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Burton et al.

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(54) **PULSED THRUSTER SYSTEM**

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(22) Filed: **Oct. 21, 1998**

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(51) **Int. Cl.**[7] **F03H 1/00**
(52) **U.S. Cl.** **60/203.1**; 60/202
(58) **Field of Search** 60/202, 203.1; 219/121.57, 121.54

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(57) **ABSTRACT**

A thruster system includes a power supply and a pulse forming circuit coupled to the power supply. The pulse forming circuit includes a capacitor and first and second diodes. The positively-charged plate of the capacitor is coupled to the anode of the first diode, the negatively-charged of the capacitor is coupled to the anode of the second diode, and the cathode of the first diode is coupled to the cathode of the second diode. A low-impedance thruster is coupled in parallel to the second diode.

16 Claims, 5 Drawing Sheets

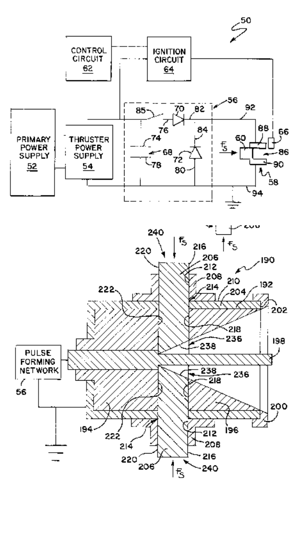

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FIG. 1
PRIOR ART

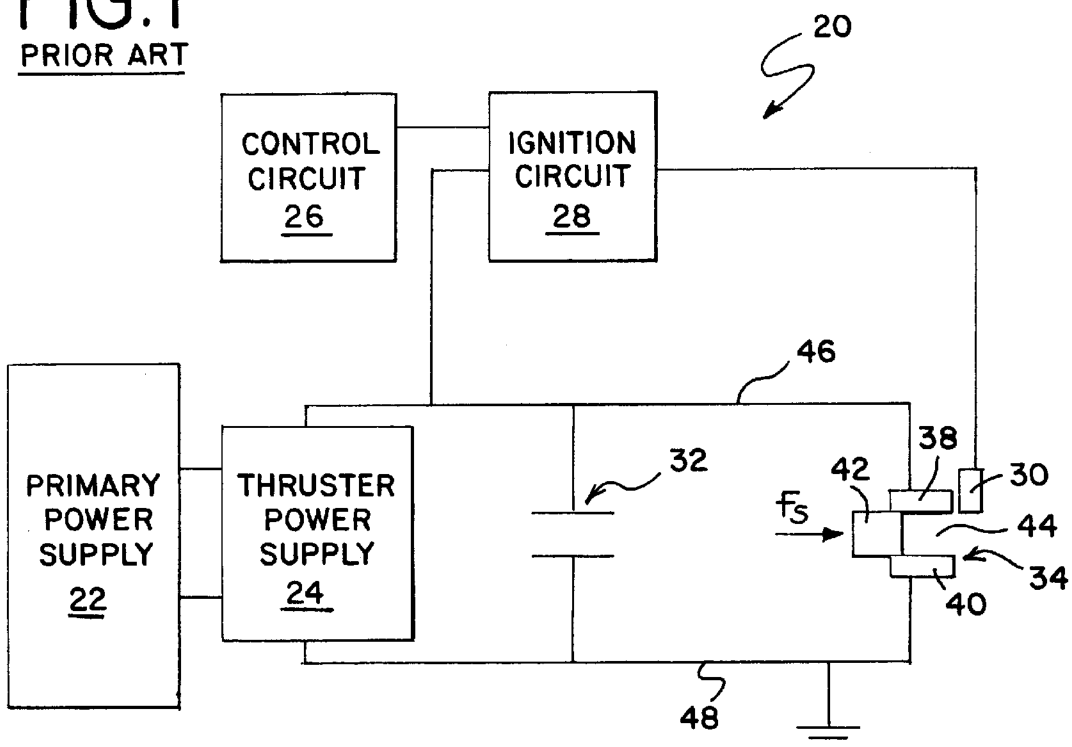


FIG. 2
PRIOR ART

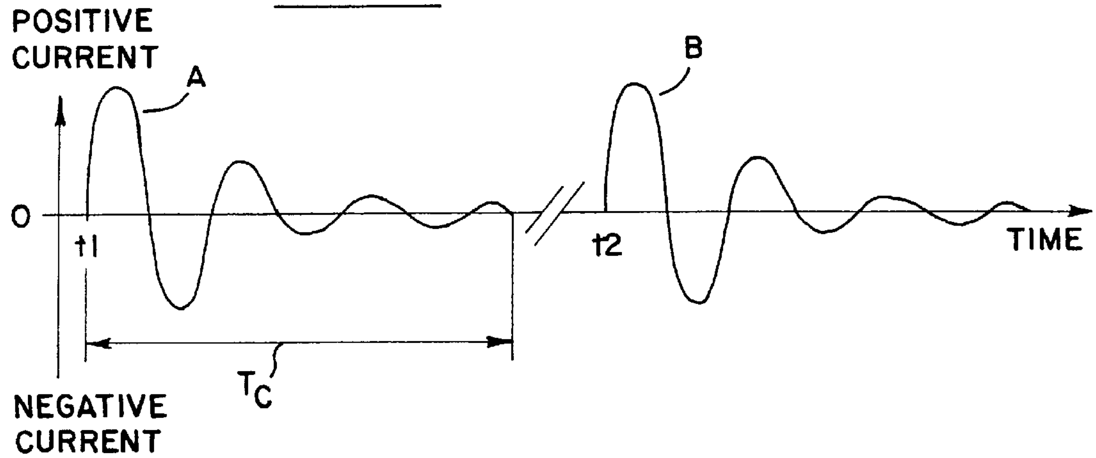


FIG. 3

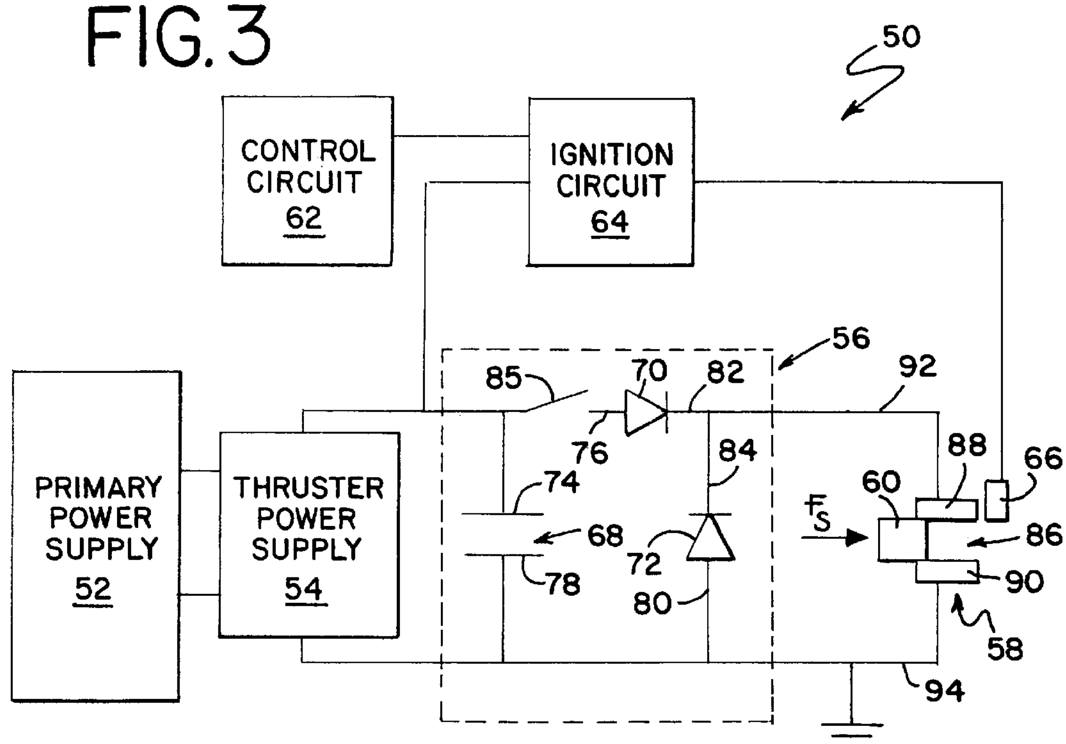

50
CONTROL CIRCUIT 62
IGNITION CIRCUIT 64
PRIMARY POWER SUPPLY 52
THRUSTER POWER SUPPLY 54
56
85
70
82
92
76
74
84
88
66
60
F_S
68
72
86
78
80
90
58
94

FIG. 4

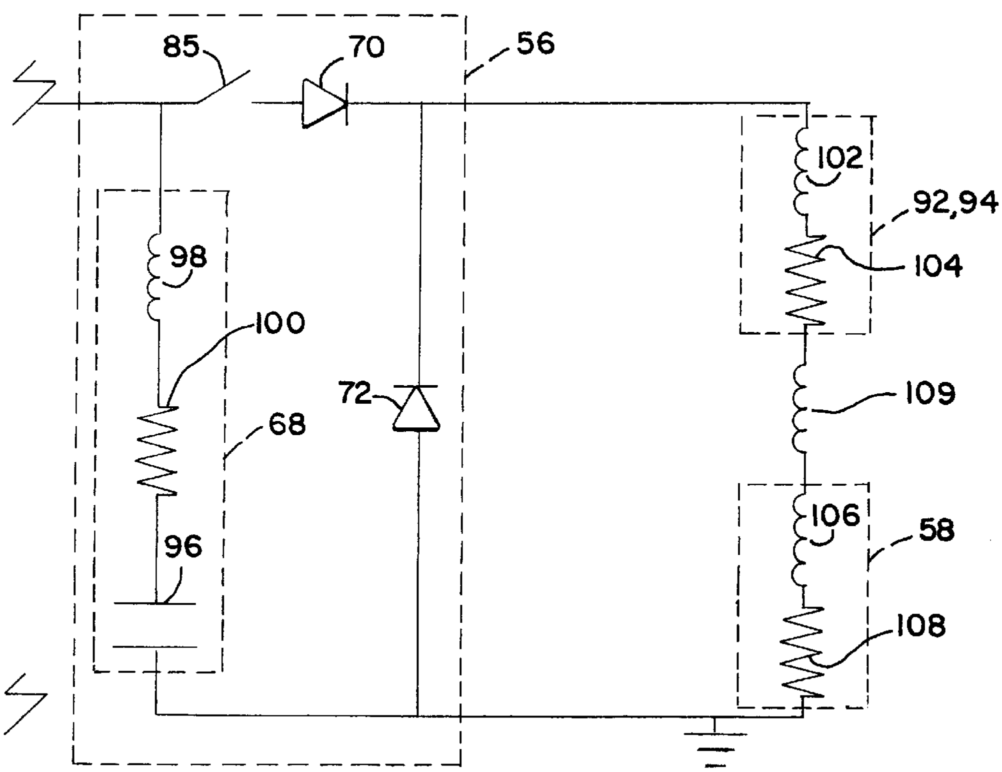
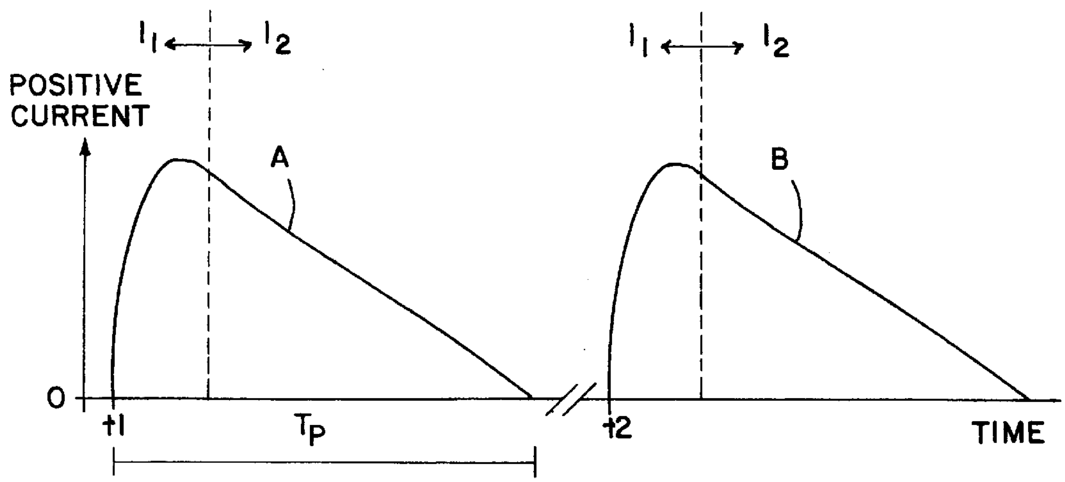
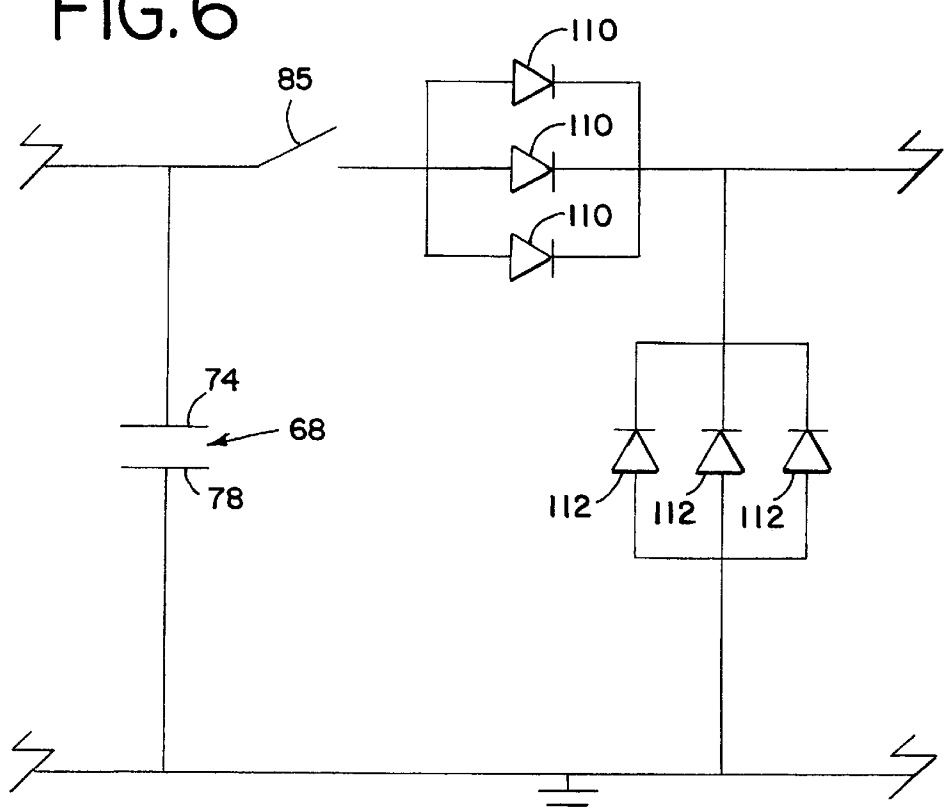

