

Solar and Laser Driven Light Sails for In-Space Propulsion

Grover Swartzlander

Center for Imaging Science

Rochester Institute of Technology, Rochester, NY

7 June 2023, ISSS, 3:30-4:00 am, Brooklyn, NY



Phases I, II, III

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Carl Sagan & Johnny Carson (Tonight Show, 1976)



Josh Spradling / The Planetary Society

Early Radiation Pressure History

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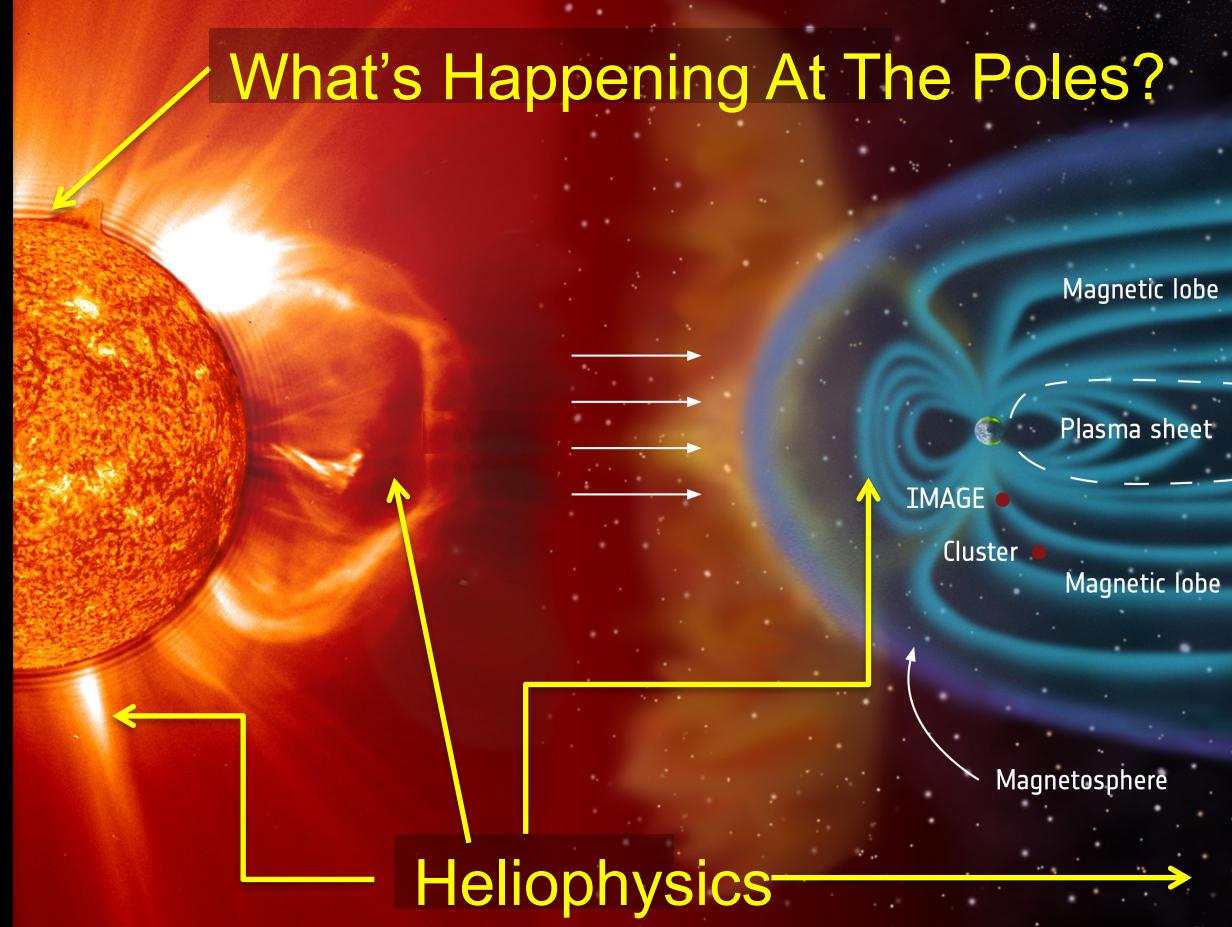
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- Kepler (1619); Newton (1704) – corpuscular theory (momentum)
 - Kelvin (1845) – ponderomotive (gradient) force
 - Maxwell (1873) – radiation pressure, ponderomotive force
 - Nichols/Hulls; Lebedev; Poynting (early 1900's)
 - Tsander; Tsiolkovsky (early 1900's) – solar sailing
 - NASA/CCCP (1960's); Mariner 4 stabilization; Mariner 10 rescue (1974)
 - Wright; Friedman/Sagan/Murray; Forward (1970's)
 - Many contributors since then (Matloff, Johnson, Vulpetti, McInnes, Landis, ...)
-
1. Schagrin, *Early observations and calculations on light pressure*, Am. J. Physics 42, 927–940 (1974)
 2. www.planetary.org/explore/projects/lightsail-solar-sailing/story-of-lightsail-part-1.html
 3. [www.centauri-dreams.org/2014/07/07/sailing-to-halleys-comet/](http://centauri-dreams.org/2014/07/07/sailing-to-halleys-comet/)

Mission: Full 4π Solar Observations

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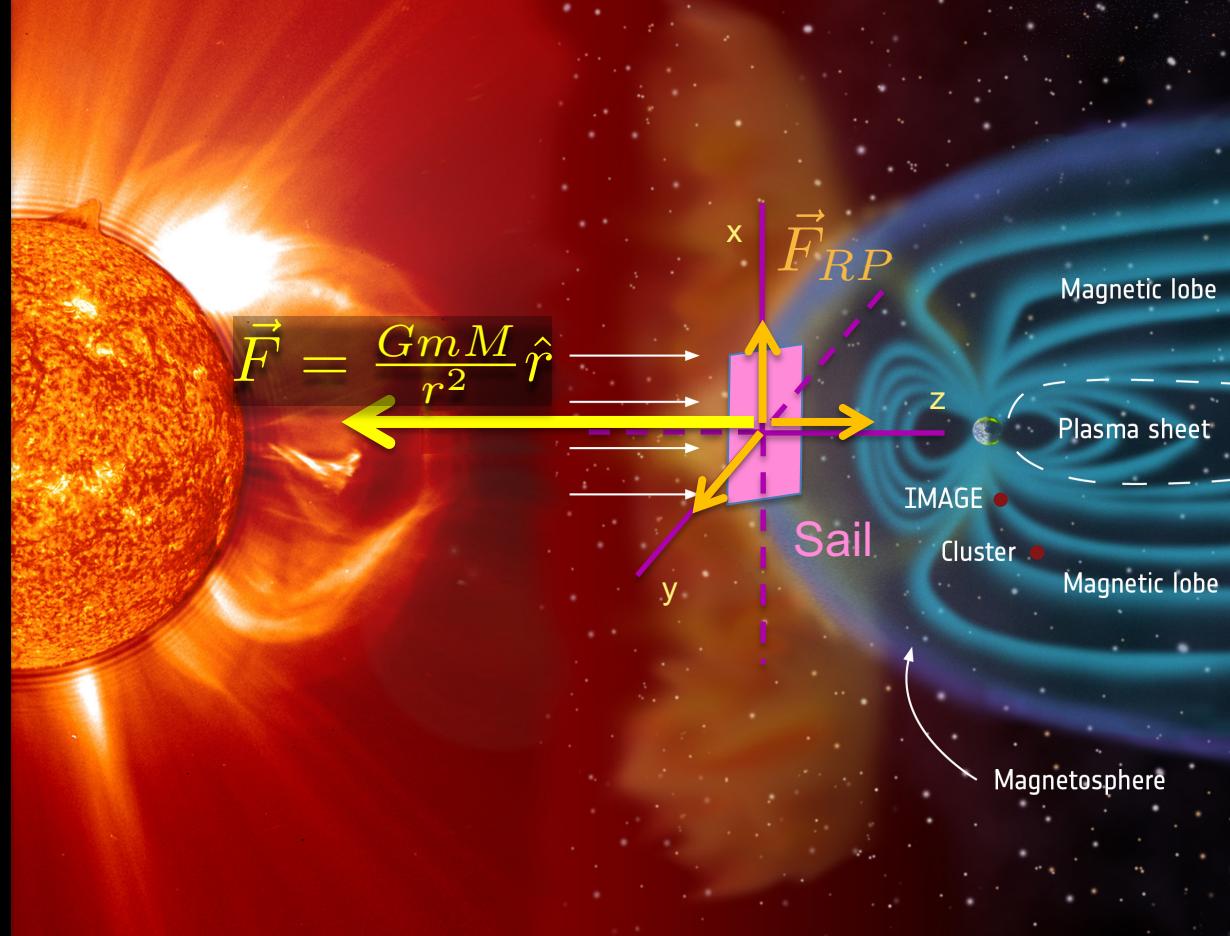
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Forces: Solar Gravity + Radiation Pressure

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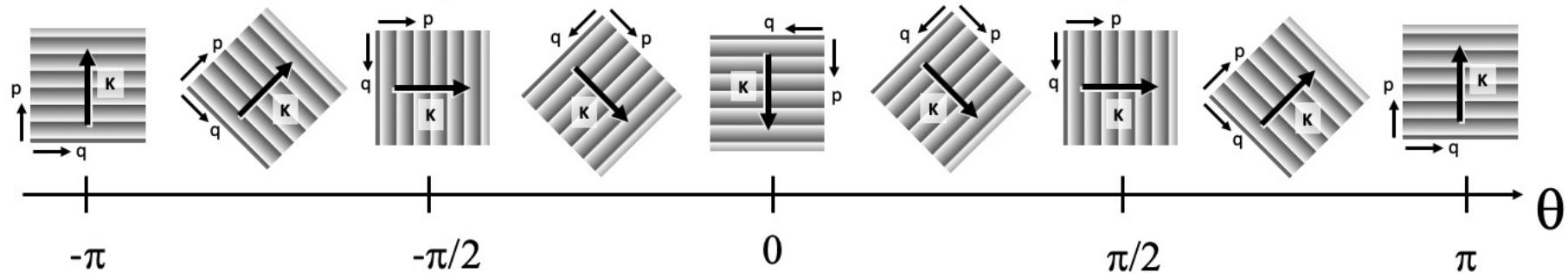
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Sun-Facing Diffractive “Dubill Roll Maneuver”

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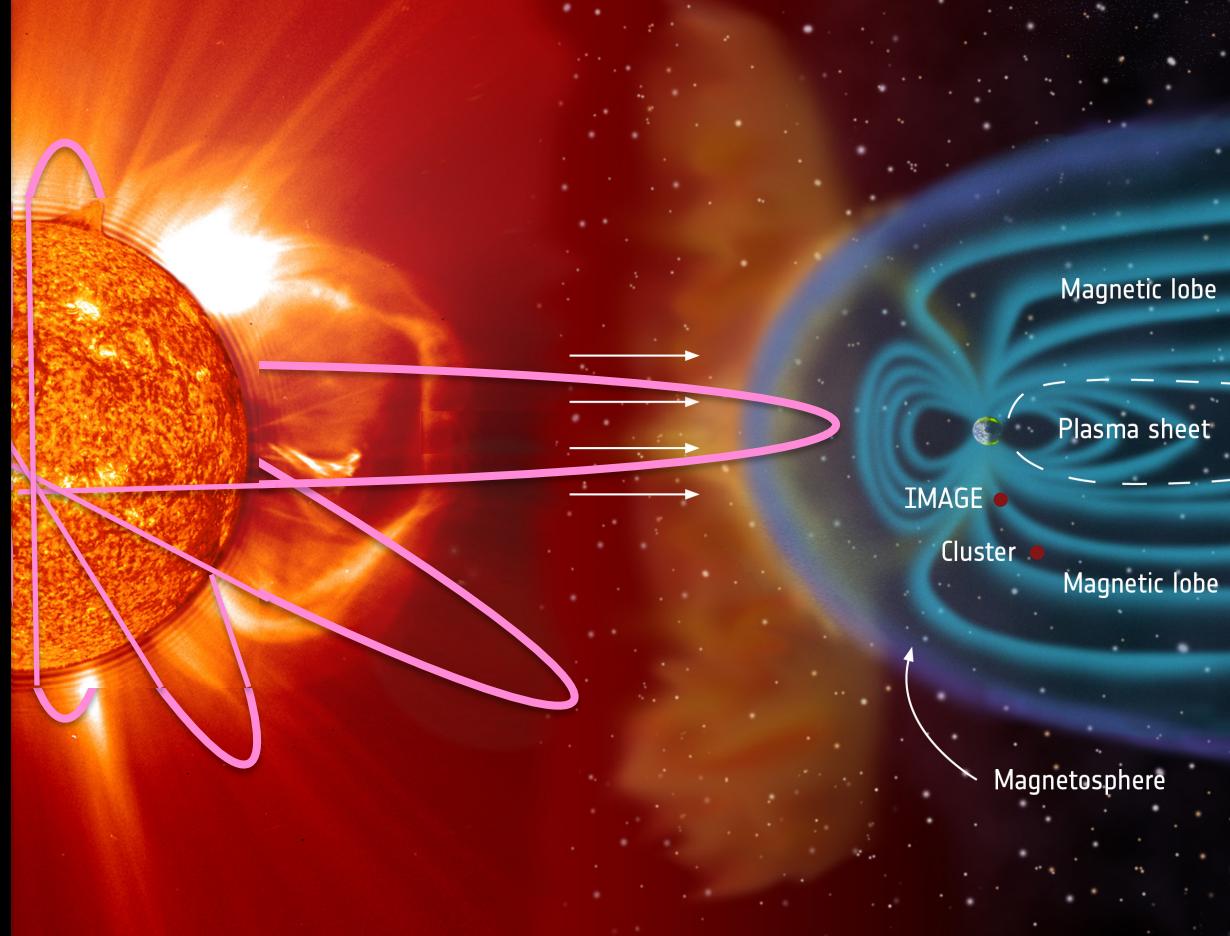
$$\vec{K} = (2\pi/\Lambda)\hat{p}$$

