



US009151272B2

(12) **United States Patent**
Goessling et al.

(10) **Patent No.:** **US 9,151,272 B2**
(45) **Date of Patent:** **Oct. 6, 2015**

(54) **HIGH FREQUENCY BI-DIRECTIONAL AC POWER TRANSMISSION**

(71) Applicant: **Google Inc.**, Mountain View, CA (US)

(72) Inventors: **Andrew Goessling**, Oakland, CA (US);
Leo Francis Casey, San Francisco, CA (US)

(73) Assignee: **Google Inc.**, Mountain View, CA (US)

(*) Notice: Subject to any disclaimer, the term of this patent is extended or adjusted under 35 U.S.C. 154(b) by 75 days.

(21) Appl. No.: **14/144,667**

(22) Filed: **Dec. 31, 2013**

(65) **Prior Publication Data**

US 2015/0184639 A1 Jul. 2, 2015

(51) **Int. Cl.**
B64C 39/02 (2006.01)
F03D 9/00 (2006.01)
F03D 7/02 (2006.01)

(52) **U.S. Cl.**
CPC **F03D 9/003** (2013.01); **F03D 7/026** (2013.01); **F03D 9/002** (2013.01)

(58) **Field of Classification Search**
CPC B64B 1/00; B64B 1/06; B64B 1/02; B64B 1/18; B64B 1/50; B64C 39/02; B64C 39/022; B64C 2201/148
See application file for complete search history.

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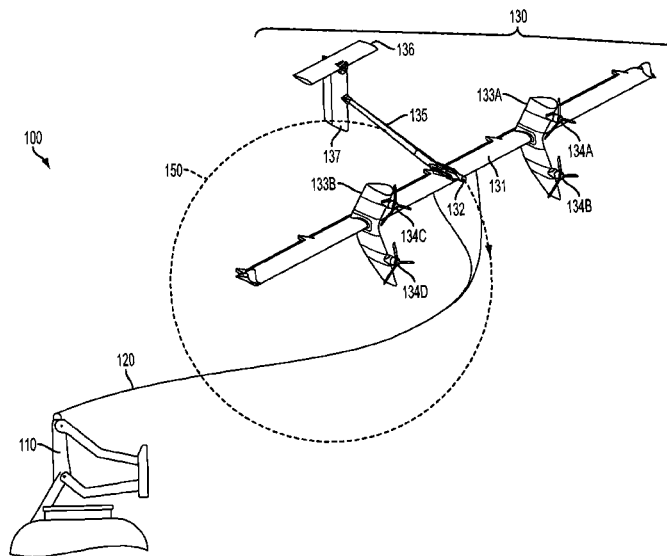
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Primary Examiner — Jason C Smith
(74) *Attorney, Agent, or Firm* — McDonnell Boehnen Hulbert & Berghoff LLP

(57) **ABSTRACT**

A method may involve transmitting power between a tethered aerial vehicle equipped with wind turbines for generating power and a ground station configured to interconnect the generated power to an electrical distribution network. The power may be transmitted using high voltage, high frequency AC electrical signals, and transformers at the ground station and the aerial vehicle can scale the AC voltage for use at the respective locations. Converters at the ground station and the aerial vehicle can then convert the transformed voltage to DC. The AC voltage may be transmitted through the tether at a resonant frequency of the tether based in part on an internal capacitance between multiple conductive paths on the tether.