85
70
56
102
92,94
98
104
100
109
72
68
96
106
58
108

FIG.5

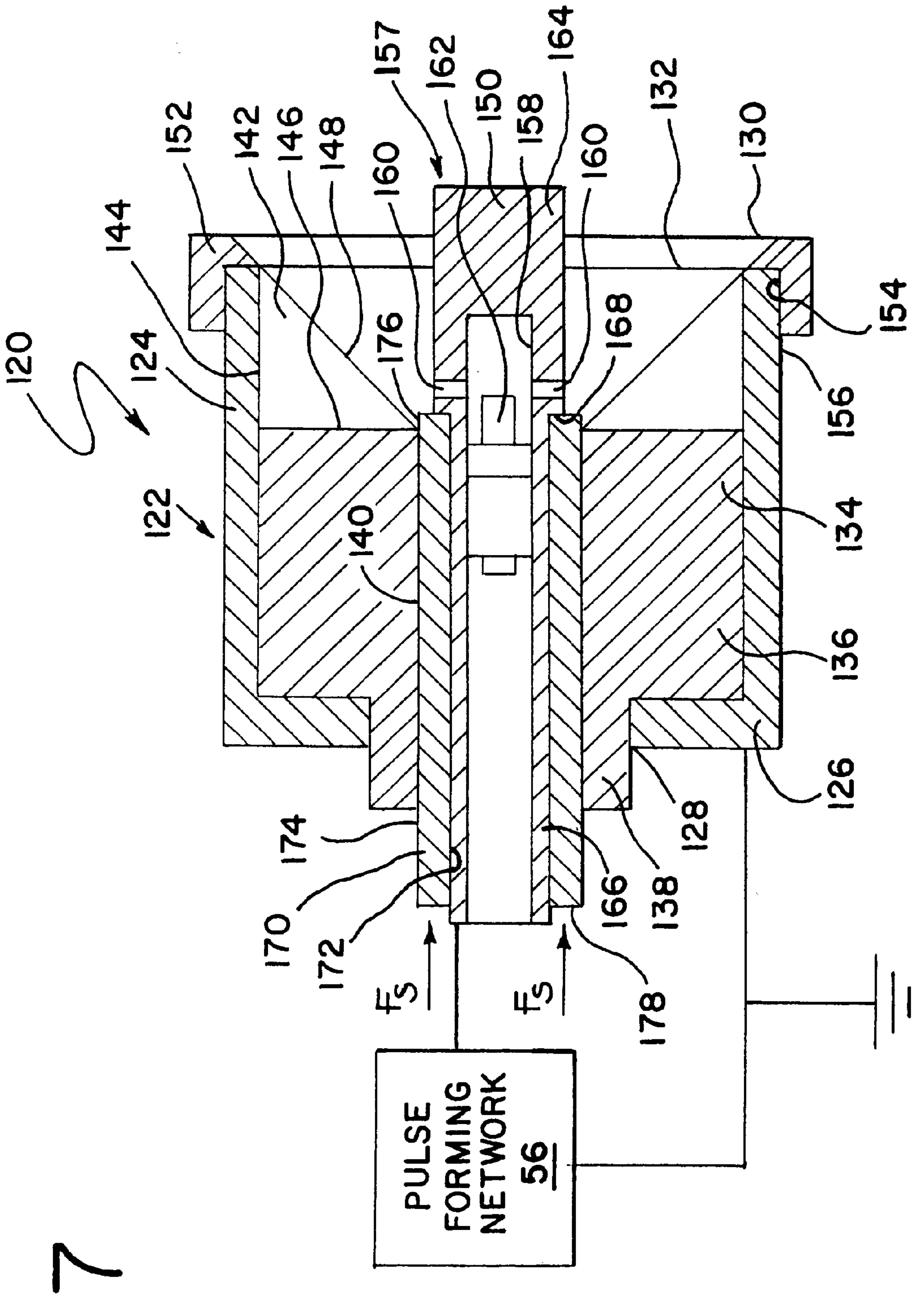


I_1
I_2
POSITIVE CURRENT
A
B
0
t1
T_P
t2
TIME

FIG.6



85
110
110
110
74
68
78
112
112
112


120
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160
160
162
164
166
168
170
172
174
176
178
F_S
F_S
PULSE
FORMING
NETWORK
56