Λ : Grating Period

Trajectory: Inward Spiral + Raise Inclination Angle

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Two-Body Equation of Motion (Sun + Sail)

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$$F_r = -GMm_s/r^2 + (I_E R_E^2 A_s/c r^2) \eta_r = -(\mu m_s/r^2)(1 - \alpha_r)$$

$$= m_s (\ddot{r} - r(\dot{\theta} \cos \phi)^2 - r(\dot{\phi})^2)$$

Negligible

$$F_\theta = (I_E R_E^2 A_s/c r^2) \eta_\theta = (\mu m_s/r^2) \alpha_\theta$$

$$= m_s (r\ddot{\theta} \cos \phi + 2\dot{r}\dot{\theta} \cos \phi - 2r\dot{\theta}\dot{\phi} \sin \phi)$$

Orbit Raising/Lowering

$$F_\phi = (I_E R_E^2 A_s/c r^2) \eta_\phi = (\mu m_s/r^2) \alpha_\phi$$

$$= m_s (r\ddot{\phi} + 2\dot{r}\dot{\phi} + r(\dot{\theta})^2 \cos \phi \sin \phi)$$

Inclination Cranking

Initial State Vector at t=0: $(r, \theta, \phi, \dot{r}, \dot{\theta}, \dot{\phi})$

Final State Vector at t=T: $(r, \theta, \phi, \dot{r}, \dot{\theta}, \dot{\phi})$

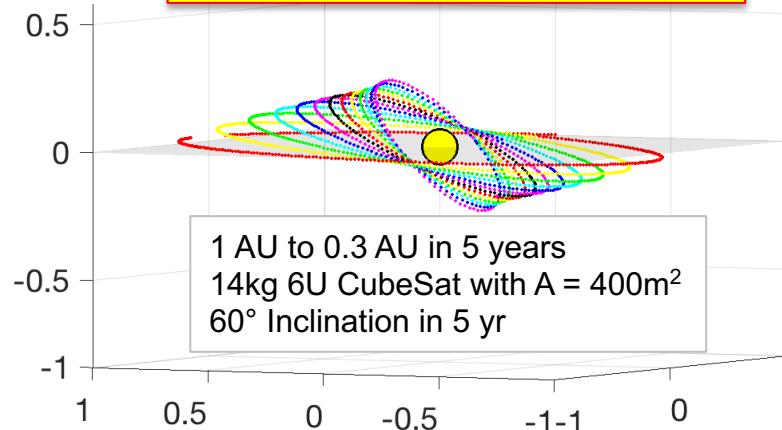
Control Parameters: α_j depends on the momentum transfer efficiency $\vec{\eta}$ and sail areal density σ

$$\alpha_r = (1/2)(\sigma_{cr}/\sigma)\eta_r ; \alpha_\theta = (1/2)(\sigma_{cr}/\sigma)\eta_\theta ; \alpha_\phi = (1/2)(\sigma_{cr}/\sigma)\eta_\phi ;$$

$$\sigma = m_s/A ; \sigma_{cr} = 1.54 [\text{g/m}^2] ; \mu = GM$$

Key Parameters :

Efficiency $\vec{\eta}$ (Control Parameter)
Sailcraft Areal Density $\sigma = m_s/A$



Currently We Are Exploring Means
Of Optimizing the Transverse
Momentum Transfer Efficiency

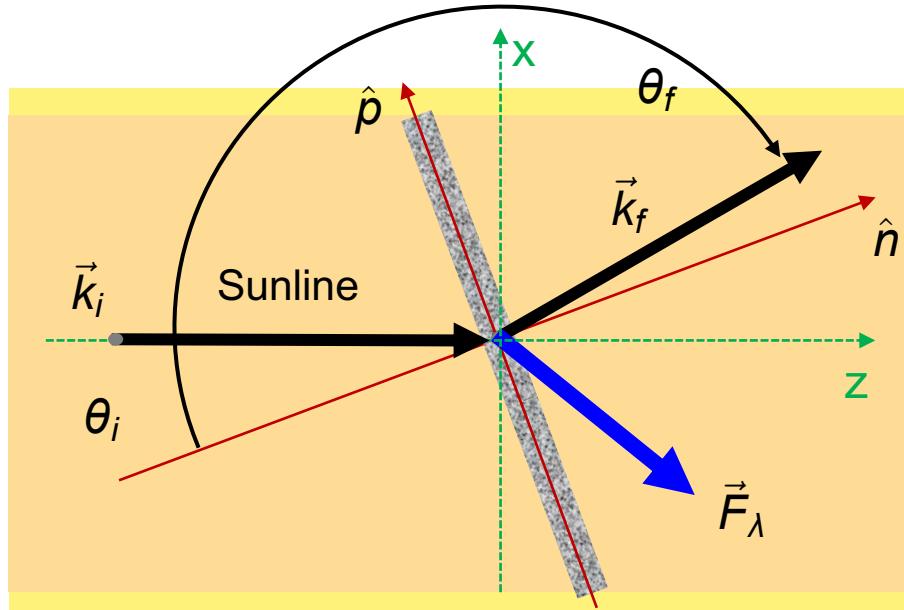
Photon Momentum Transfer

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Photon Momentum: $\hbar \vec{k}$

$$|\vec{k}| = 2\pi/\lambda = 2\pi\nu/c$$



Scattering Surface Area, A
Oblique Incidence Angle, θ_i
Illuminated Projected Area, $A \cos\theta_i$

Illumination Projection Angle: $A' = A \cos\theta_i$

Spectral Irradiance: I_ν or I_λ

Spectral Radiation Pressure Force:

$$d\vec{F}_\lambda \equiv \frac{A I_\lambda}{c} \vec{\eta}_\lambda d\lambda$$

where $\vec{\eta}_\lambda = \frac{\vec{k}_i - \vec{k}_f}{k} \cos \theta_i$

is the momentum transfer efficiency

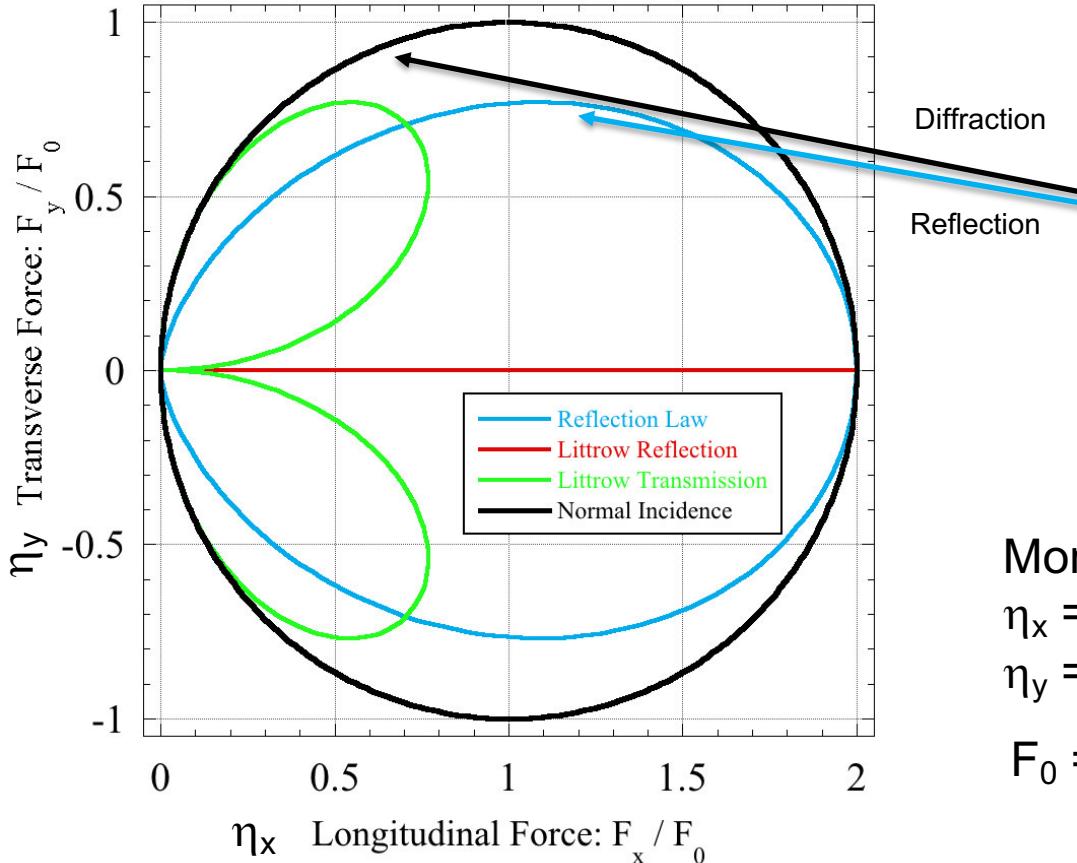
$$k = 2\pi/\lambda, \quad \vec{k}_i = k \hat{z},$$

$$\vec{k}_f = -k \cos(\theta_f - \theta_i) \hat{z} + k \sin(\theta_f - \theta_i) \hat{x}$$

Force Bubble: Diffraction vs Reflection

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Diffraction
Reflection

Spiral Orbit Missions:
High Transverse Force &
Small Radial Force
Desirable

Momentum Transfer Efficiencies:
 $\eta_x = F_x/F_0$ (or η_r) – along sunline
 $\eta_y = F_y/F_0$ (or η_ϕ) – perpendicular to sunline

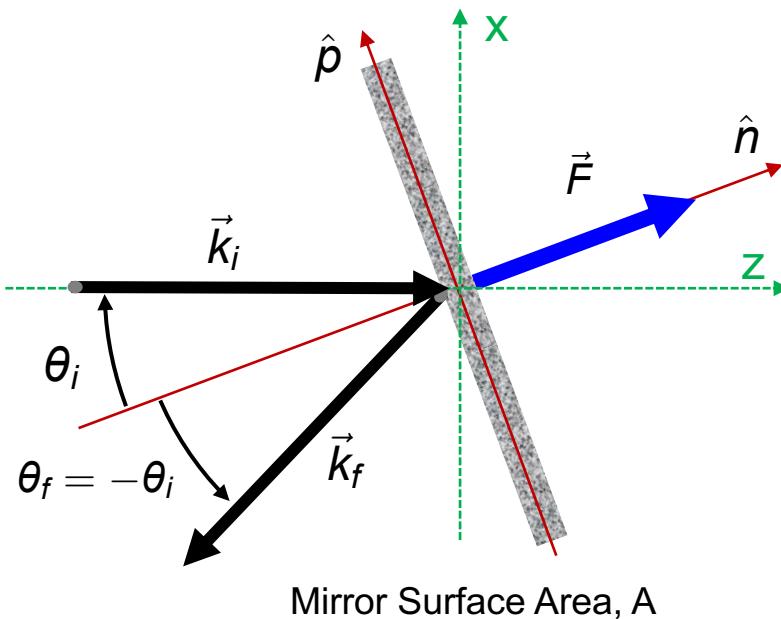
$$F_0 = P/c$$

Radiation Pressure on a Reflecting Surface

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Reflecting Solar Sail



$$\text{Law of Reflection: } \theta_f = -\theta_i \rightarrow \theta_f - \theta_i = -2\theta_i$$

$$\vec{k}_i = k \hat{z}$$

$$\vec{k}_f = -k \cos 2\theta_i \hat{z} - k \sin 2\theta_i \hat{x}$$

$$\vec{k}_i - \vec{k}_f = k(1 + \cos 2\theta_i) \hat{z} + k \sin 2\theta_i \hat{x}$$

$$\sin 2\theta_i = 2 \sin \theta_i \cos \theta_i \text{ and } 1 + \cos 2\theta_i = 2 \cos^2 \theta_i$$

$$\vec{\eta} = 2 \cos^2 \theta_i (\cos \theta_i \hat{z} + \sin \theta_i \hat{x}) = 2 \cos^2 \theta_i \hat{n}$$

$$\vec{F} = (IA/c) \vec{\eta} \text{ Normal to the Surface}$$

A sun-facing reflective sail provides no transverse force
($\theta_i = 0$)