10 Claims, 8 Drawing Sheets



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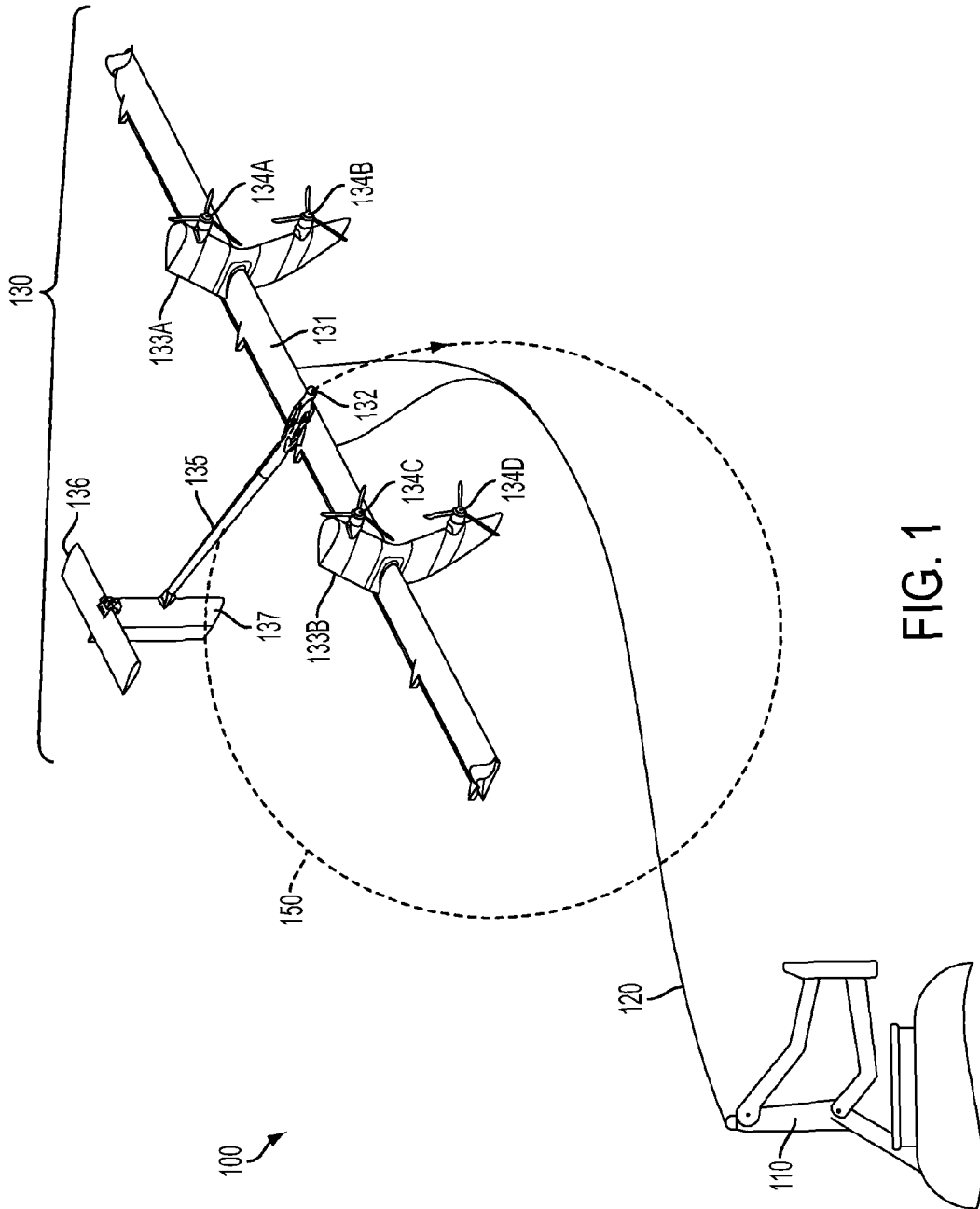