FIG.7

FIG.8

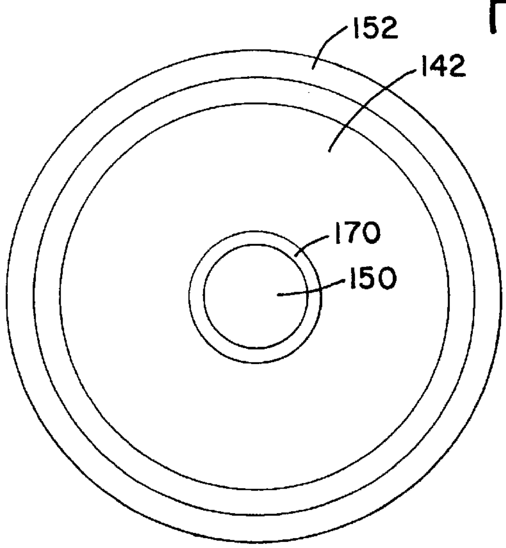


FIG.10

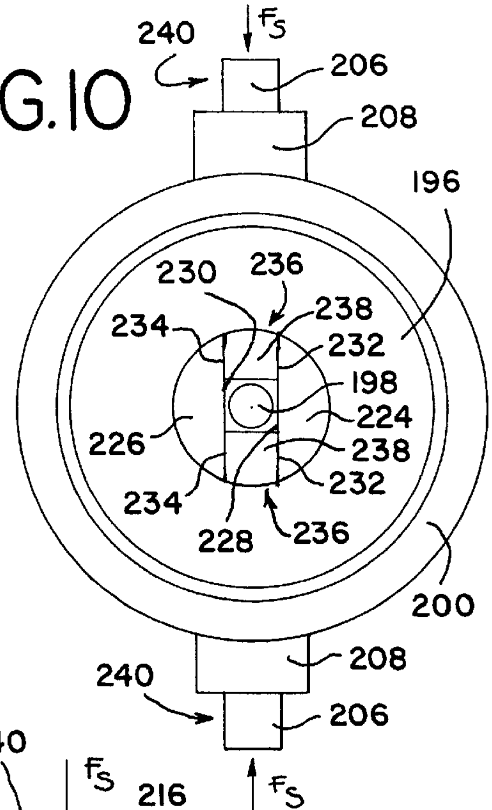
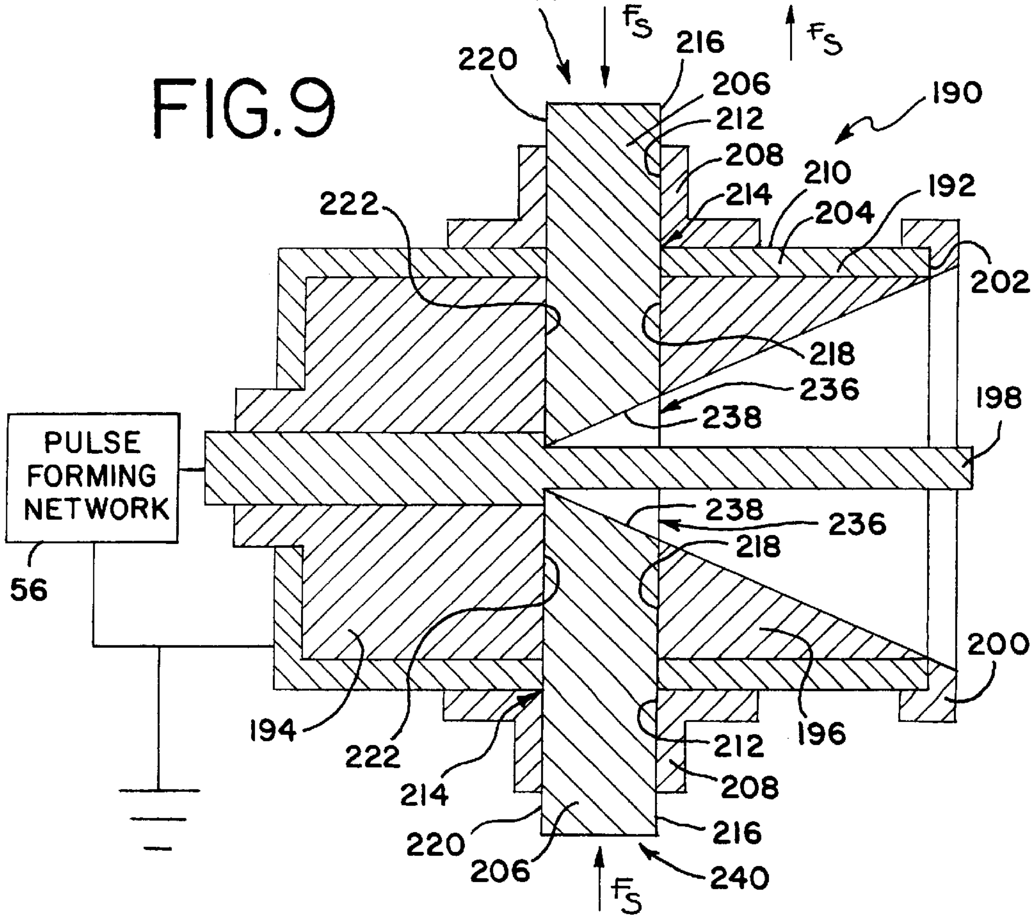


FIG.9



PULSED THRUSTER SYSTEM

This application claims benefit of U.S. provisional application Serial No. 60/081,346, filed Apr. 9, 1998, the complete disclosure of which is hereby incorporated by reference herein.

FIELD OF THE INVENTION

The present invention relates to a thruster system which delivers pulses of electric current to a propellant to energize the propellant to generate thrust, and in particular to the pulse forming circuitry and the structure of the thruster of such a system.

BACKGROUND OF THE INVENTION

A thruster is a device which energizes a propellant such that when the propellant is ejected from the thruster, momentum is generated to move the body to which the thruster is attached. Thrusters use many different kinds of mechanisms to energize the propellant, but one common type of thruster introduces an electric current to the propellant to energize the propellant. These electric thrusters are commonly used in man-made satellites.

Electric thrusters can generally be categorized into two groups: steady state thrusters and pulsed thrusters, Each has its advantages and disadvantages.

As the name suggests, a steady state thruster is a thruster wherein the propellant is energized by providing a steady state electrical current to the propellant. One such steady state thruster is shown in U.S. Pat. No. 5,352,861 to Steigerwald et al.

However, steady state thrusters may have several disadvantages. For instance, steady state thrusters may respond sluggishly to changes in their operational status. Steady state thrusters usually require several milliseconds for activation, and then several minutes to reach thermal equilibrium. Moreover, steady state electric thrusters are not ideal for applications requiring only a small thrust or short-duration thrust, because at power levels below a few hundred watts steady state thrusters are commonly unstable and inefficient.

The pulsed thruster applies a series of electric current pulses of limited duration (typically on the order of microseconds to milliseconds, with microseconds being common for the low energy thrusters under consideration here) to the propellant to energize the propellant. A sample schematic of a conventional pulsed thruster system **20** is shown in FIG. **1**. The system **20** includes a low DC voltage primary power supply **22**, a high DC voltage thruster power supply **24**, a control circuit **26**, an ignition circuit **28**, an ignition device **30**, a capacitor **32**, and a thruster **34**. The primary power supply **22** is coupled to the thruster power supply **24**, which in turn is coupled to the ignition circuit **28** and selectively coupled to the capacitor **32**. The ignition circuit **28** is coupled to the ignition device **30**, such as a spark plug, and receives commands from the control circuit **26**. The capacitor **32** is selectively coupleable across the thruster **34**.

In operation, the primary power supply **22** provides power to the thruster power supply **24**, which charges the capacitor **32**. The capacitor **32**, in turn, applies this voltage across the thruster **34**, which has first and second spaced electrodes **38**, **40**. In accordance with a signal received from the control circuit **26**, the ignition circuit **28** fires the ignition device **30**. The firing of the ignition device **30** provides a sufficient amount of energy to cause an arc to form on the surface of the propellant **42** between the first and second electrodes **38**, **40**, thus completing the circuit with the capacitor **32**.