$$\eta_x|_{\max} = 0.77 \text{ at } \theta_i = 35.26^\circ$$

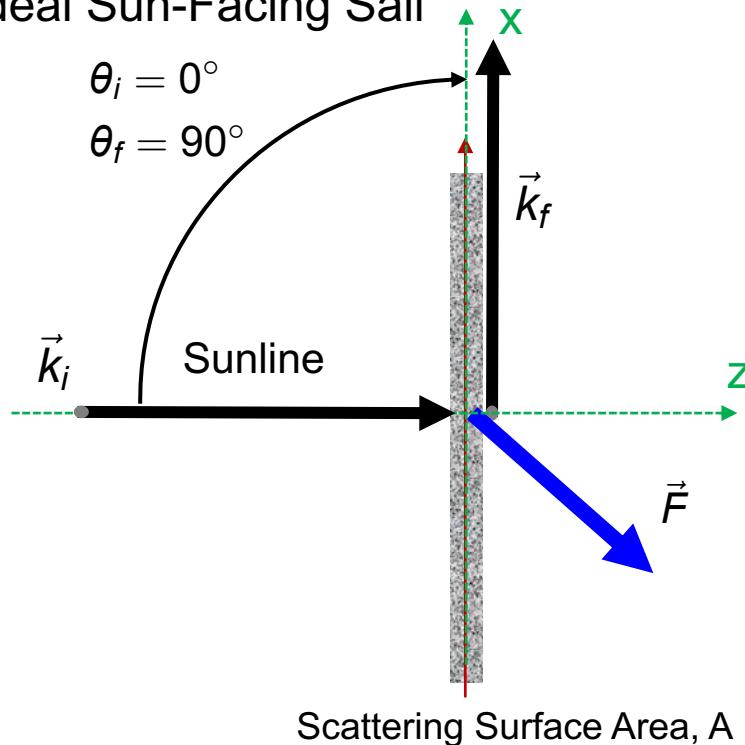
Effective Scattering Angle: $\sin \theta_{\text{eff}} = 0.77 \rightarrow \theta_{\text{eff}} = 50.35^\circ$

Radiation Pressure on an Ideal Sun-Facing Sailing

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Ideal Sun-Facing Sail



$$\theta_i = 0^\circ \text{ and } \theta_f = 90^\circ$$

$$\vec{k}_i = k \hat{z} \text{ and } \vec{k}_f = k \hat{x}$$

$$(\vec{k}_i - \vec{k}_f)/k = \hat{z} - \hat{x}$$

$$\vec{\eta} = \hat{z} - \hat{x}$$

$$\vec{F} = (IA/c) \vec{\eta}$$

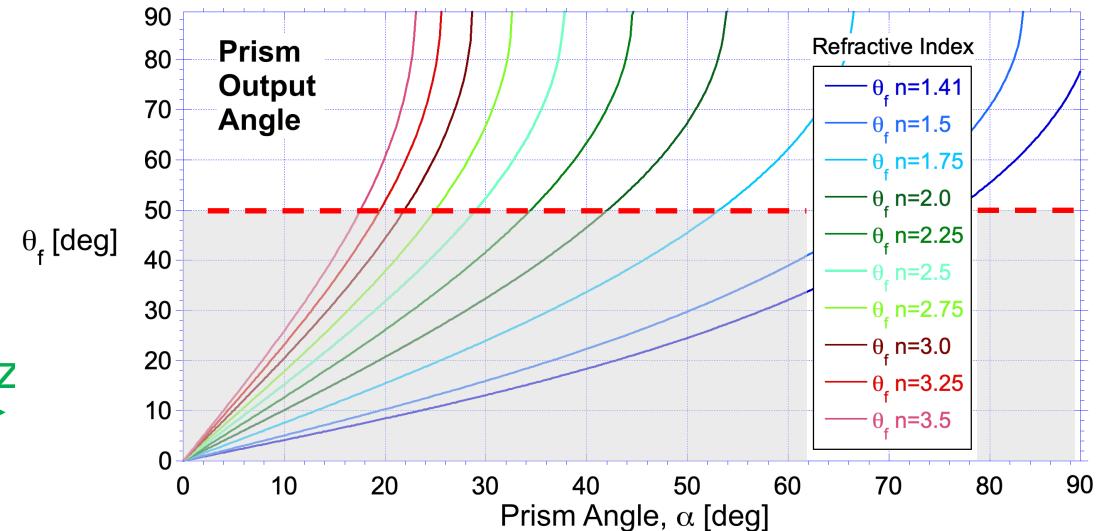
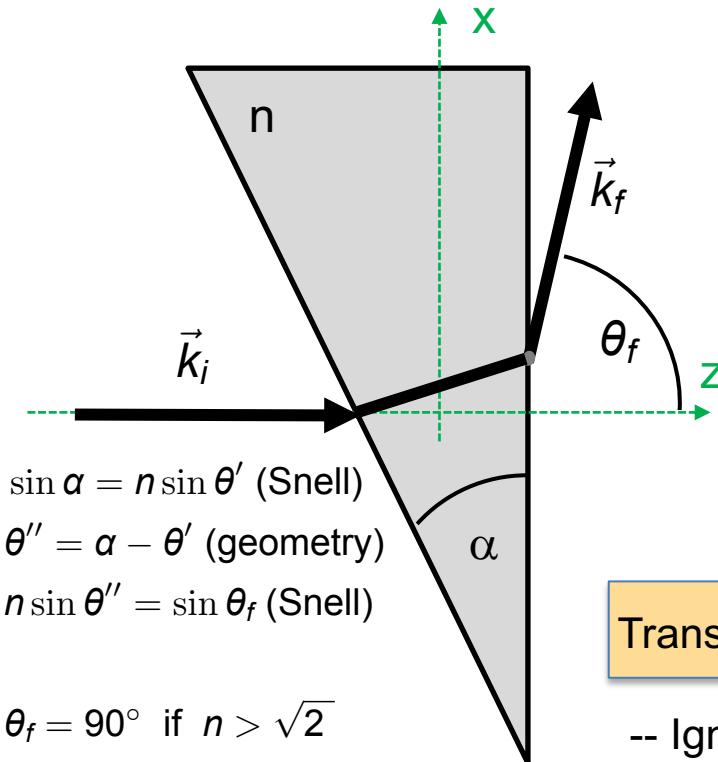
Maximum Transverse Efficiency: 100%

$$|\eta_x| = \sin \theta_{\text{eff}} = 1.0 \rightarrow \theta_{\text{eff}} = 90^\circ$$

Refracting Prism

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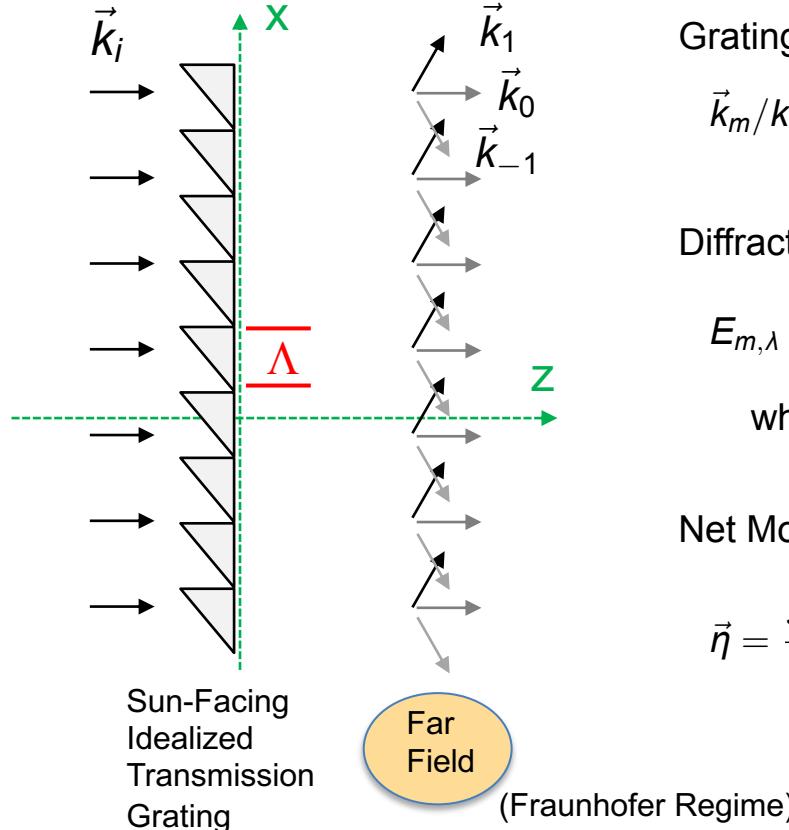
Transverse momentum transfer efficiency η_x can reach 100%

- Ignores internal and external reflection
- Acceleration = 0 owing to large mass

Idealized Prismatic Transmission Grating

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Grating Equation with Period Λ : $\sin \theta_m = m\lambda/\Lambda$

$$\vec{k}_m/k = m\lambda/\Lambda \hat{x} + \sqrt{1 - (m\lambda/\Lambda)^2} \hat{z}$$

Diffraction Strength $I_{m,\lambda} = |E_{m,\lambda}|^2$

$$E_{m,\lambda} = \frac{\sqrt{I_\lambda}}{\Lambda} \int_{-\Lambda/2}^{\Lambda/2} \exp(ikx \sin \theta_f) \exp(-imKx) dx$$

where $K = 2\pi/\Lambda$ and I_λ is the incident spectral irradiance

Net Momentum Transfer Efficiency:

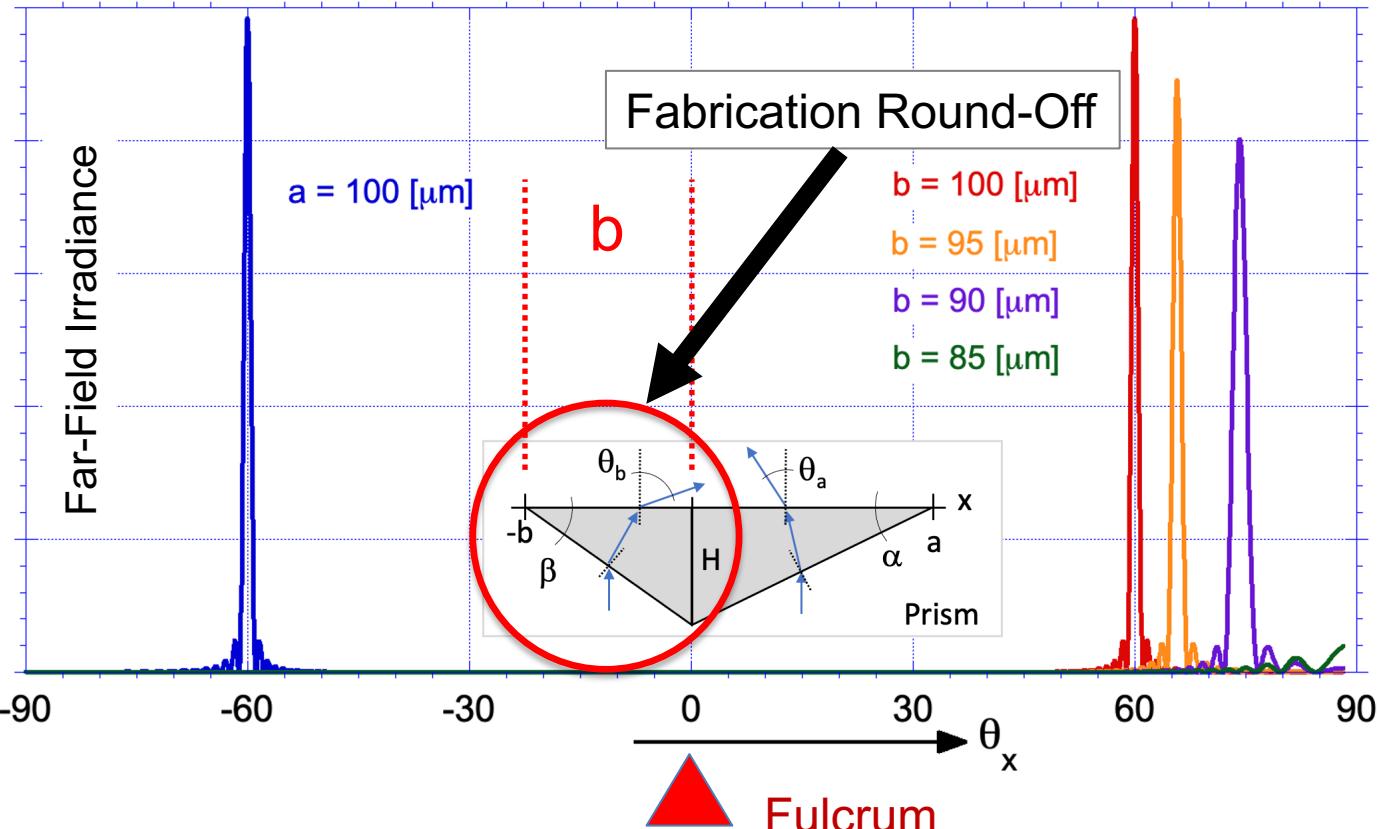
$$\vec{\eta} = \frac{\int_0^\infty \left(I_\lambda \hat{z} - \sum_m I_{m,\lambda} (\vec{k}_m/k) \right) d\lambda}{\int_0^\infty I_\lambda d\lambda} \text{ for } |m| < \text{INT}[\Lambda/\lambda]$$

