Detected Negative Obstacles by Use of Radar

Changes in diffraction and reflection would be used to detect abrupt downslopes.

NASA’s Jet Propulsion Laboratory, Pasadena, California

Robotic land vehicles would be equipped with small radar systems to detect negative obstacles, according to a proposal. The term “negative obstacles” denotes holes, ditches, and any other terrain features characterized by abrupt steep downslopes that could be hazardous for vehicles. Video cameras and other optically based obstacle-avoidance sensors now installed on some robotic vehicles cannot detect obstacles under adverse lighting conditions. Even under fa-
vorable lighting conditions, they cannot detect negative obstacles — at least in part because they cannot see around corners. Other obstacle-avoidance sensors that utilize thermal-infrared radiation from terrain features cannot detect obstacles when temperatures change too rapidly, as they often do at dusk and dawn. The proposed radar systems would not be subject to these limitations.

Radar systems partly similar to the proposed ones are already used in some cars and trucks to warn drivers during backing toward objects that cannot be seen from the drivers’ positions. However, those systems are not designed to detect negative obstacles. A radar system according to the proposal would be of the frequency-modulation/continuous-wave (FM/CW) type. It would be installed on a vehicle, facing forward, possibly with a downward slant of the main lobe(s) of the radar beam(s) (see figure). It would utilize one or more wavelength(s) of the order of centimeters.

Because such wavelengths are comparable to the characteristic dimensions of terrain features associated with negative hazards, a significant amount of diffraction would occur at such features. In effect, the diffraction would afford a limited ability to see corners and to see around corners. Hence, the system might utilize diffraction to detect corners associated with negative obstacles. At the time of reporting the information for this article, preliminary analyses of diffraction at simple negative obstacles had been performed, but an explicit description of how the system would utilize diffraction was not available.

Alternatively or in addition to using diffraction, the system might utilize the Doppler effect and/or the radiation pattern of the radar antenna for detecting negative obstacles. For example, if the forward speed of the vehicle were known, then the approximate direction from the radar apparatus to a reflecting object could be determined from the difference between the Doppler shift of the reflection and the Doppler expected of a reflection from an object straight ahead. For another example, if the main lobe of the radar beam were horizontal or nearly so, then the amount of power reflected from a nearby negative obstacle would be less than that reflected from level ground at the same horizontal distance from the vehicle. Combining these two examples, it might be possible to detect approaching negative obstacles through changes in the reflected power and/or in the spectral distribution of the reflected power.

This work was done by Anthony Mitsuks and James Lux of Caltech for NASA’s Jet Propulsion Laboratory. Further information is contained in a TSP (see page 1).

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Cryogenic Pound Circuits for Cryogenic Sapphire Oscillators
Thermomechanical instabilities and associated frequency instabilities are reduced.

NASA’s Jet Propulsion Laboratory, Pasadena, California

Two modern cryogenic variants of the Pound circuit have been devised to increase the frequency stability of microwave oscillators that include cryogenic sapphire-filled cavity resonators. Invented in the 1940s and named after its inventor (R. V. Pound), the original Pound circuit is a microwave frequency discriminator that provides feedback to stabilize a voltage-controlled microwave oscillator with respect to an associated cavity resonator. Hence, further, frequency instabilities are correspondingly reduced.

The active microwave devices required in a Pound circuit are two amplitude detectors and a phase modulator. A Pound circuit generates a frequency-error signal by converting a phase modulation (PM) to an amplitude modulation (AM). The AM in question is generated when a microwave signal that is reflected from a resonator has a high value of the resonance quality factor (Q) and the signal frequency differs from the resonance frequency. A pure PM signal is required because any AM at the input terminal of the resonator would generate a frequency error.

In the present cryogenic Pound circuits (see figure), the active microwave devices are implemented by use of state-of-the-art commercially available tunnel diodes that exhibit low flicker noise (required for high frequency stability) and function well at low temperatures and at frequencies up to several tens of gigahertz. While tunnel diodes are inherently operable as amplitude detectors and amplitude modulators, they cannot, by themselves, induce significant phase modulation. Therefore, each of the present cryogenic Pound circuits includes passive circuitry that transforms the AM into the required PM. Each circuit also contains an AM detector that is used to sample the microwave signal at the input terminal of the high-Q resonator for the purpose of verifying the desired AM null at this point. Finally, each circuit contains a Pound signal detector that puts out a signal, at the modulation frequency, having an amplitude proportional to the frequency error in the input signal. High frequency stability is obtained by processing this output signal into feedback to a voltage-controlled os-