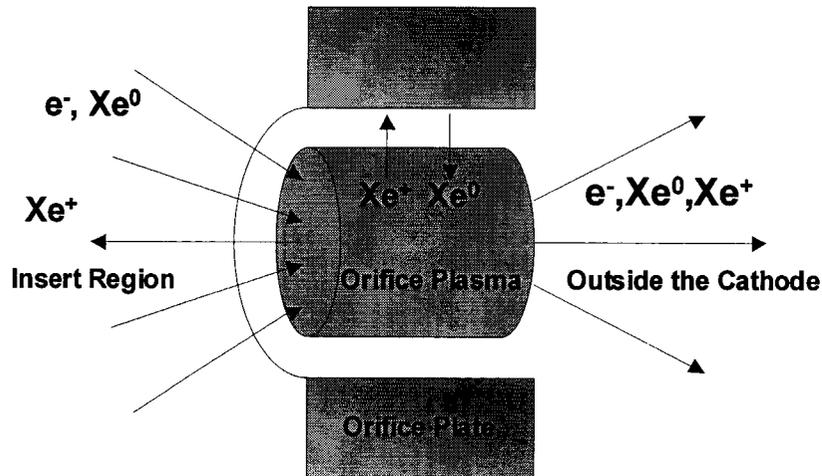
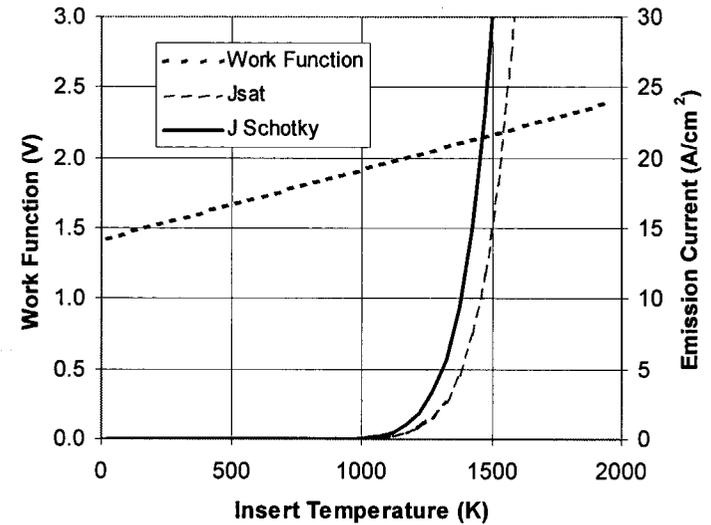
Figure 1. Drawing of a flight HCA (drawing not to scale).

Figure from "A Review of Testing of Hollow Cathodes for The International Space Station Plasma Contactor" S. D. Kovaleski, M. J. Patterson, G. C. Soulas, T. R. Sarver-Verhey, NASA Glenn Research Center, IEPC-01-271

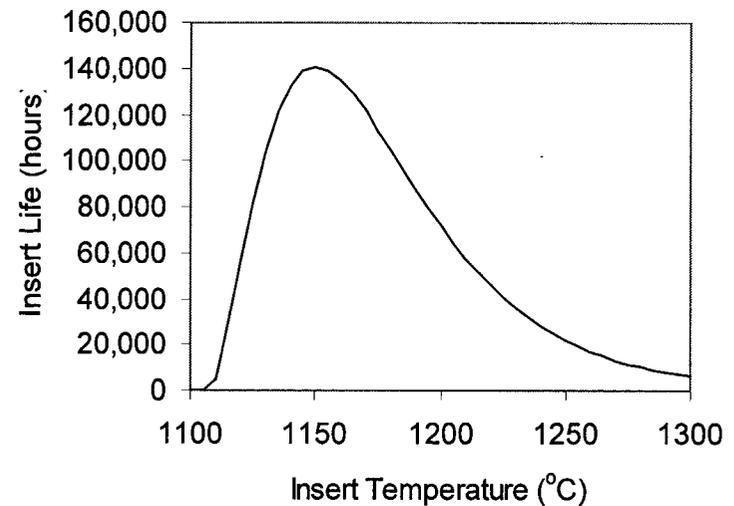


# Increasing Hollow Cathode Insert Life

- Potential NEP Missions require 10 yr cathode life
  - Space Station Plasma Contactor life test demonstrated 28,000 hrs life, very hard to start ~ 24,000 hrs
  - NSTAR Extended Life Test Discharge Cathode presently at 27,400+ hrs, shows no sign of degradation
- Hollow Cathode models provide physical insight
  - Barium is ionized and migrates upstream
  - Orifice dimensions and current control insert temperature
- Methods to increase insert life
  1. More barium ● Dispenser Cathode
  2. Lower work function → Tungsten – Iridium
  3. Lower operating temperature → Orifice design