Cut-Off

Alternative Approach: Maxwell Stress Tensor

An Archimedes Dilemma

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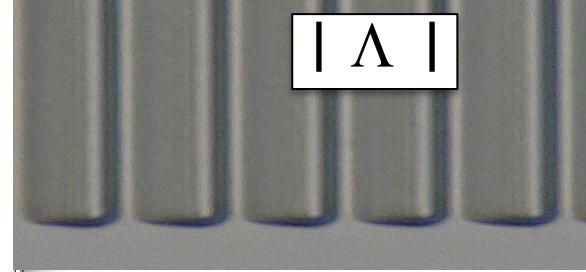
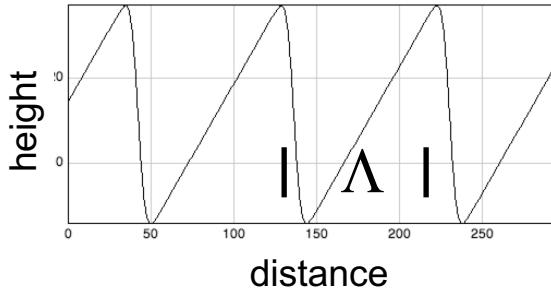
Transverse Momentum Transfer Requires A Cut-Off Condition:
 $b < \lambda$

Types of Gratings (transmissive or reflective)

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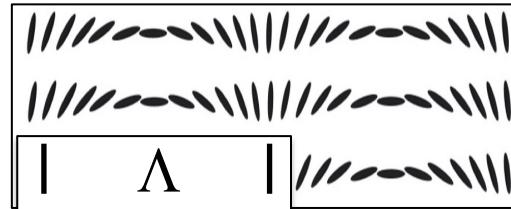
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Blazed
Grating
(series of prisms)



Thick &
Heavy

Cycloidal
Polarization
(Geometric Phase)
Grating
(BeamCo)

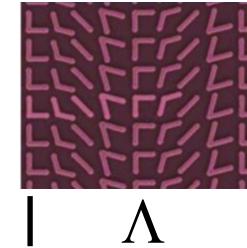
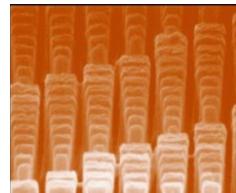
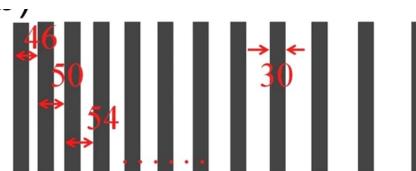


Director of Nematic Liquid Crystals



Polarization
Dependent

Subwavelength
Effective Media,
Meta_Surface

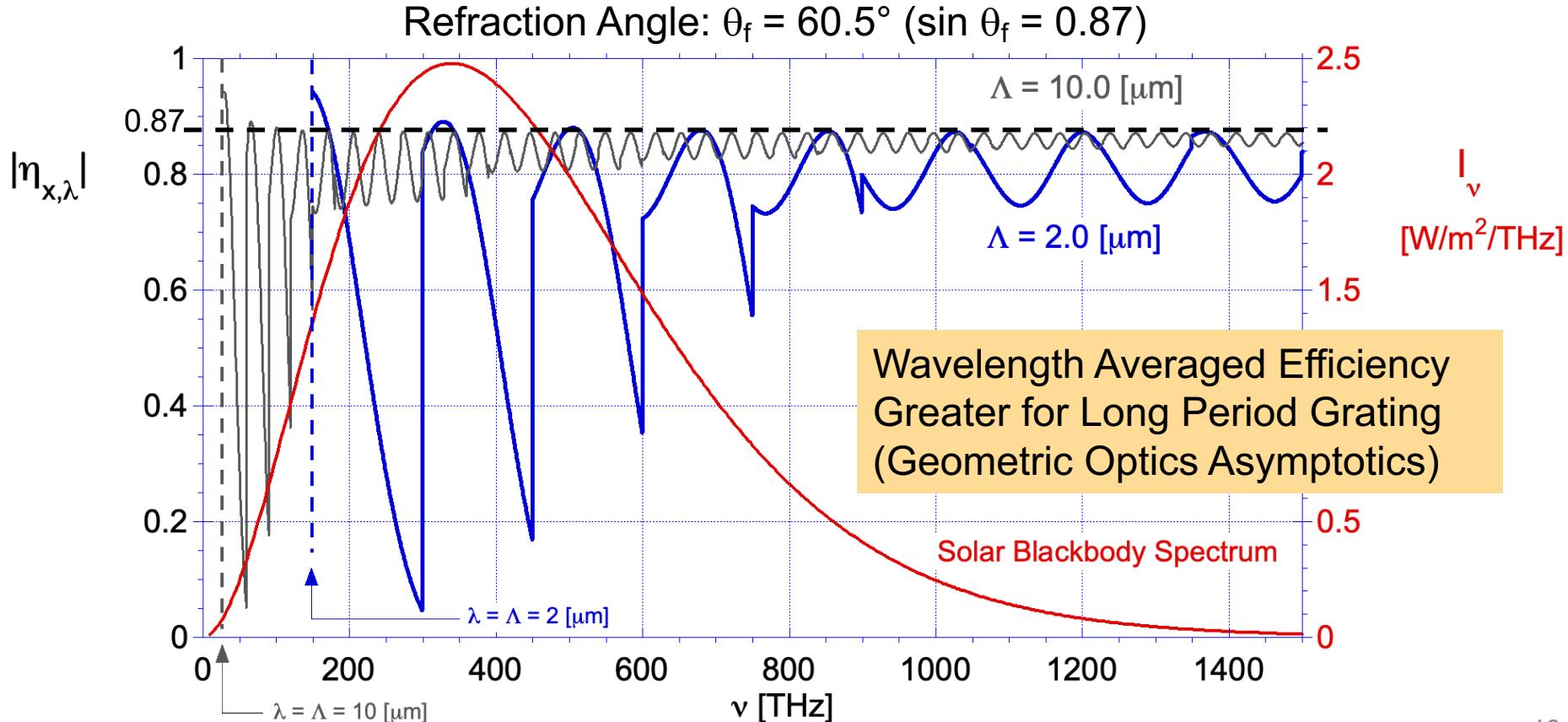


Fabrication
Scale-Up
Limits

Idealized Prismatic Grating (ignore shadowing)

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Geometric Phase Gratings

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polarization

hologram

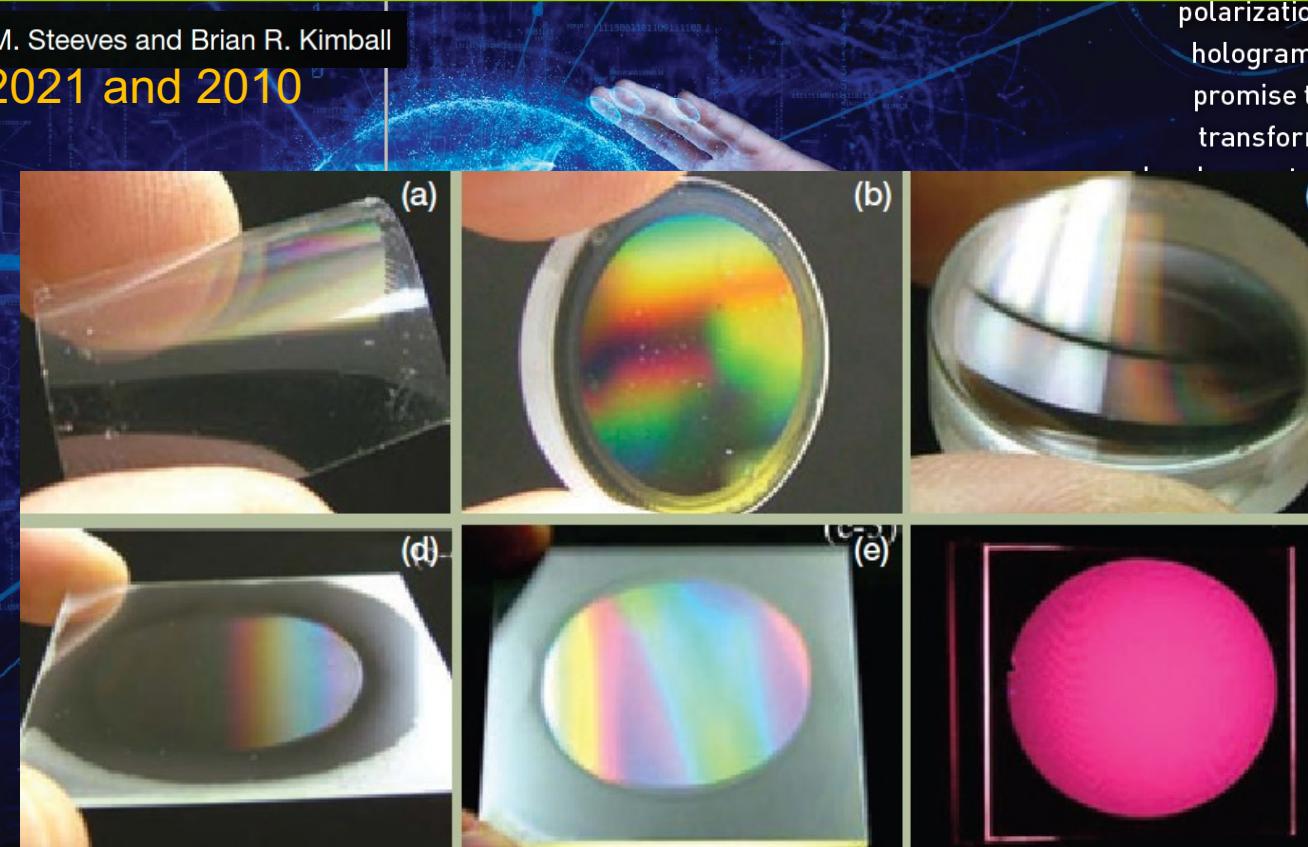
promise to

transform

Nelson V. Tabiryan, Sarik R. Nersisyan, Diane M. Steeves and Brian R. Kimball

Optics & Photonics News, 2021 and 2010

Toward Lighter, Thinner AR/VR SYSTEMS



Pancharatnam / Geometric Phase Elements

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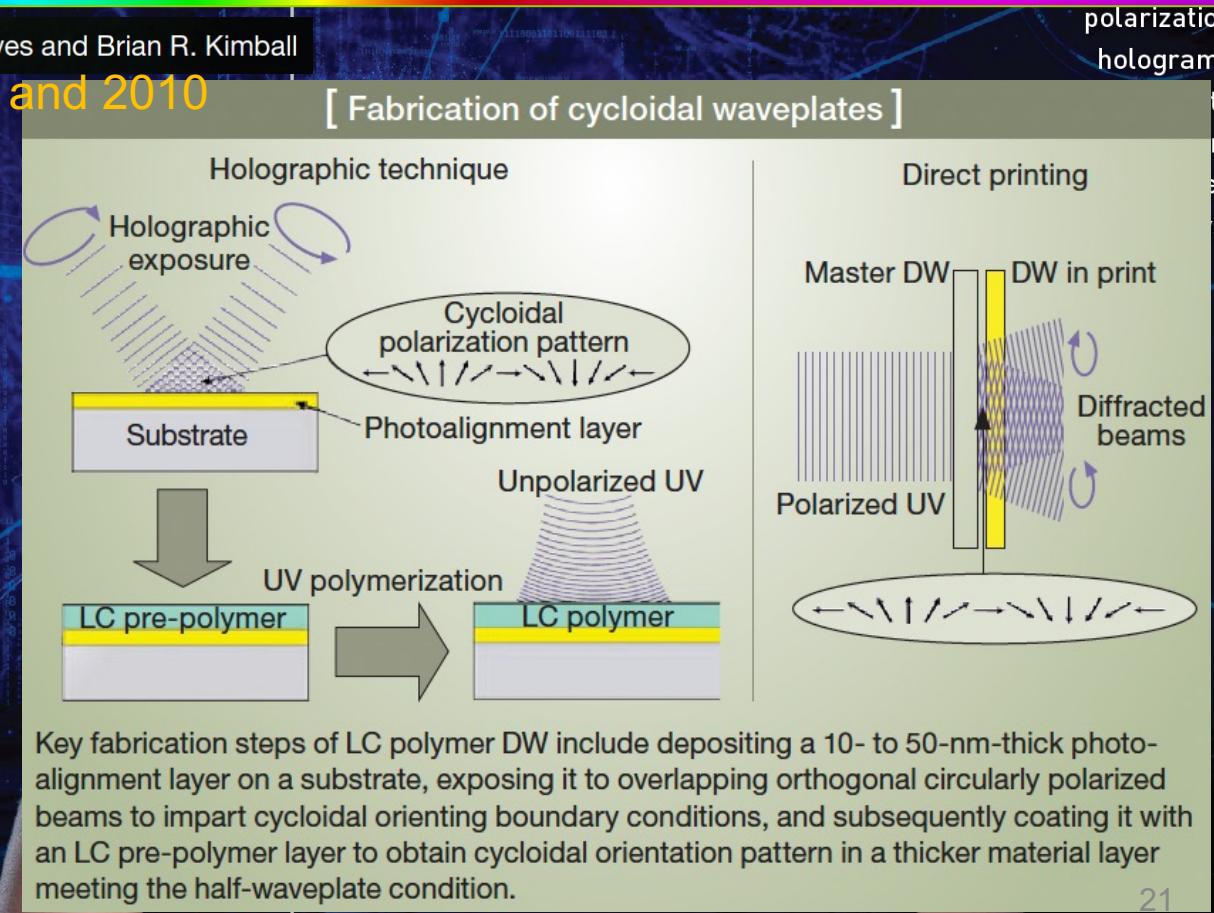
polarization

hologram

Nelson V. Tabiryan, Sarik R. Nersisyan, Diane M. Steeves and Brian R. Kimball

Optics & Photonics News, 2021 and 2010

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Geometric Phase Gratings

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Also called “q plates”, polarization diffraction gratings, etc.