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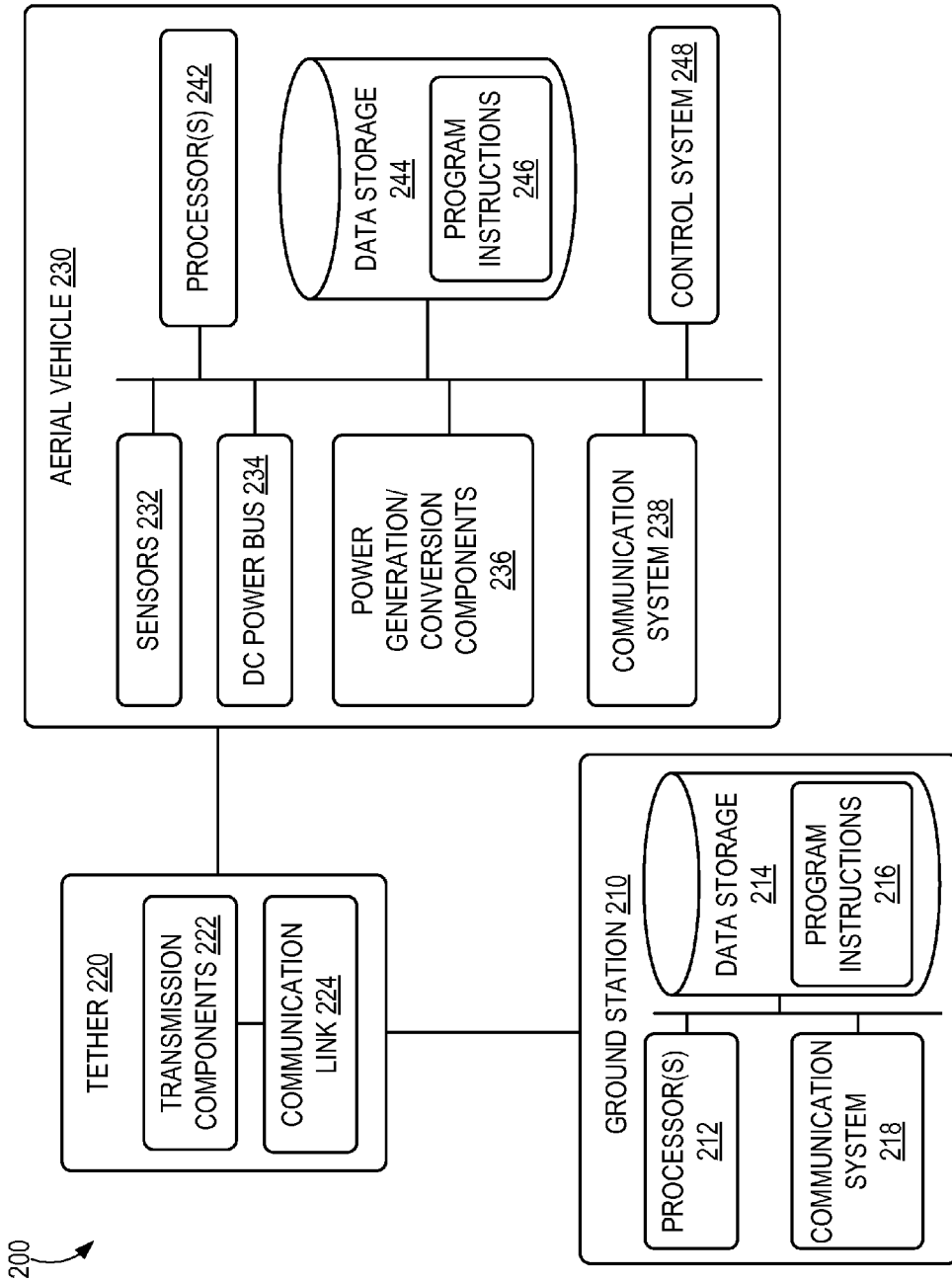