The propellant **42** is introduced into the space **44** between the first and second electrodes **38**, **40**. The energy released from the arc formed between the first and second electrodes **38**, **40** may cause the propellant **42** to change into a gaseous form, and particularly an ionized gaseous form known as plasma. The plasma exits the space **44** at high velocity to provide thrust. As the propellant **42** is heated, the propellant **42**, which is in a solid or semi-solid form as shown, is advanced into the space **44** through the action of the force F_S, which represents the force provided by a spring (not shown) which abuts the surface of the propellant **42** to urge the propellant **42** into the space **44**.

Pulsed thrusters have several advantages compared to steady state thrusters. For example, the time required to activate a pulsed thruster is generally shorter than for a steady state thruster. Pulsed thrusters may achieve thrust in a short time duration, typically microseconds, compared to the time in which a steady state thruster can be turned on and off, typically seconds. Pulsed thrusters also generally achieve a higher peak power level, resulting in high momentum impulses compared to steady state thrusters. Also pulsed thrusters can easily vary their average thrust level by varying the capacitor energy and the pulse rate (pulses per second). Further, the pulsed thruster is generally not unstable in lower power applications.

Nonetheless, pulsed thrusters have their disadvantages. For instance, the circuit elements used to provide the electrical discharge may be subjected to high stresses, and consequently may have a relatively short useful life.

Additionally, current ringing or oscillation can occur in the capacitor and the thruster. Ringing occurs when current continues to flow back and forth through the circuit after the initial discharge of the capacitor, energizing inductances in the lines connecting the capacitor **32** with the thruster **34**. FIG. **2** shows a plot of two consecutive current oscillations (A and B) in the capacitor **32** associated with current pulse discharges at times t1 and t2, respectively for the circuit of FIG. **1**. The vertical axis represents current level and the horizontal axis represents time, and a typical pulse length T_C is illustrated.

Ringing can cause damage to the entire system **20**. For example, ringing may result in the charging of the capacitor **32** against its normal polarity, which may increase the wear on the capacitor **32**. Additionally, current reversal through the capacitor **32** can result in considerable energy loss, which degrades overall thruster efficiency and also increases capacitor wear. Further, the corresponding current oscillations through the thruster **34** tend to increase heating of the conductors **46**, **48** which connect the capacitor **32** to the electrodes **38**, **40** within the thruster **34** and to increase heating of the electrodes **38**, **40**, the thruster insulators (not shown) and the propellant **42**. This increased heating tends to produce undesirable erosion of the electrodes **38**, **40** and insulators within the thruster **34**, potentially shortening their life. Further, ringing can result in reversal of thrust forces within the thruster, reducing both thrust and efficiency.

It has been suggested that the ringing in the system **20** may be reduced by coupling a diode in parallel with the capacitor **32** and the thruster **34**. Specifically, such a solution is suggested by Kimura et al. in Preliminary Experiment on Pulsed Plasma Thrusters with Applied Magnetic Fields, presented at the 13th International Electric Propulsion Conference (1978). In particular, Kimura et al. suggest that the diode in parallel with the capacitor and the electrodes of the thruster may eliminate the oscillatory nature of the main discharge. This solution, however, still allows some undesirable reversal of current in the system.

Furthermore, in a conventional thruster system, as is shown, the impedance of the thruster **34** is significantly larger than the impedance of the capacitor **32** to ensure that most of the energy is delivered to the thruster **34** when the capacitor **32** discharges. Simply put, the capacitor **32** and the thruster **34** will participate in the energy distribution after the capacitor discharge in proportion to their relative impedances. Given that the capacitor is typically on the order of 10 mΩ, for 80% of the energy to be distributed to the thruster **34**, the impedance of the thruster **34** must be on the order of 40 mΩ. The energy distributed to the capacitor is generally lost through heating of the capacitor **32**.

However, increasing the impedance of the thruster **34** decreases the efficiency of the thrust production in the thruster **34**. For a thruster **34** relying on electrothermal effects (the production of flat through creation of high pressure), increases in thruster impedance can result in excessive propellant ablation and reduced thruster exhaust velocity. For a thruster **34** relying on electromagnetic effects (the production of thrust through electromagnetic forces), increases in thruster impedance can also result in decreased thrust per pulse. For a thruster **34** relying on both electrothermal effects and electromagnetic effects, the effects may be cumulative.

SUMMARY OF THE INVENTION

According to an aspect of the present invention, a thruster system includes a power supply and a pulse forming circuit coupled to the power supply. The pulse forming circuit includes a capacitor and first and second diodes. The positivey-charged plate of the capacitor is coupled to the anode of the first diode, the negatively-charged of the capacitor is coupled to the anode of the second diode, and the cathode of the first diode is coupled to the cathode of the second diode. A thruster is coupled in parallel to the second diode.

Additionally, an inductor may be coupled between the cathodes of the first and second diodes and the thruster.

Further, the thruster may include a diverging nozzle which is at least in part non-ablating and substantially electrically insulating and which has an outlet end, a first, cylindrical electrode coupled to the cathodes of the first and second diodes and projecting through the nozzle with a first end of the first electrode extending past the outlet end of the nozzle, and a second annular electrode coupled to the anode of the second diode, disposed adjacent to the outlet end of the nozzle, and having a central axis, the first electrode disposed along the central axis of the second electrode.

According to another aspect of the present invention, a thruster system includes a power supply and a pulse forming circuit coupled to the power supply. The pulse forming circuit includes a capacitor and a first diode, the positively-charged plate of the capacitor coupled at a first junction to the cathode of the diode and the negatively-charged plate of the capacitor coupled at a second junction to the anode of the diode. A thruster is also provided, including a body and a diverging nozzle which is attached to the body, is at least in part non-ablating and substantially electrically insulating, and has a first end and an outlet end. A first, central electrode is coupled to the first junction and projects through the nozzle with a first end of the first electrode to extend past the outlet end of the nozzle, and a second electrode is coupled to the second junction and disposed adjacent to the outlet end of the nozzle. A propellant is disposed at the first end of the diverging nozzle.

The thruster system may also include a second diode having an anode coupled to the positively-charged plate of the capacitor and a cathode coupled to the first junction. Also, an inductor may be coupled between the first junction and the first electrode.

Further, the first electrode may be a cylindrical electrode, the second electrode may be an annular electrode having a central axis, and the first electrode may be disposed along the central axis of the second electrode. Moreover, the first electrode may have an effective outer diameter, the second electrode may have an effective inner diameter, and the ratio of the inner diameter of the second electrode to the outer diameter of the first electrode may be not greater than 10:1.

Additionally, the body may have a passage formed therein in communication with the first end of the nozzle, and the propellant, which may be a non-gaseous, non-liquid propellant—such as the polymer sold under the trademark Teflon, may be disposed in the passage. The passage may have an axis and the first electrode may have an axis, and the axis of the passage and the axis of the first electrode may be parallel to each other. Alternatively, the passage may have an axis and the first electrode may have an axis, and the axis of the passage and the axis of the first electrode may be transverse to each other.

Also, the thruster may have an impedance which is on the order of 10–15 mΩ.