Phase Retarder Rotation*: $\vec{E}_{out} = R^T J R \vec{E}_{in}$:

$$\begin{bmatrix} E_{x,out} \\ E_{y,out} \end{bmatrix} = \begin{bmatrix} \cos \theta & \sin \theta \\ -\sin \theta & \cos \theta \end{bmatrix} \begin{bmatrix} \exp(i\varphi_x) & 0 \\ 0 & \exp(i\varphi_y) \end{bmatrix} \begin{bmatrix} \cos \theta & -\sin \theta \\ \sin \theta & \cos \theta \end{bmatrix} \begin{bmatrix} E_{x,in} \\ E_{y,in} \end{bmatrix}$$

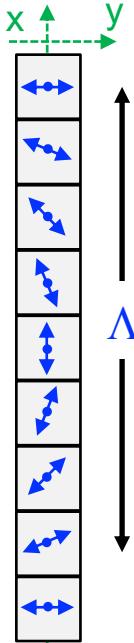
Half-Wave Condition: $\Delta\varphi = \varphi_y - \varphi_x = 2\pi(n_y - n_x)d_{HW}/\lambda_0 \equiv \pi$

$$\begin{bmatrix} E_x \\ E_y \end{bmatrix}_{out} = \exp(i\varphi_x) \begin{bmatrix} \cos 2\theta & -\sin 2\theta \\ -\sin 2\theta & -\cos 2\theta \end{bmatrix} \begin{bmatrix} E_x \\ E_y \end{bmatrix}_{in}$$

Left-Hand Circularly Polarized Input: $\begin{bmatrix} 1 \\ i \end{bmatrix} \rightarrow \boxed{\exp(-i 2\theta)} \begin{bmatrix} 1 \\ -i \end{bmatrix} \exp(i\varphi_x)$

Right-Hand Circularly Polarized Input: $\begin{bmatrix} 1 \\ -i \end{bmatrix} \rightarrow \boxed{\exp(+i 2\theta)} \begin{bmatrix} 1 \\ i \end{bmatrix} \exp(i\varphi_x)$

Linear Phase Grating: Spatially Variant Rotation Angle $\boxed{2\theta = 2\pi x/\Lambda}$



* S. Pancharatnam, “On the phenomenological theory of light propagation in optically active crystals,” Proc. Indian Acad. Sci. A 44, 247–262 (1956).

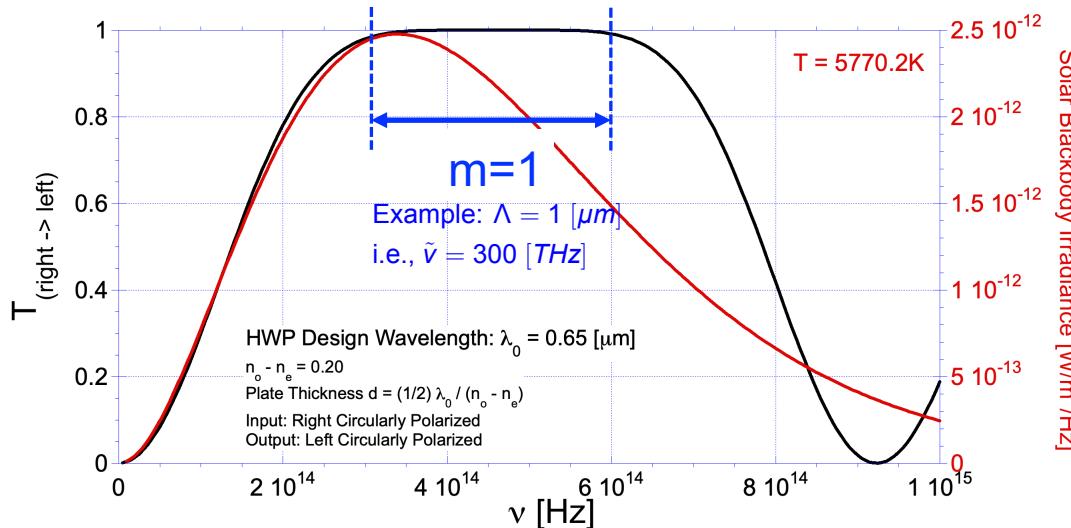
Geometric Phase Grating

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Unlike a Prismatic Grating

a Geometric Phase Grating may be achromatized* to provide nearly 100% diffraction into the first order mode (for one polarization).



$$\eta_x \approx - \int_{\tilde{v}}^{2\tilde{v}} I_v (\tilde{v}/v) dv / \int_0^\infty I_v dv$$

$$\eta_z \approx \int_{\tilde{v}}^{2\tilde{v}} I_v \left(1 - \sqrt{1 - (\tilde{v}/v)^2} \right) dv / \int_0^\infty I_v dv$$

If $I_v \sim 2 \times 10^{-12} [W/m^2/Hz]$

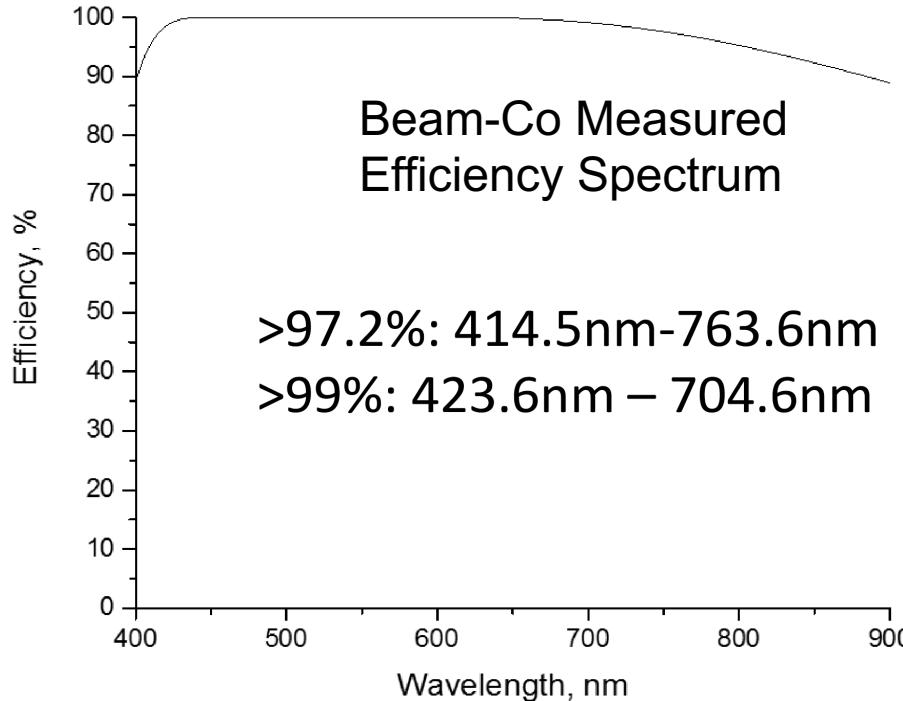
$$\eta_x = - \frac{(2 \times 10^{-12})(3 \times 10^{14})}{1360 W/m^2} (\ln 2) = -0.31$$

* S. Pancharatnam, "Achromatic combinations of birefringent plates," In Proceedings of the Indian Academy of Sciences-Section A 41, 137-144, Springer (1955) 23

Achromatic Geometric Phase Grating

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D. Roberts, H. Xianyu, S. Nersisyan,
N. V. Tabiryan and E. Serabyn,
Overcoming the tradeoff between efficiency
and bandwidth for vector vortex waveplates,
2019 IEEE Aerospace Conference, Big Sky, MT

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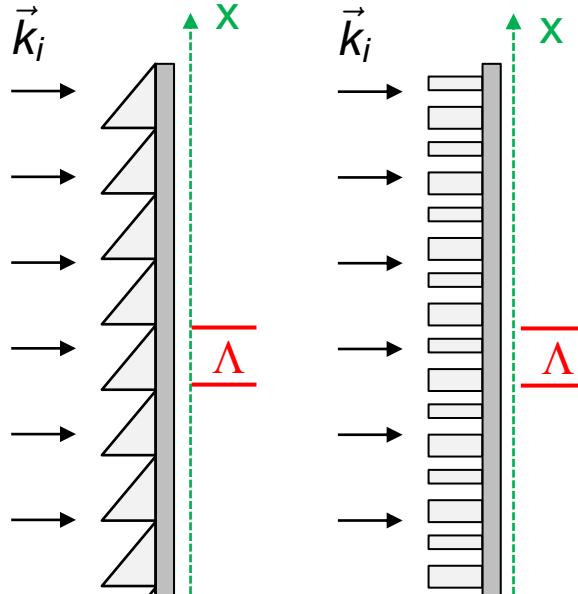
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Meta-Surface Gratings

Full FDTD Simulation Comparison

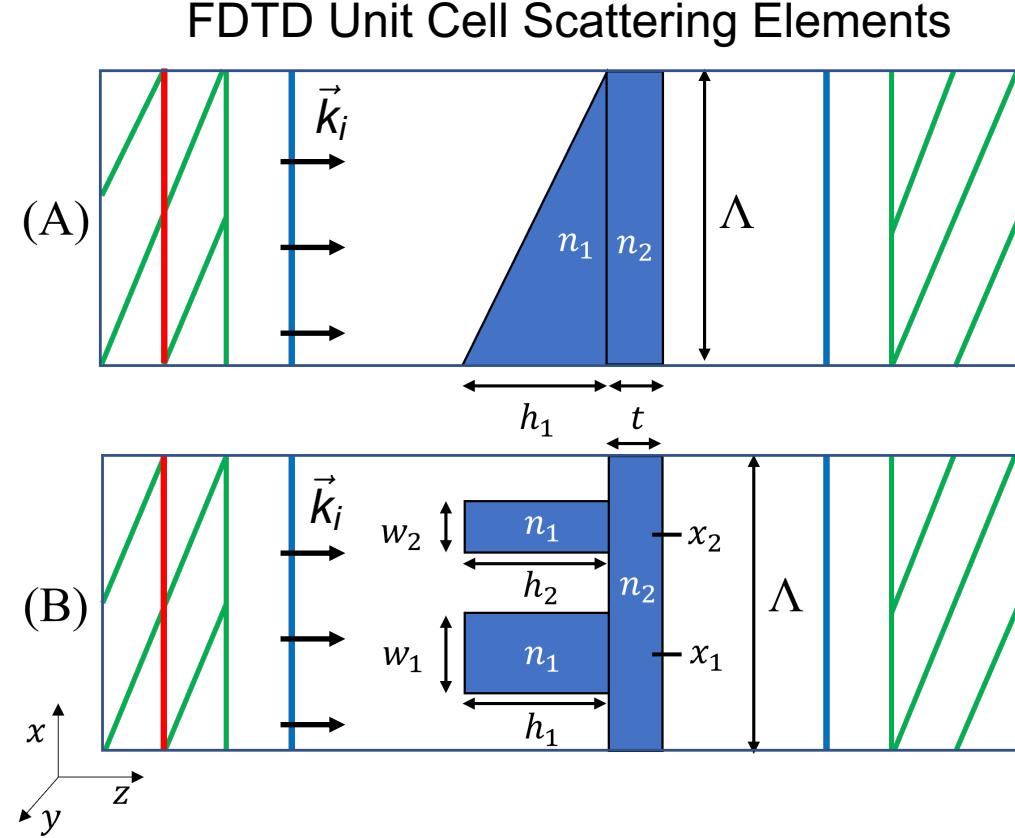
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Sun-Facing
Prism
Transmission
Grating