FIG. 2

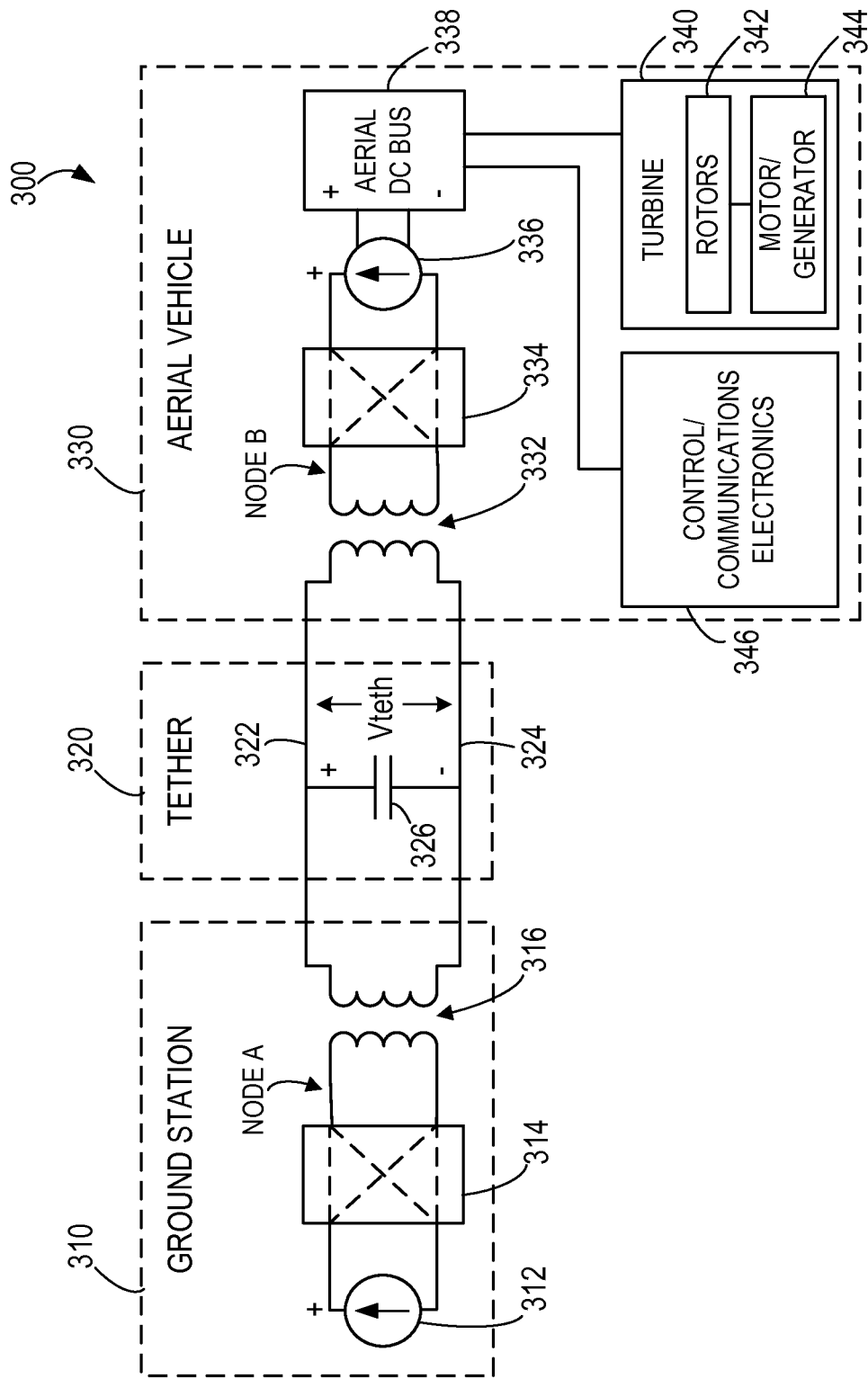


FIG. 3A

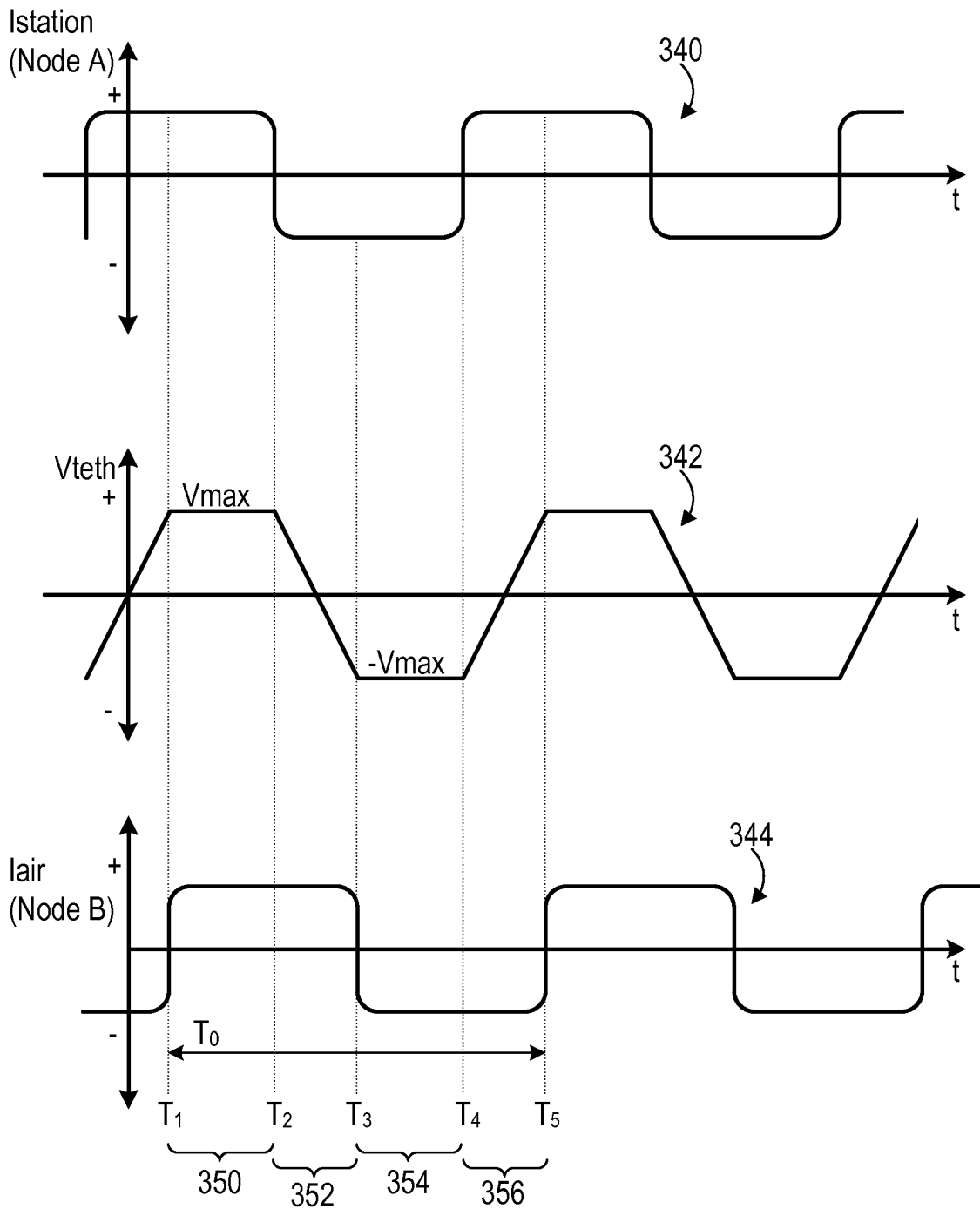


FIG. 3B

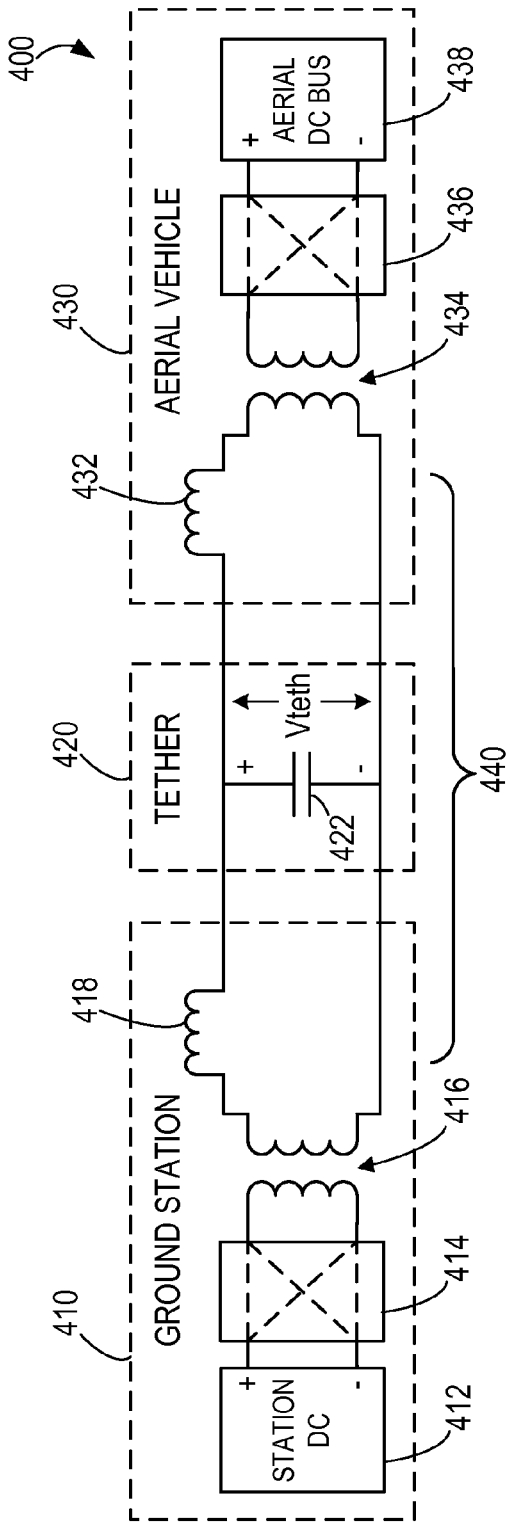


FIG. 4A

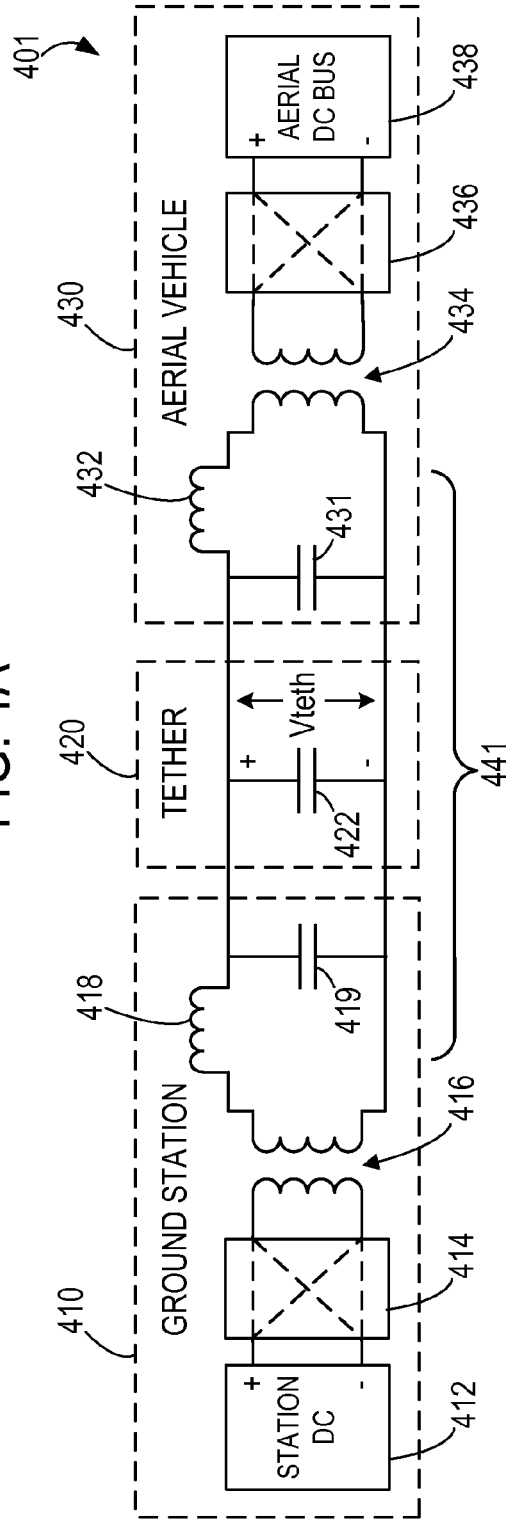


FIG. 4B

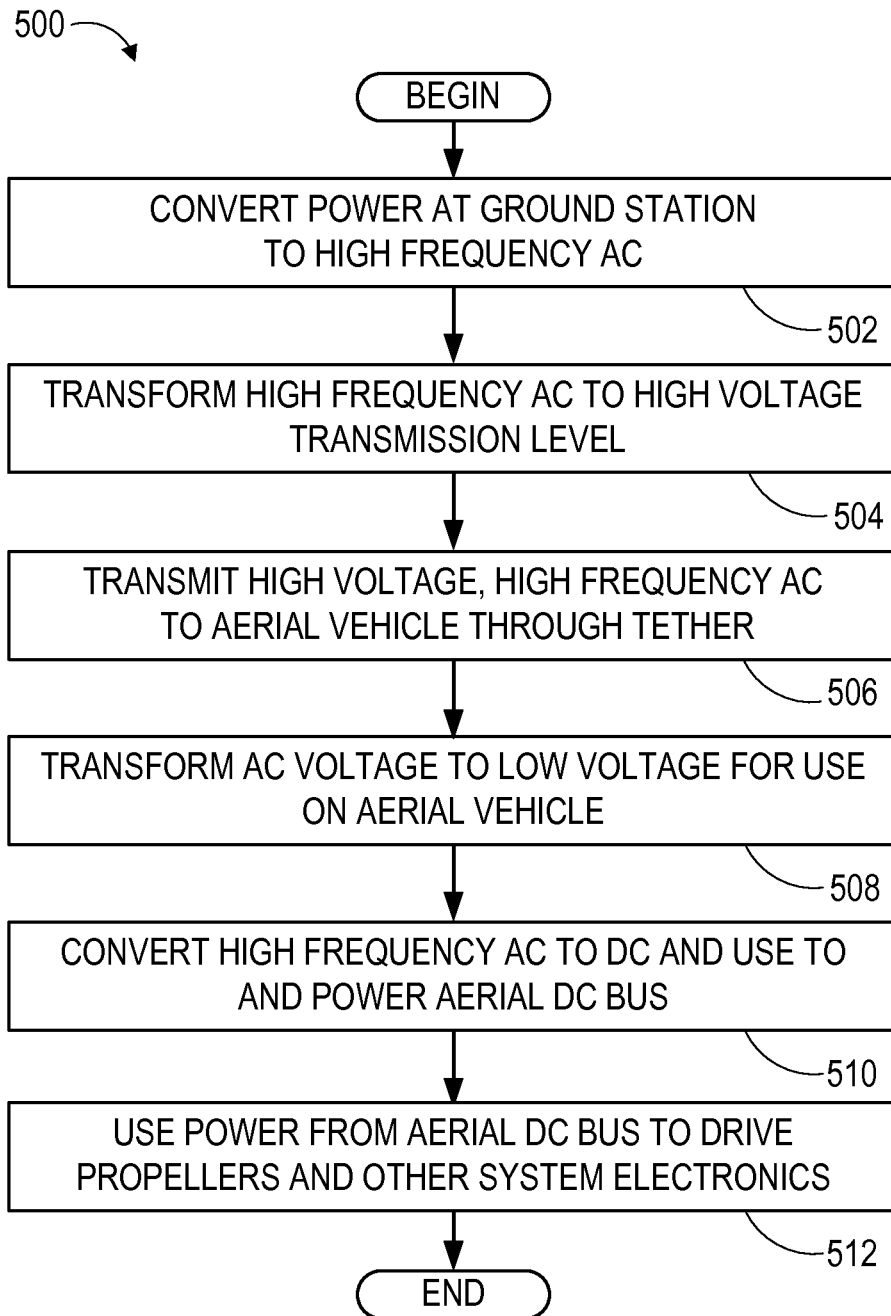


FIG. 5A

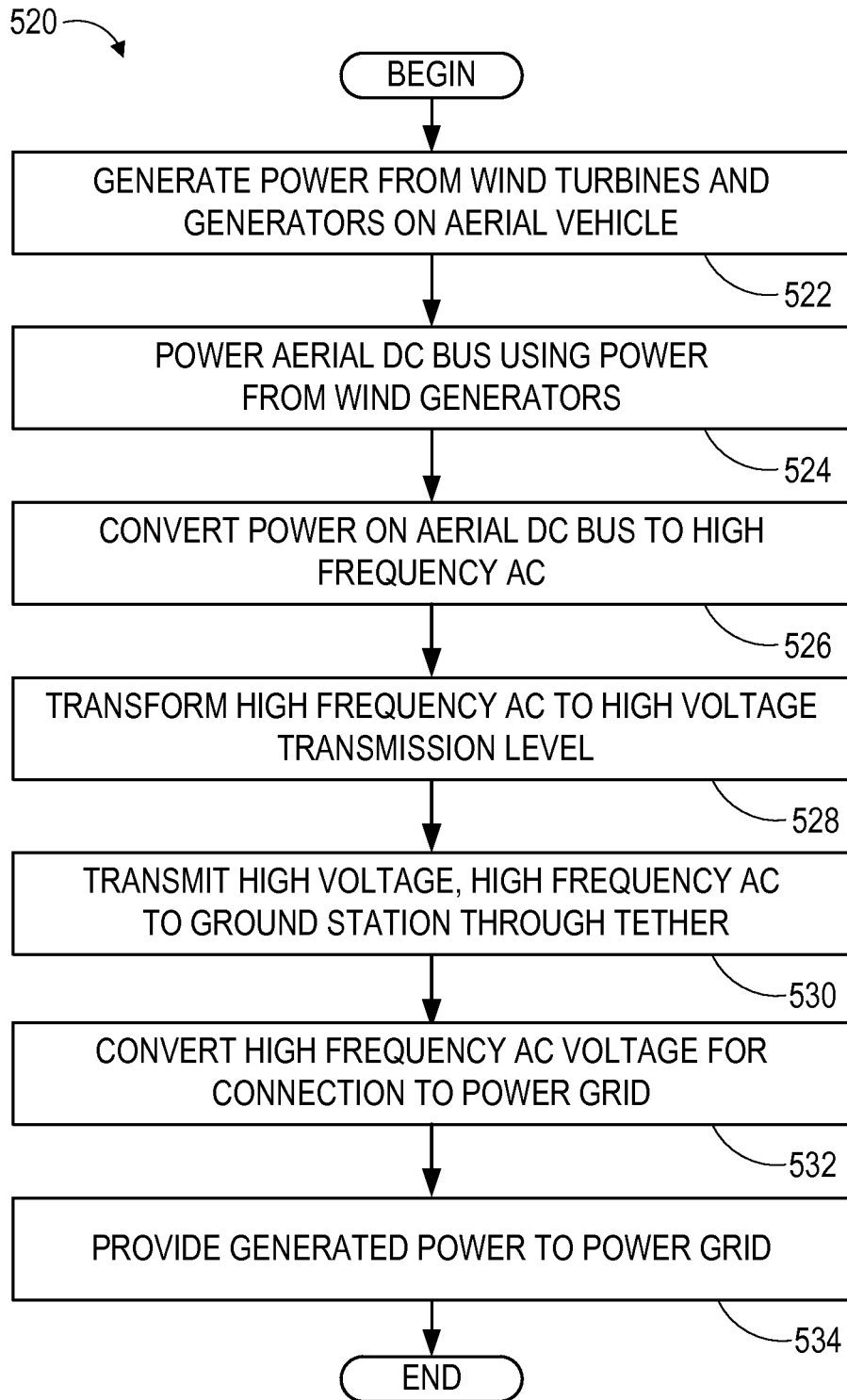


FIG. 5B

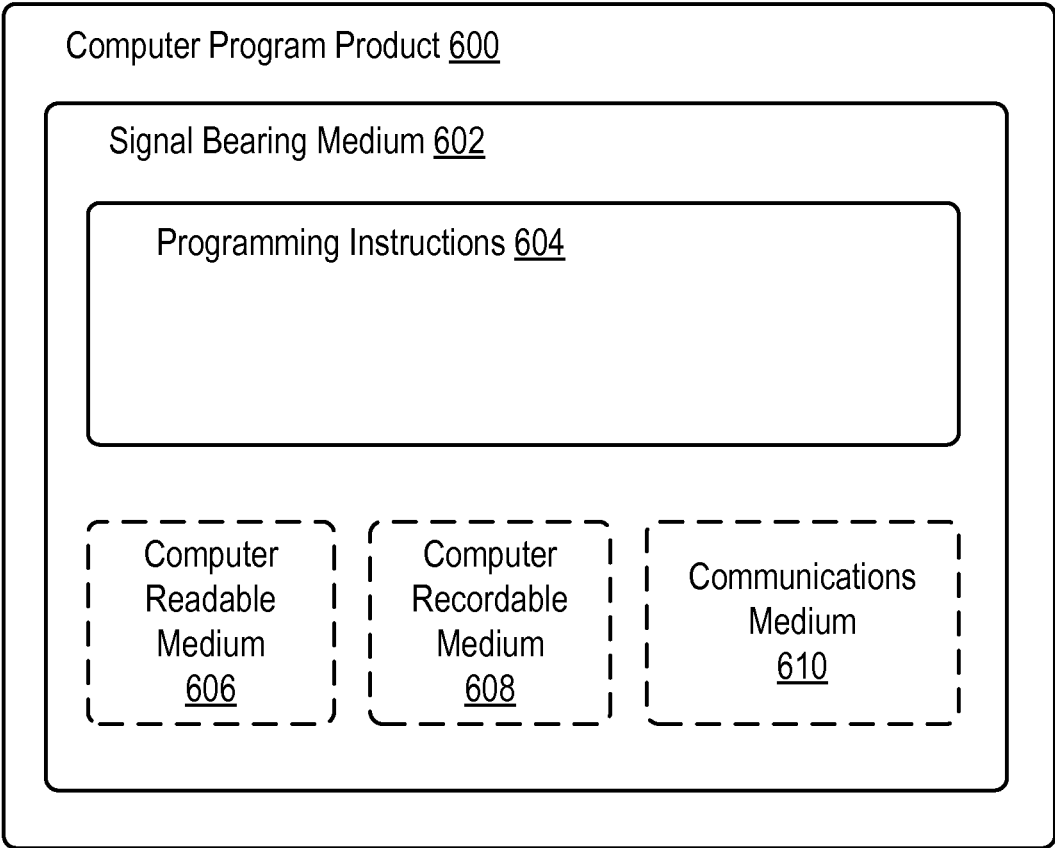


FIG. 6

HIGH FREQUENCY BI-DIRECTIONAL AC POWER TRANSMISSION

BACKGROUND

Unless otherwise indicated herein, the materials described in this section are not prior art to the claims in this application and are not admitted to be prior art by inclusion in this section.