BRIEF DESCRIPTION OF THE DRAWINGS

FIG. **1** is a block diagram of the circuitry of a conventional pulsed thruster system;

FIG. **2** is a plot showing the oscillation or ringing of current in the capacitor of the thruster system shown in FIG. **1**;

FIG. **3** is a block diagram of a pulsed thruster system according to the present invention;

FIG. **4** is a circuit schematic of an equivalent circuit for the pulse forming circuit and the thruster shown in FIG. **3**;

FIG. **5** is a plot showing the current waveform in the thruster shown in FIG. **3**;

FIG. **6** is a circuit schematic of an alternative pulse forming circuit;

FIG. **7** is a cross-sectional view of a low-impedance thruster for use with the thruster system according to the present invention;

FIG. **8** is a frontal view of the thruster shown in FIG. **7**;

FIG. **9** is a cross-sectional view of a further, alternative thruster for use with the thruster system according to the present invention; and

FIG. **10** is a frontal view of the thruster shown in FIG. **9**.

DETAILED DESCRIPTION OF THE PREFERRED EMBODIMENT

FIG. **3** depicts a pulsed thruster system **50** according to the present invention. The system **50** includes a primary power supply **52**, a thruster power supply **54**, a pulse forming circuit **56**, and a thruster **58**. The primary power supply **52** is coupled to the thruster power supply **54**, which in turn is coupled to the pulse forming circuit **56**. The pulse forming circuit **56** is coupled to the thruster **58** to deliver current pulses to the thruster **58** to provide thrust of a selected duration by energizing a propellant **60**. Additionally, a control circuit **62**, an ignition circuit **64** and an ignition device **66** may be provided to introduce a spark which will cause an arc to form in the thruster **58**.

As shown, the pulse forming circuit **56** according to the present invention includes three elements: a capacitor **68**, a first diode **70** and a second diode **72**. The capacitor **68** has a first positively-charged plate **74** which is coupled to the first contact (anode) **76** of the first diode **70**. The capacitor **68** also has a second negatively-charged plate **78** which is coupled to the first contact (anode) **80** of the second diode **72**. The second contacts (cathodes) **82, 84** of the first and second diodes **70, 72** are coupled together. A switch **85**, coupled to control circuitry (not shown), may be coupled between the plate **74** of the capacitor **68** and the anode **76** of the diode **70** such that it is in the open state while the capacitor **68** is charging, the switch **85** being closed when the capacitor **68** is to be discharged to the thruster **58**.

In operation, the capacitor **68** is charged by the thruster power supply **54** to a predetermined voltage. At a predetermined time, the control circuit **62** sends a signal to the ignition circuit **64** to activate the ignition device **66**, which may be a spark plug. The ignition device **66** provides a spark in or adjacent to a space **86** defined by first and second electrodes **88, 90** of the thruster **58**, the propellant **60** and the insulators (not shown) of the thruster **58**. This spark causes an arc to form across the space **86**, completing the circuit between the pulse forming circuit **56** and the thruster **58**. The system **50** may be configured to provide pulses to the thruster **58** with a current flow for each pulse in the range of about 100 to 50,000 amperes for a duration of at least 250 nanoseconds. The arc thus generated causes the propellant **60** to change to form ionized gas or plasma, which is ejected from the thruster **58** to produce thrust.

After the capacitor **68** initially discharges to the thruster **58**, the intrinsic inductances in lines **92, 94** (which connect the pulse forming circuit **56** to the thruster **58**) and in the thruster **58** cause the current which flows from the capacitor **68** to the thruster **58** to continue to flow. To better illustrate this point, FIG. **4** shows an equivalent circuit to the circuit shown in FIG. **3**, wherein the intrinsic capacitance, inductance and resistance **96, 98 100** of the capacitor **68**, the intrinsic inductance (on the order of 10 nanohenrys) and resistance **102, 104** of the lines **92, 94**, and the intrinsic inductance and resistance **106, 108** of the thruster **58** is shown. Additional inductors (represented by an inductor **109**, on the order of 300 nanohenrys) may be added between the diodes **70, 72** and the thruster **58**. As the capacitor **68** discharges, the intrinsic inductances **102, 106** of the lines **92, 94** and thruster **58** and the inductor **109** charge, such that when the capacitor **68** has discharged, the inductors **102, 106, 109** seek to maintain a current flowing through the lines **92, 94** and the thruster **58**.

The second diode **72**, however, provides a lower impedance path for the current to follow in response to polarity reversal in excess of a corresponding diode voltage drop. The diode **72** thus diverts at least a portion of the current which would otherwise flow through the capacitor **68** during the "negative" or reversed voltage polarity portion of the pulse oscillations which typically occur without the diode **72**. As a consequence, the second diode **72** limits reverse bias charging in the capacitor **68**, and instead directs the current back through the thruster **58** to generate thrust.

Over time, the current flowing as a consequence of the intrinsic inductances of the thruster **58** and lines **92, 94** would change direction. To prevent this current from flowing through the capacitor **68** and the thruster **58**, the first diode **70** prevents current flow in a direction opposite to the original direction which occurs during discharge of the capacitor **70**. In this fashion, the thruster system **50** according to the present invention avoids charging of the capacitor **68** except from the thruster power supply **54**, and limits overheating of the thruster **58** by the oscillatory nature of the current pulse found in conventional thruster systems.

FIG. **5** shows the current waveform through thruster **58** for two consecutive current pulses (A and B) initiated at times t1 and t2, respectively. The vertical axis represents current level and the horizontal axis represents time. Notably, the undesirable oscillations depicted in FIG. **2** are absent. Instead, a current is provided in a single direction thereby increasing the thrust outputted from the thruster **58**. The duration of the current pulse is increased by increasing the inductance, for example, through the inclusion of the inductor **109** between the diodes **70, 72** and the thruster **58** or by increasing the intrinsic inductance of the lines **92, 94**.

The structure and operation of the thruster system **50** is now discussed in greater detail with respect to FIG. **3**. Starting with the primary power supply **52**, it will be recognized that primary power supply **52** could be a power source internal to a spacecraft that is propelled by the thruster system **50**. The primary power supply **52** may provide a regulated 28 volt output using conventional techniques, such as solar cells or batteries. However, it is not necessary that the primary power supply **52** be a regulated power supply, and, in fact, the output of the power supply **52** may be unregulated according to the present invention.

The thruster power supply **54** provides a desired electric potential from the primary power supply **52** to the pulse forming circuit **56** and the ignition circuit **64**. For example, the thruster power supply **54** may include a DC-to-DC converter of the flyback variety to provide at least a 300 volt output from a nominal 28 volt input. Alternatively, the thruster supply **54** may be configured to operate with an unregulated input voltage in a range of about 10 to 36 volts.