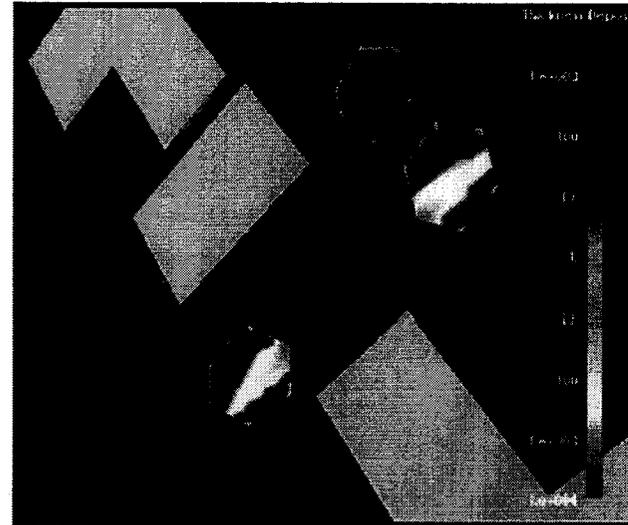


JPL Models of Hollow Cathode Physics



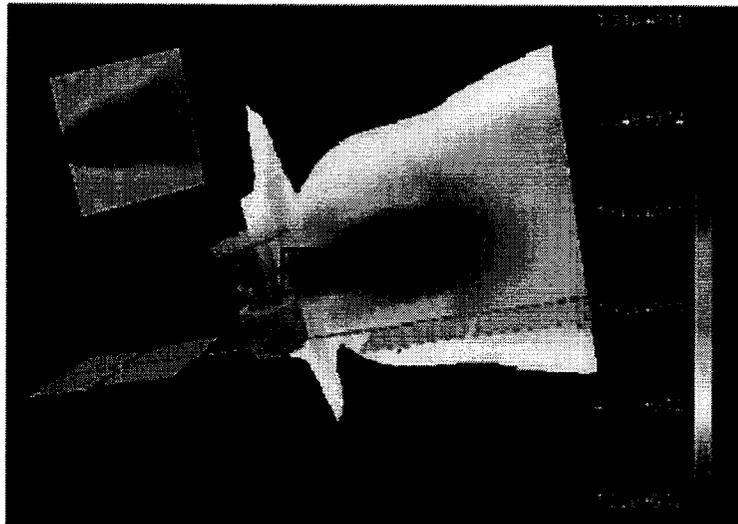
40° C Reduction Doubles Insert Life

- Ion thruster plume components
  - Energetic beam ions
  - Charge exchange plasma
  - Scattered ions
  - Grid erosion products
- Plume-Spacecraft interactions
  - Sputter erosion of surfaces
  - Contamination of radiators, optics, & antennas
  - Plasma optical & RF emissions
  - Plasma dielectric effects
  - Mechanical & thermal loads

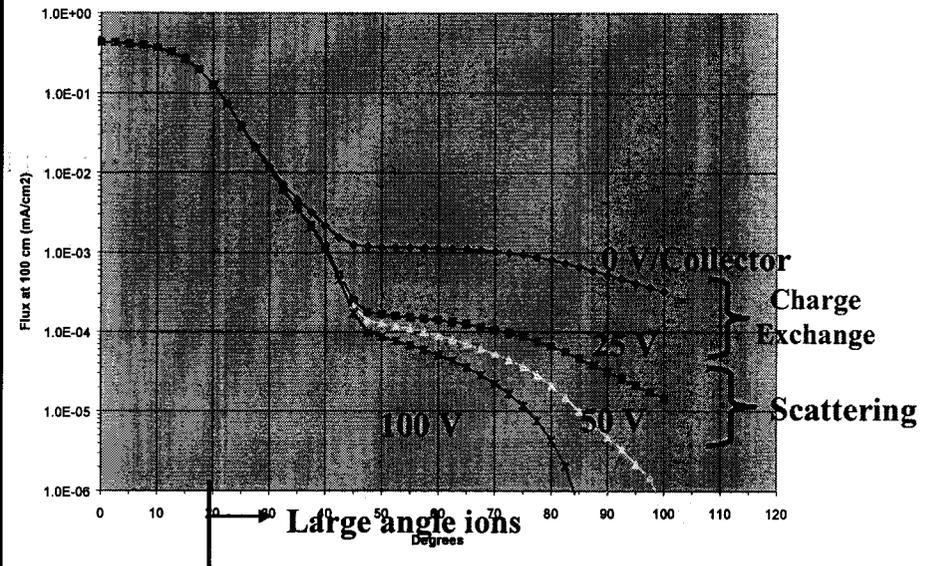


Calculated material sputtering and redeposition

Plume model integrated with spacecraft geometry



Thruster plumes have high energy particles at large angles



- Gridded Ion Engines Clear Choice For Potential Near Term NEP Missions
- Potential NEP Missions require major advances in ion thrusters
- Extensive Ion Thruster Heritage
  - Knowledge
  - Flight
  - Laboratory Life Test
- In-Space technology programs don't address potential NEP Mission requirements
  - NEXT - NASA's Evolutionary Xenon Thruster
    - Bigger discharge chamber, Modest Isp increase (4000s)
  - CBIO - Carbon Based Ion Optics
    - Low sputter yield material for long grid life, demonstrated at 5000s Isp
- Nuclear Electric Xenon Ion System (NEXIS) Program
  - Advanced Technologies that Enable NEP
    - High efficiency discharge chamber
    - High Isp, long life, carbon based grids
    - Dispenser hollow cathodes for long life
  - Designed using JPL Ion Thruster Codes
    - Ion optics grid performance & life
    - Hollow performance & cathode life