Sun-Facing
Meta-Surface
Transmission
Grating

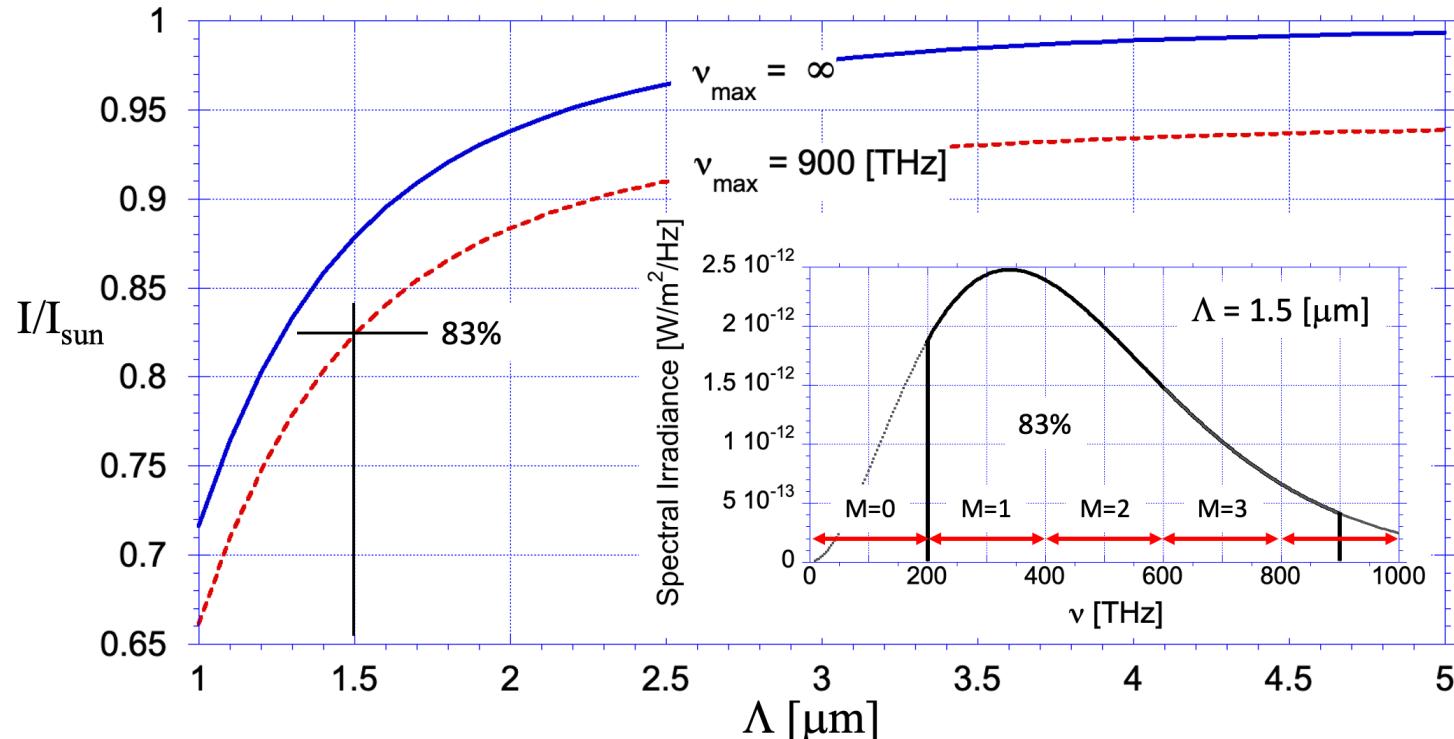


Full FDTD Simulation Comparison

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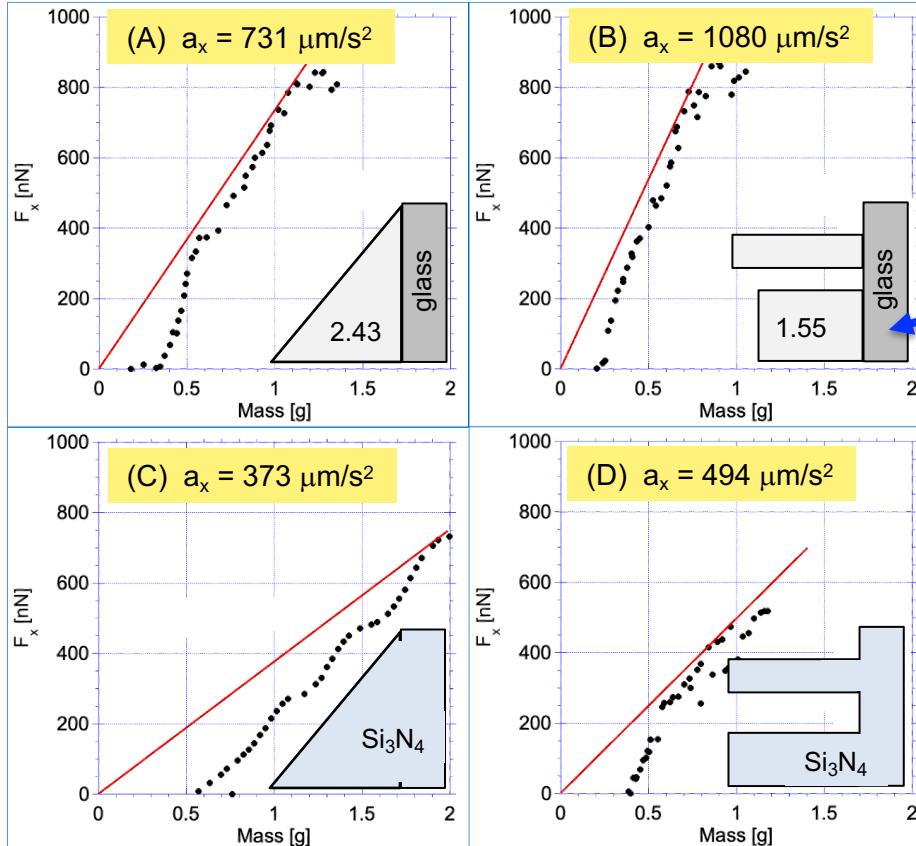
Optimize for 83% of the solar spectrum: 200 – 900 THz ($\lambda = 0.33 – 1.5 \mu\text{m}$)



Full FDTD Simulation Comparison

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Transverse Acceleration
on an Optimized 1m^2 Area Sail
Predicted to Reach $> 1 \text{ mm/s}^2$

Pillar Height $\sim 1.2 \mu\text{m}$
Substrate $\sim 0.1 \mu\text{m}$

Comparison:

Reflective Sail on $3 \mu\text{m} \times 1 \text{ m}^2$ Polyimide Film

$$F_x = (1360)(0.77)(0.83)/(3 \times 10^8) = 2.9 \mu\text{N}$$

$$M = (1540)(3 \times 10^{-6}) = 4.6 \times 10^{-3} \text{ kg}$$

$$a_x = F_x/M = 0.63 \text{ mm/s}^2$$

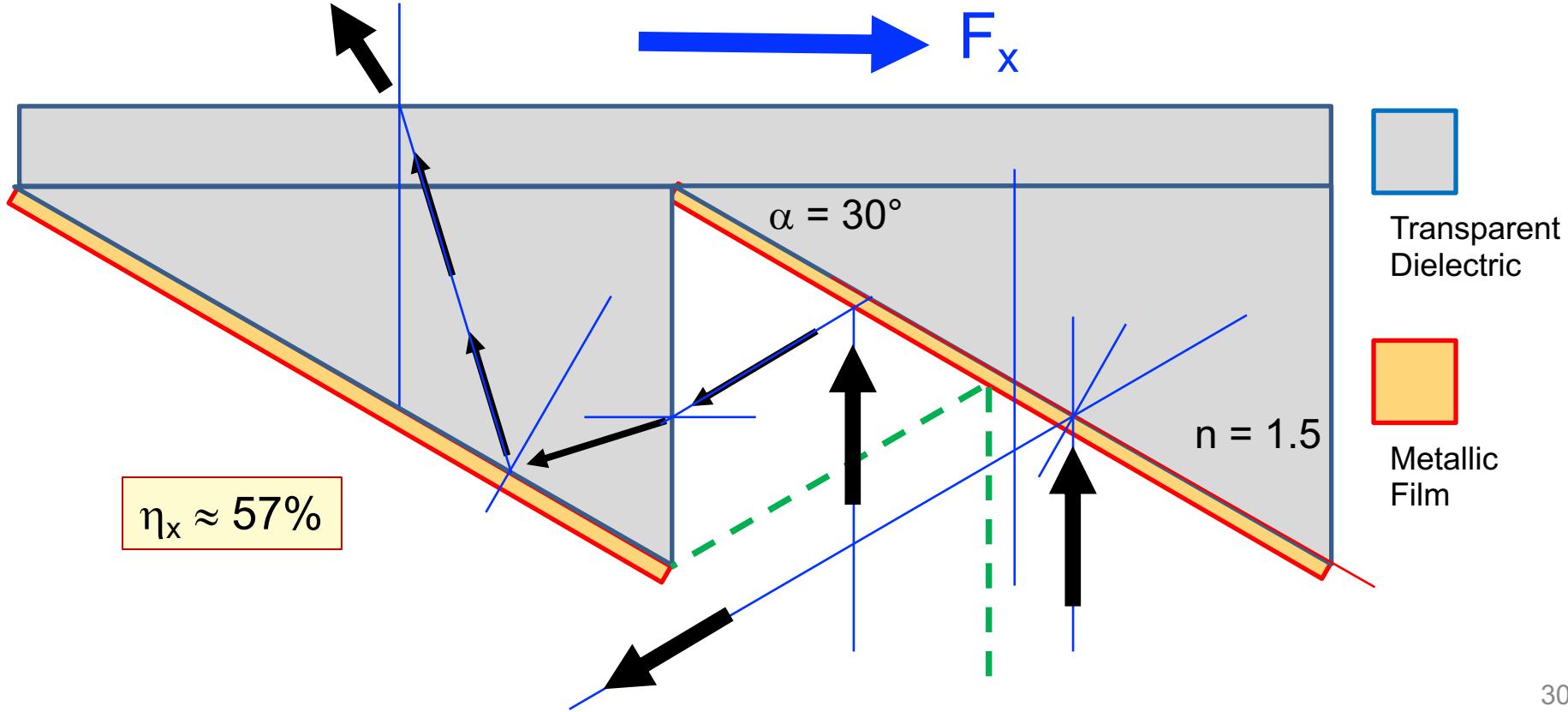
Future designs must overcome
scattering in wrong transverse direction

Hybrid Gratings

Hybrid: Reflection/Transmission Grating

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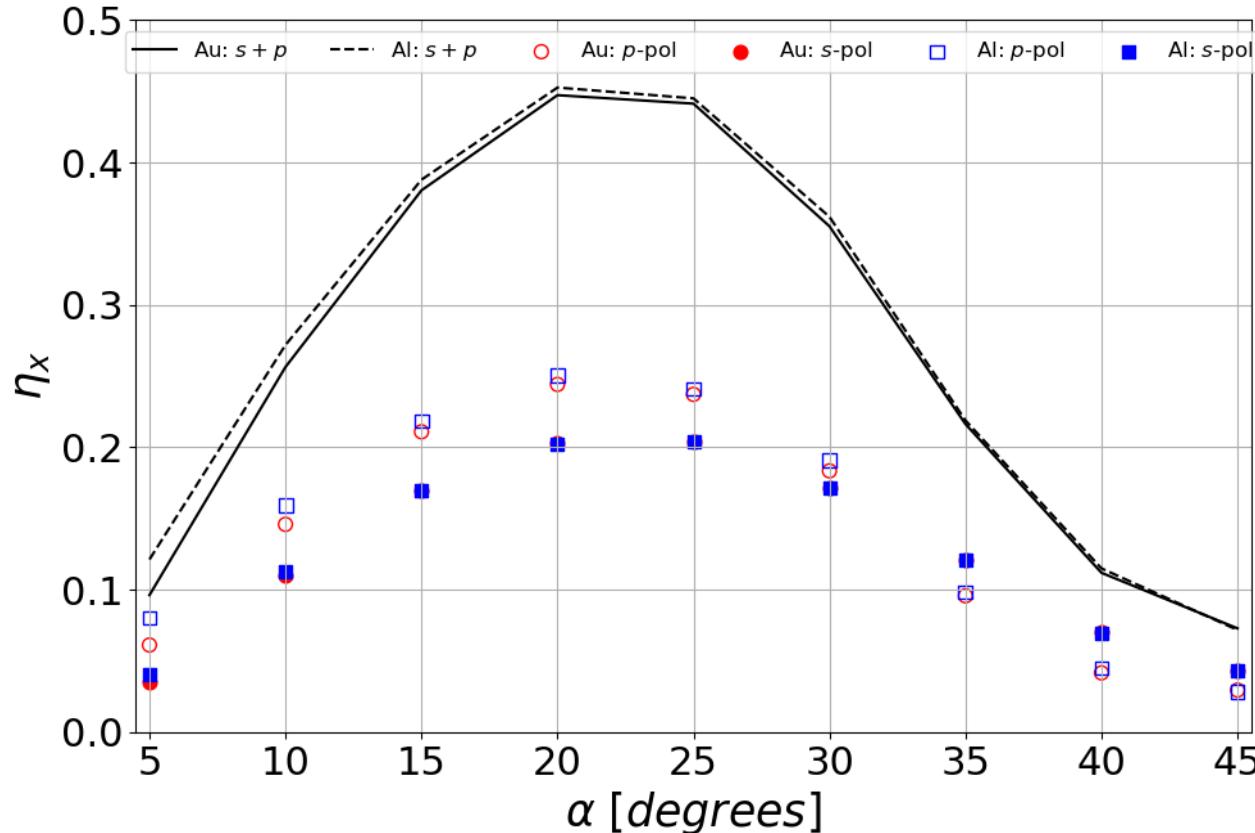
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Hybrid: Reflection/Transmission Grating

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FDTD Calculations:

Prism Angle $\alpha = 20^\circ$
provides $\eta_x \sim 45\%$

$F_x \sim 2 \mu N$

$\Lambda = 3 \mu m$

Aerogel substrate \rightarrow
high acceleration.