The pulse forming circuit **56**, as represented previously, includes the capacitor **68** and the first and second diodes **70, 72**. The pulse forming circuit **56** may be configured as a conventional capacitor of suitable construction, or a number of such capacitors in parallel. Similarly, the pulse forming circuit **56** may be configured as a conventional diode of suitable construction, or, preferably, a number of such diodes in parallel. An alternative circuit **108** is shown as FIG. **6**, wherein the first and second diodes **70, 72** are shown as the parallel combination of a number of individual diodes **110, 112**.

The power transmission lines **90, 92** which couple the pulse forming circuit **56** to the thruster **58** may be provided by twin leads of low electrical resistance. Alternatively, the lines **90, 92** may be flat plates, coaxial cable, metal tubes, inductors or such other low resistance electrical coupling as would occur to one skilled in the art.

The pulse forming circuit **56** according to the present invention is not limited in its usefulness to a specific type of thruster. In fact, the pulse forming circuit **56** may be used with a variety of pulsed thrusters, including, but not limited to, pulsed arcjet thrusters, pulsed plasma thrusters, and pulsed magnetoplasmadynamic thrusters. Additionally, the usefulness of the circuit **56** is not dependent on the arrangement of the electrodes **88, 90**, which may be, for example, parallel or coaxial. Moreover, the propellant **60** may be breech-fed or side-fed into the space **86**, and may be stored in the form of a gas, liquid, solid or semi-solid suitable for the particular type of thruster selected.

While the usefulness of the pulse forming circuit **56** is not limited by the choice of the thruster **58**, according to another aspect of this invention, a thruster is provided which has a lower impedance (on the order of 10 to 15 mΩ) than conventional thrusters (on the order of 30 to 40 mΩ). It is possible to have a lower impedance thruster **58** because a) the energy distribution to the thruster **58** is proportional to the relative impedances of the thruster **58** and the second diode **72**, rather than the relative impedances between the thruster **58** and the capacitor **68**, and b) the diode has a much smaller impedance (conventionally on the order of 1 mΩ) relative to the capacitor (on the, order of 10 mΩ). One such lower impedance thruster **120** is shown in FIGS. **7** and **8**.

The thruster **120** has a cylindrical housing **122** with a side wall **124** of annular cross-section and a circular rear wall **126** with an opening **128** defined therethrough aligned with the center of the rear wall **126**. An edge **130** of the side wall **124** defines a second opening **132** aligned with the opening **128** in the rear wall **126**. The cylindrical housing **122** is made of an electrically conductive material.

The side wall **124** bounds a cylindrical space in which is disposed a stepped, cylindrical spacer **134**. The cylindrical spacer **134** has a first cylindrical region **136** of a first diameter and a second cylindrical region **138** of a second diameter which is smaller than the first diameter of the first cylindrical region **136**. The second cylindrical region **138** is aligned with and disposed through the opening **128** defined in the rear wall **126** of the cylindrical housing **122**. The cylindrical spacer **134** also has a bore **140** therethrough, the axis of the bore **140** being aligned with the center of the rear wall **126**. The spacer **134** is made of an electrically insulative material.

A nozzle element **142** is also disposed within the housing **122**, with an outer side surface **144** abutting the side wall **124** of the housing **122**, and an outer rear surface **146** abutting the spacer **134**. The nozzle element **142** also has an inner surface **148**, which defines a diverging nozzle through which plasma exiting from the thruster **120** passes as it accelerates. The nozzle element **142** may be made of an electrically insulative and non-ablating or ablation-resistant material, such as boron nitride.

The thruster **120** also has a pair of electrodes **150**, **152** between which the arc is generated which causes the propellant material to be heated. The electrode **150** is a stepped, cylindrical electrode, while the electrode **152** is an annular, ring electrode. It is believed that the ratio of the inner diameter of the second electrode **152** to the outer diameter of the first electrode **150** should not be greater than 10:1. The electrodes **150**, **152** are preferably made of a low work function material, such as 2% thoriated tungsten.

The electrode **150** is fitted through the bore **140** in the spacer **134**. The electrode **152** is secured to the housing **122**, for example through the use of threads on the inner surface **154** of the electrode **152** and the outer surface **156** of the housing **122**, although other attachment mechanisms could be used as would be recognized by one of ordinary skill in the art. As shown, the axis of the first electrode **150** is aligned with the axis of the second electrode **152**, with the end **157** of the first electrode **150** projecting slightly through the ring electrode **152**.

The cylindrical electrode **150** has a bore **158** and openings **160** formed therethrough. The openings **160** are in communication with the bore **158**. An ignition device **162**, such as a spark plug, is disposed in the bore **158** such that a spark generated by the ignition device can pass through the openings **160** into the diverging nozzle defined by the inner surface **148**. The ignition device **162**, as would be recognized by one of ordinary skill in the art, would be coupled to the ignition circuit, such as the ignition circuit **64**.

As mentioned previously, the cylindrical electrode **152** is a stepped electrode with a first, cylindrical region **164** having a first diameter and a second, cylindrical region **166** having a second diameter smaller than the first diameter. It is believed that the diameter of the first region **164** should be greater than 1 mm. A shoulder **168** is formed where the first region **164** is attached to the second region **166**. This shoulder **168** is disposed slightly (1–2 mm) in the direction of the second electrode **152** relative to the interface between the spacer **134** and the nozzle element **142**.

A tubularly shaped propellant **170**, for example the polymer sold under the trademark Teflon, is disposed in the bore **140** in the spacer **134**, between the spacer **134** and the electrode **150**. The diameter of the inner surface **172** of the propellant **170** is slightly larger than the diameter of the outer surface of the second cylindrical region **166** of the first electrode **150**, while the diameter of the outer surface **174** of the propellant **170** is slightly smaller that the diameter of the bore **140**. The propellant **170** is disposed in between the spacer **134** and the electrode **150** such that a front end **176** of the propellant **170** abuts the shoulder **168** of the electrode **150**, maintaining the longitudinal position of the propellant **170** relative to the first and second electrodes **150**, **152**. The propellant **170** is urged forward by a spring (not shown) which applies a spring force, F_S, to a rear end **178** of the propellant **170**.

The thruster **120** operates by creating an arc between the first and second electrodes **150**, **152** such that the propellant **170**, or more particularly the front end **176** of the propellant **170**, is heated. The heated propellant forms a plasma within the nozzle element **142**, and exits the nozzle element **142** under the influence of a force generated by the pressure of the plasma within the nozzle element **142** and the electromagnetic effects of the current flowing between the first and second electrodes **150**, **152**.

It is thought that the impedance of the thruster **120** is less than that of a conventional coaxial plasma thruster because the arc current flowing between the first and second electrodes **150**, **152** does not have to traverse the inner surface **148** of the nozzle element **142**. In a conventional coaxial thruster, the front end of the central electrode extends no further than the rear surface **146** of the nozzle element **142**. In this configuration, the current path is directed along the surface **148** of the nozzle element **142**, wherein the electrons are cooled by proximity to the relatively cool wall of the nozzle element **142**. The cooling of the electrons causes the resistivity of the current path to increase, increasing the overall impedance of the conventional thruster.