Validation Experiments

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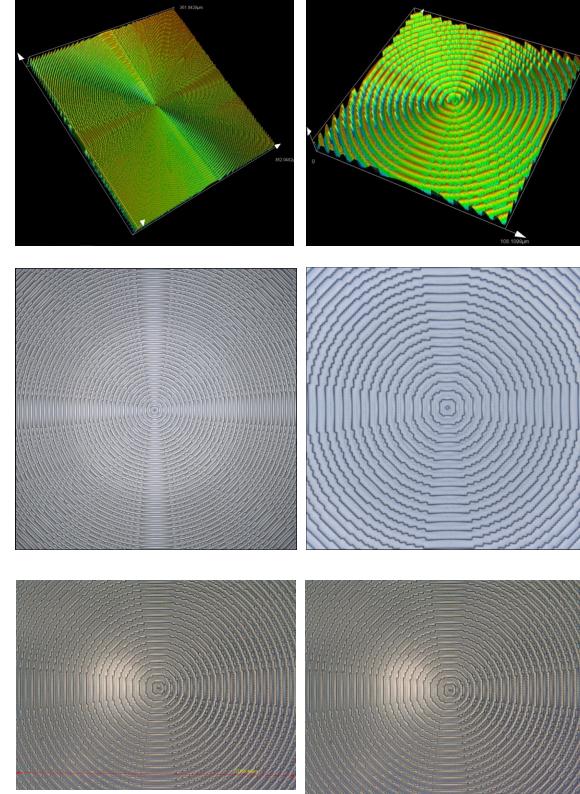
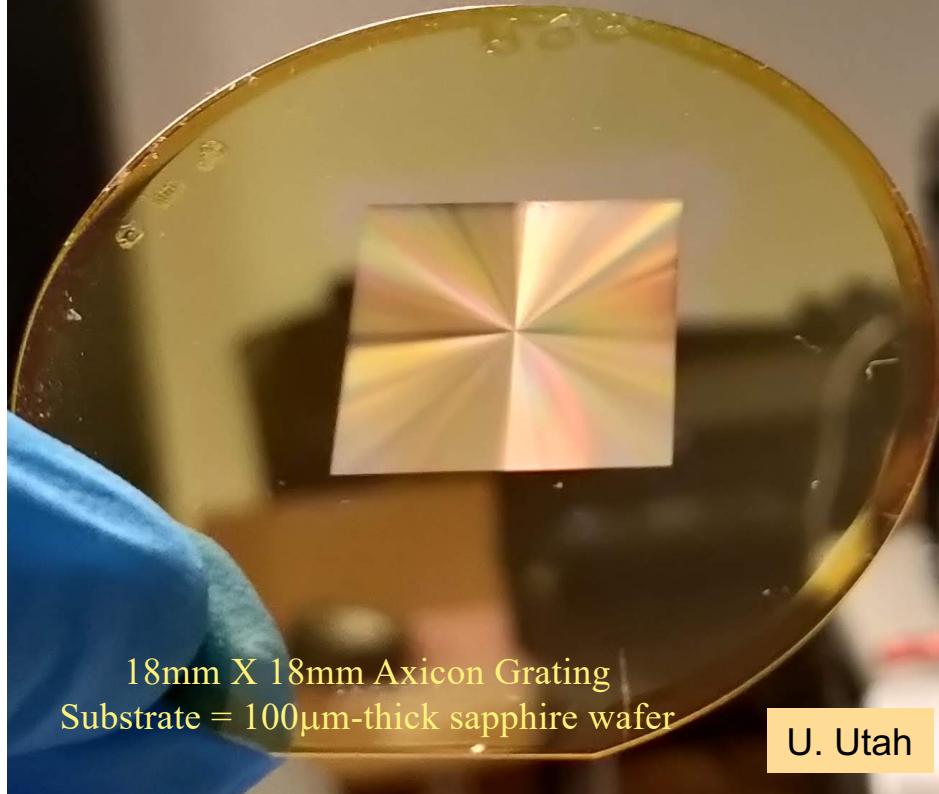


Lucy Chu

12 μm Axicon Grating: PR on Sapphire

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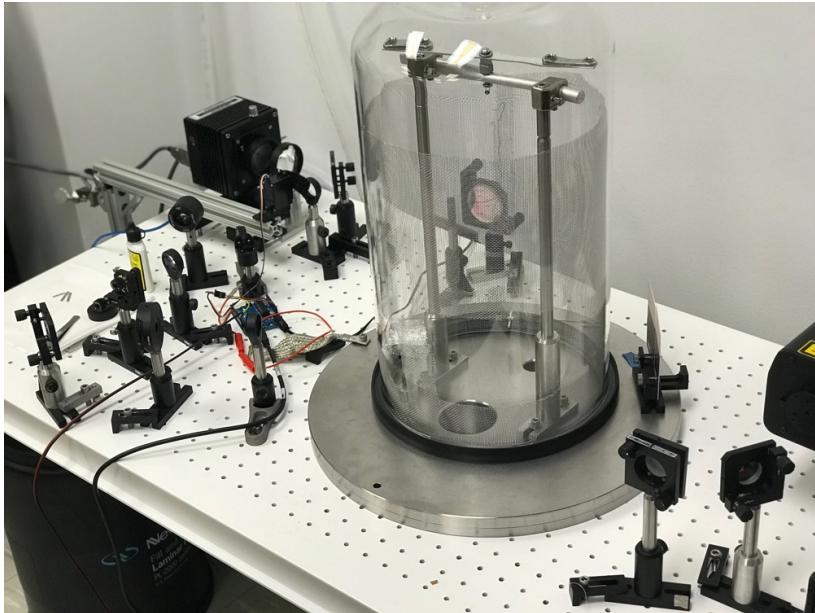
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Vacuum Torsion Oscillator

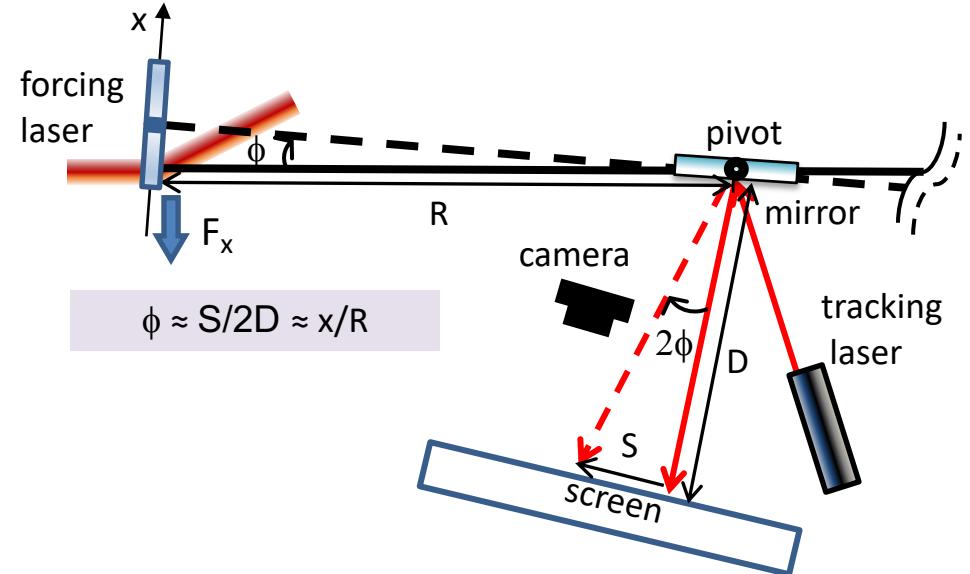
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Vacuum: 1.8×10^{-5} atm

Filament restoring stiffness $K_f \approx 2 \times 10^{-6}$ [N/m]

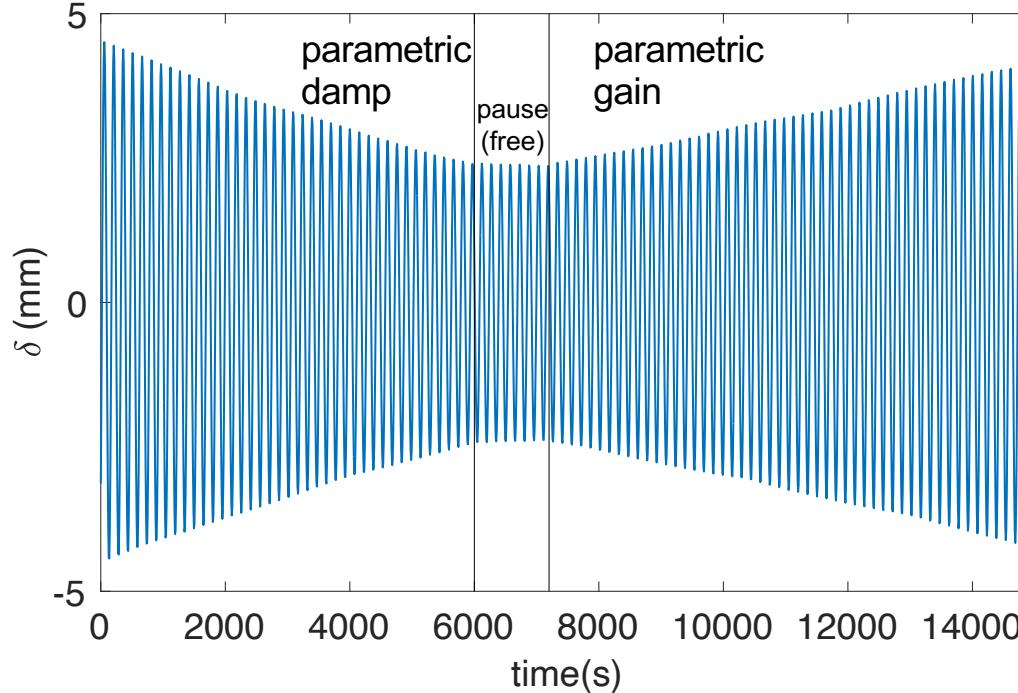


Phys. Rev. Lett. **123**, 244302 (2019)
 Phys. Rev. Lett. **121**, 063903 (2018)

Parametric Loss & Gain Demonstration

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Parametric damping decay time:
 $\tau_{\text{damp}} = 0.92\text{E}+4$ [s]

Free oscillation decay time:
 $\tau_{\text{free}} = 1.0\text{E}+5$ [s]

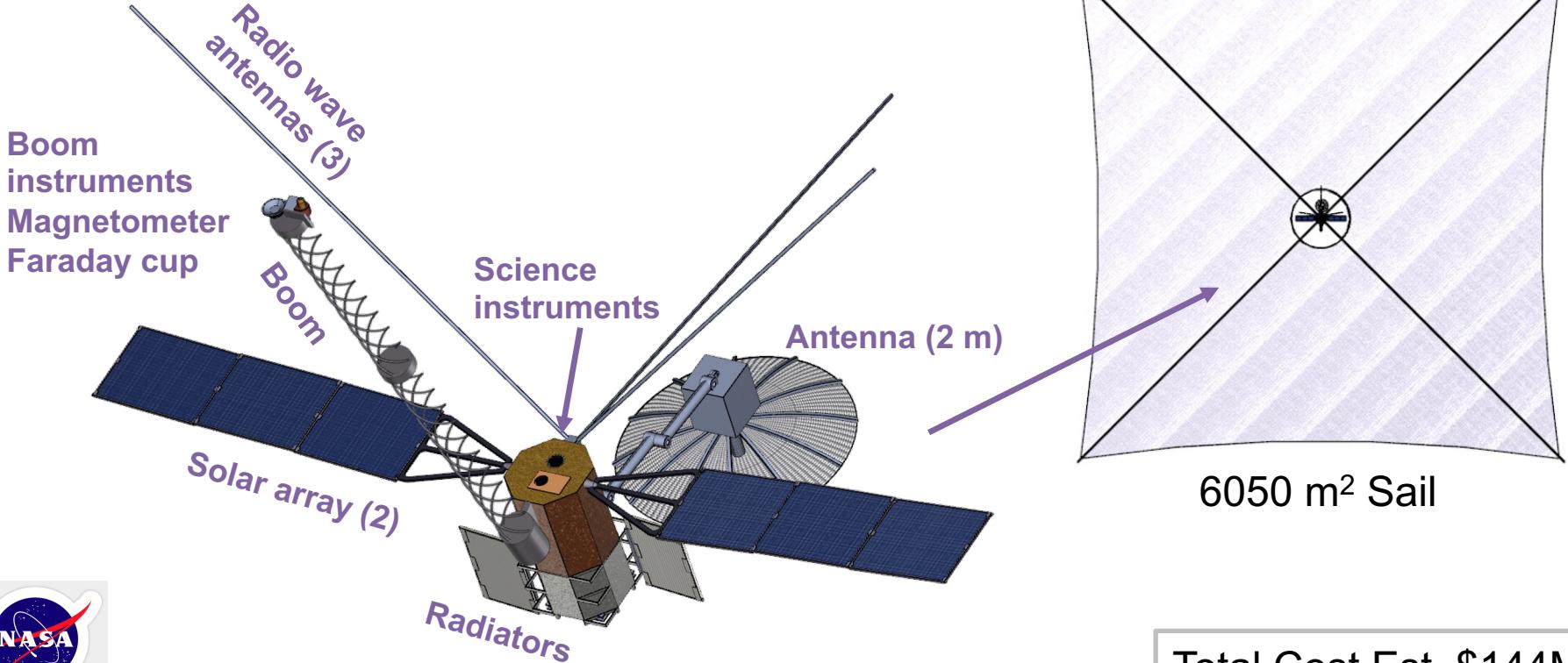
Parametric gain time:
 $\tau_{\text{gain}} \approx (1/\tau_{\text{free}} - 1/\tau_{\text{damp}})^{-1}$
 $\approx 1.1\text{E}+4$ [s]

Sailcraft Architecture (NASA MSFC ACO Study)

Deployed Spacecraft Bus

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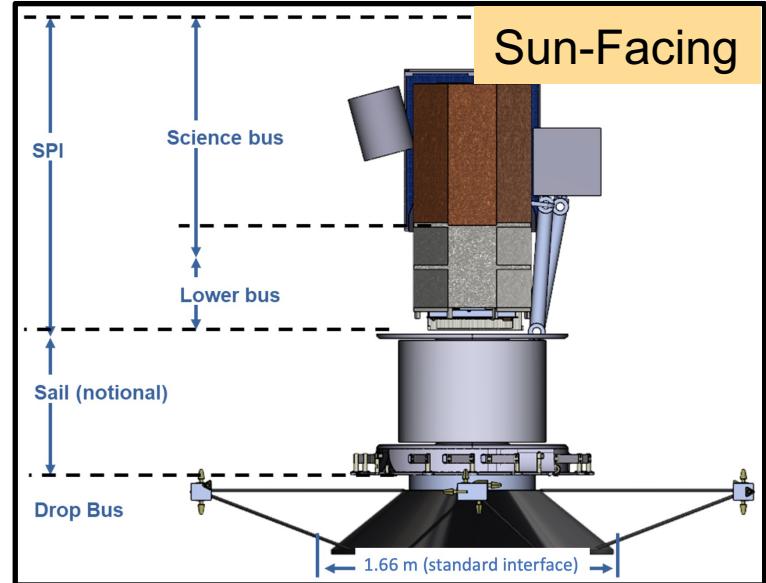
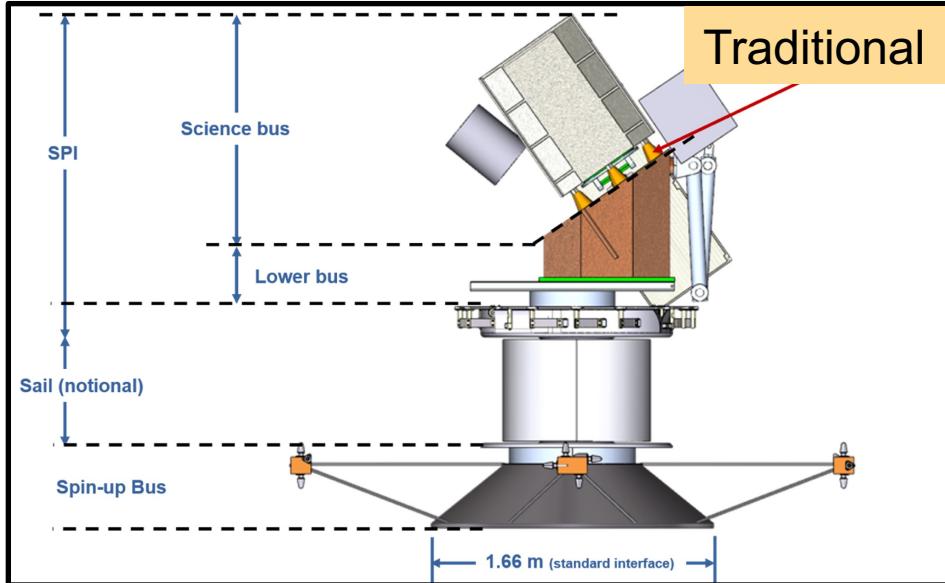


Total Cost Est. \$144M

Advantages of a Sun-Facing Sail

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Sun-Facing Configuration Advantages:

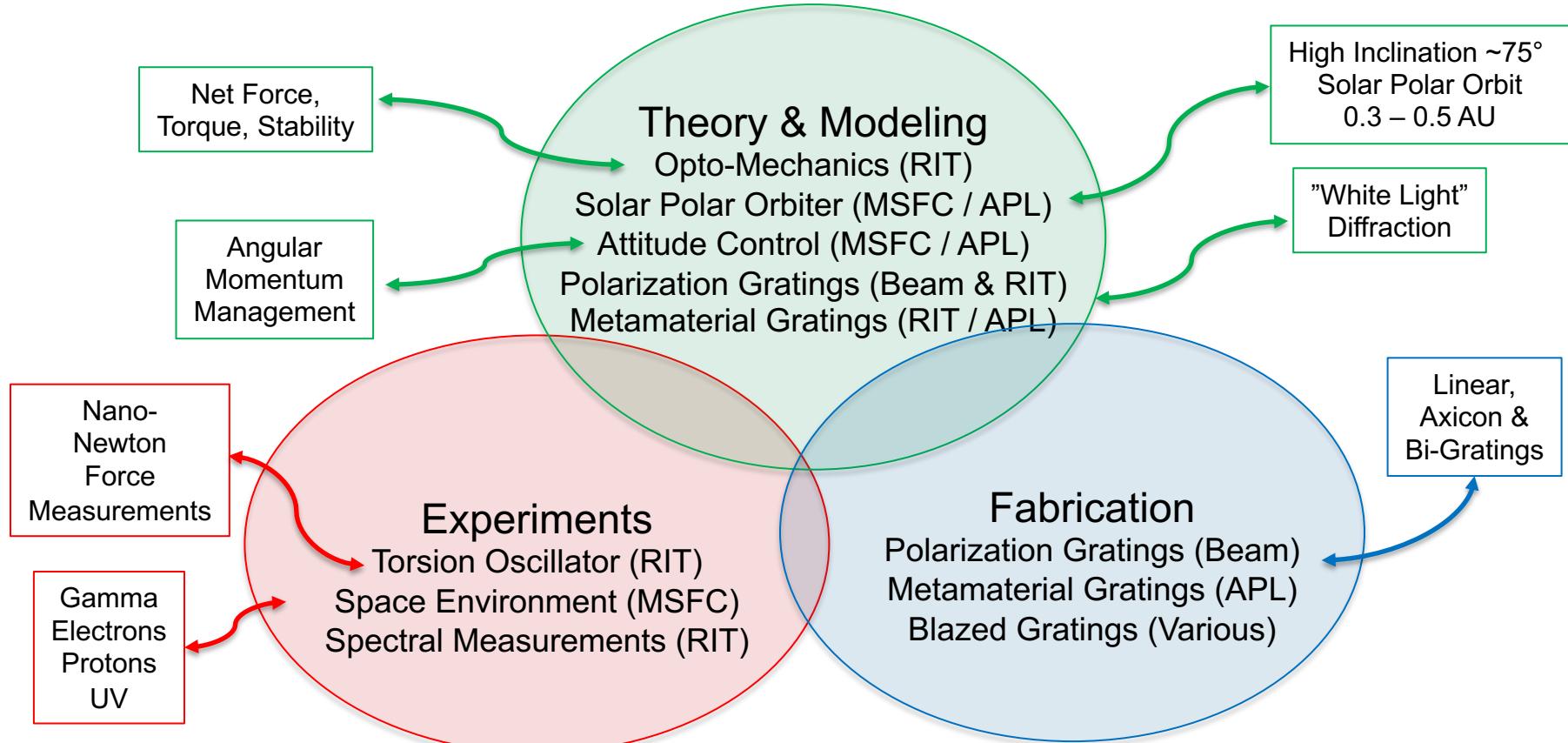
Non-Gimbaled, Thermal Management, Moments of Inertia,
Attitude Control, Non-Spinning Bus, Reduced Complexity



Raising TRL

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Acknowledgements

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Questions Please

Thank You for Attending

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Title

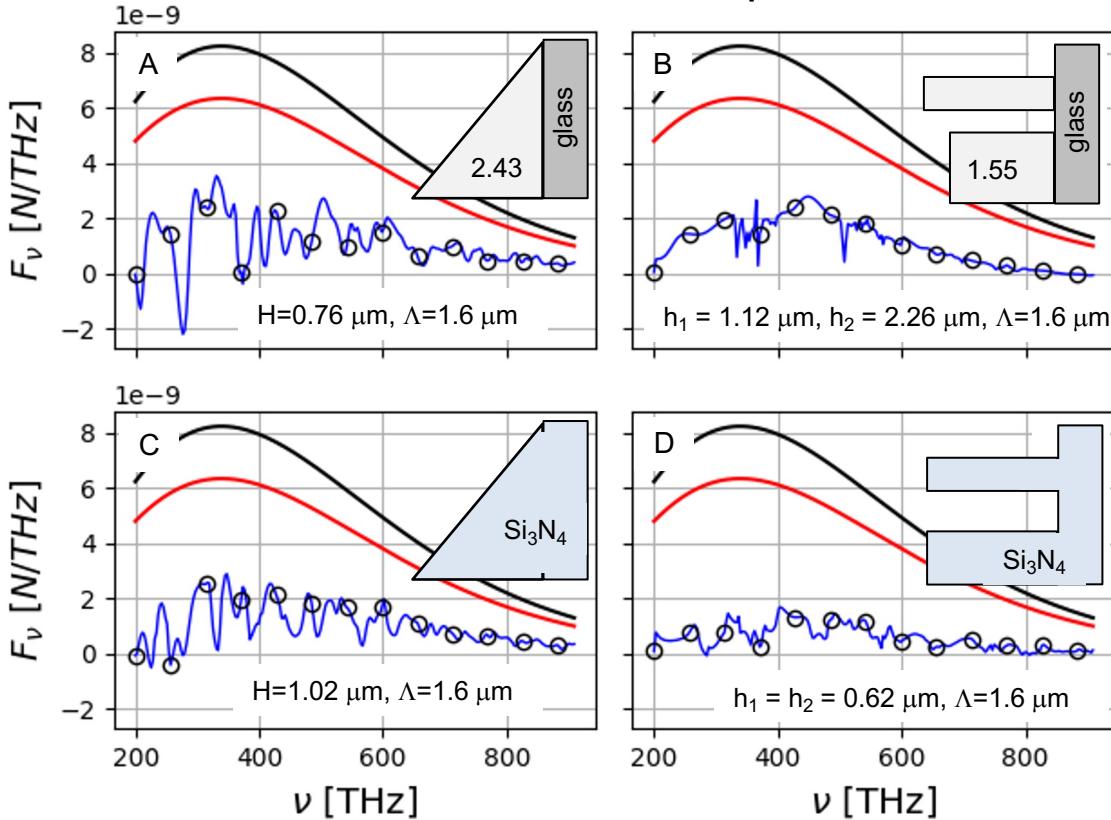


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Full FDTD Simulation Comparison

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Transverse Force Spectra



Parameters	A	B	C	D
$h_1 [\mu m]$	0.76	1.12	1.02	0.62
$h_2 [\mu m]$	-	1.26	-	h_1
$w_1 [\mu m]$	-	0.32	-	0.16
$w_2 [\mu m]$	-	0.16	-	0.24
$x_1 [\mu m]$	-	0.06	-	0.38
$x_2 [\mu m]$	-	0.44	-	0.1
Prism Angle	26.87°	-	34.23°	-
n_1	2.43	1.55	Si_3N_4	Si_3N_4
n_2	1.5	1.5	Si_3N_4	Si_3N_4
$t [\mu m]$	0.1	0.1	0.1	0.11
Force [nN]	785	787	722	416
mass [$\times 10^{-3}$ kg]	1.07	0.73	1.93	0.84
$a_x [\mu m/s^2]$	731	1080	373	494