In the thruster **120**, because the front end **157** of the first electrode **150** extends through the exit plane defined by the second electrode **152**, the current path is principally between the region of the first electrode **150** proximate to the front end **157**. The electrons therefore follow a current path which is spaced from the cool walls of the nozzle element **142**. This increases the conductivity of the current path between the electrodes **150**, **152**.

More particularly, this configuration decreases the overall impedance of the thruster by decreasing the resistive portion of the impedance. In a thruster such as the thruster **120**, wherein the thrust is produced by electromagnetic and electrothermal forces, it may be easier to avoid excessive propellant ablation and velocity reduction.

An alternative thruster **190** is shown in FIGS. **9** and **10**. The thruster **190** shares many elements in common with the thruster **120**; however, the thruster **190** is a side-fed thruster, as opposed to the breech-fed thruster **120** described above. Consequently, the discussion is directed to the differences in the feed mechanism, rather than to the entire structure of the thruster **190**.

As will be recognized, the thruster **190** has a housing **192**, a spacer **194**, a nozzle element **196** and first and second electrodes **198**, **200**. The housing **192** defines a space wherein the spacer **194** and the nozzle element **196** are disposed. The spacer **194** has a bore **197** therethrough in which the first electrode **198** is disposed. The second electrode **200** is attached to a front end **202** of a side wall **204** of the housing **192** by a conventional attachment mechanism, such as a threaded attachment mechanism. The housing **192** and the electrodes **198**, **200** are made of a conductive material, while the spacer **194** is made of an insulative material and the nozzle element **196** is made of an insulative and non-ablating or ablation-resistant material.

As was noted above, the thruster **190** is a side-fed, rather than a breech-fed, thruster. Specifically, a solid propellant **206** is fed in rectangular bar form through brackets **208** attached to an outer surface **210** of the side wall **204** of the housing **192**. The bracket **208** has a rectangular bore **212** which is aligned with an opening **214** in the outer surface **210** of the side wall **204** of the housing **192**, and through which the solid propellant **206** is fed.

Alignment of the propellant **206** within the housing **192** is maintained in the following fashion. The propellant **206** has a front edge **216** which abuts a rear surface **218** of the nozzle element **196** and a rear edge **220** which abuts a frontal surface **222** of the spacer **194**. D-shaped spacers **224**, **226** (FIG. **10**) are disposed in the housing **192**, and have surfaces **228**, **230** which abut surfaces **232**, **234** of the propellant **206**. The abutting relationship between the spacer **194**, nozzle element **196**, D-shaped spacers **224**, **226** and the propellant **206** substantially limits movement of the propellant **206** except radially relative to the first electrode **198**.

As will be noted, a first end **236** of the propellant **206** is angled, such that it abuts the first electrode **198** over a limited area. The first end **220** of the propellant is thus angled to permit the entire surface **238** of the propellant **206** to be heated, rather than confining the heating of the propellant to one side. As a consequence, as the propellant **206** is heated, the propellant **206**, which has a spring force (F_S) applied to a second end **240** thereof by a spring (not shown), will advance into the thruster **190** to maintain the supply of propellant **206** to the thruster **190**.

The lower impedance thruster can also be of other forms than coaxial, as shown. For example, rectangular thrusters using plane-parallel electrodes with either breech—or side-fed propellant could also be used to provide a lower impedance thruster according to the teachings of the present invention.

Still other aspects, objects, and advantages of the present invention can be obtained from a study of the specification, the drawings, and the appended claims.

We claim:

1. A thruster system comprising:

a power supply;

a pulse forming circuit coupled to the power supply,

the pulse forming circuit comprising a capacitor and first and second diodes, the positively-charged plate of the capacitor coupled to the anode of the first diode, the negatively-charged plate of the capacitor coupled to the anode of the second diode, and the cathode of the first diode coupled to the cathode of the second diode at a junction; and

a thruster having a first electrode coupled to the junction and a second electrode coupled to the negatively-charged plate of the capacitor.

2. The thruster system according to claim **1**, further comprising an inductor coupled between the cathodes of the first and second diodes and the thruster.

3. The thruster system according to claim **2**, wherein the thruster comprises:

a diverging nozzle which is at least in part non-ablating and substantially electrically insulating and which has an outlet end;

the first electrode comprises a first, cylindrical electrode coupled to the cathodes of the first and second diodes and projecting through the nozzle with a first end of the first electrode extending past the outlet end of the nozzle; and

the second electrode comprises a second, annular electrode coupled to the anode of the second diode, disposed adjacent to the outlet end of the nozzle, and having a central axis, the first electrode disposed along the central axis of the second electrode.

4. A thruster system comprising:

a power supply;

a pulse forming circuit coupled to the power supply,

the pulse forming circuit comprising a capacitor and a first diode, the positively-charged plate of the capacitor coupled at a first junction to the cathode of the diode and the negatively-charged plate of the capacitor coupled at a second junction to the anode of the diode;

a thruster comprising a body, a diverging nozzle which is attached to the body, is at least in part non-ablating and substantially electrically insulating, and has a first end and an outlet end, a first, central electrode coupled to the first junction and projecting through the nozzle with a first end of the first electrode to extend past the outlet end of the nozzle, and a second electrode coupled to the second junction and disposed adjacent to the outlet end of the nozzle; and

a propellant at the first end of the diverging nozzle.

5. The thruster system according to claim **4**, further comprising a second diode having an anode coupled to the positively-charged plate of the capacitor and a cathode coupled to the first junction.

6. The thruster system according to claim **5**, further comprising an inductor coupled between the first junction and the first electrode.

7. The thruster system according to claim **4**, wherein:

the first electrode comprises a cylindrical electrode; and

the second electrode comprises an annular electrode having a central axis,

the first electrode disposed along the central axis of the second electrode.

8. The thruster system according to claim **7**, wherein:

the first electrode has an effective outer diameter; and

the second electrode has an effective inner diameter,

the ratio of the inner diameter of the second electrode to the outer diameter of the first electrode being not greater than 10:1.

9. The thruster system according to claim **4**, wherein:

the body has a passage formed therein in communication with the first end of the nozzle; and

the propellant is disposed in the passage.

10. The thruster system according to claim **9**, wherein the passage has an axis and the first electrode has an axis, and the axis of the passage and the axis of the first electrode are parallel to each other.

11. The thruster system according to claim **9**, wherein the passage has an axis and the first electrode has an axis, and the axis of the passage and the axis of the first electrode are transverse to each other.

12. The thruster system according to claim **9**, wherein the propellant comprises a non-gaseous, non-liquid propellant.

13. The thruster system according to claim **12**, wherein the propellant comprises Teflon.

14. The thruster system according to claim **4**, wherein thruster has an impedance which is on the order of 10–15 mΩ.

15. The thruster system according to claim **1**, wherein the pulse forming circuit further composes a third diode having a anode coupled to the positively-charged plate of the capacitor and a cathode coupled to the junction.

16. The thruster system according to claim **1,** wherein the pulse forming circuit further comprises a third diode having a anode coupled to the negatively-charged plate of the capacitor and a cathode coupled to the junction.

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