Power generation systems may convert chemical and/or mechanical energy (e.g., kinetic energy) to electrical energy for various applications, such as utility systems. As one example, a wind energy system may convert kinetic wind energy to electrical energy. Wind energy systems may use turbines that have a rotor coupled to a generator. Incident wind turns the rotor, which rotates a shaft, and the generator can then use the motion of the shaft to generate electricity by moving one or more windings and/or magnets with respect to one another to induce oscillations in the magnetic flux through one of the windings, which creates an oscillating voltage across the winding.

Electrical power transmission and distribution systems distribute electrical energy using networks of conductive lines. Generally, electrical energy is conveyed from energy generation stations, to energy consumers. To efficiently convey electrical energy over the network, such networks generally carry high voltage, alternating current (AC) electrical signals. Because the power transmitted over a conductive line generally scales with the product of current and voltage, and the power dissipated in the conductive line generally scales with the current squared. Thus, for a given transmission power, increasing the voltage by a factor of 10 allows for decreasing the current by a factor of 10, which reduce the dissipated power by a factor of 100.

In addition, AC transmission lines allow for scaling the voltage level at various substations using transformers. A transformer has inductively coupled coils wrapped around a common magnetic core, with ends of each coil providing leads for an input signal and an output signal, respectively. Due to the relationship between magnetic flux and induced electromotive force in the inductively coupled coils, an AC voltage applied to one coil (e.g., using the input leads) generates a varying magnetic flux through the core and the other coil, which then results in a voltage across the leads of the other coil in proportion to the magnetic flux. Because the magnetic flux through each coil is proportionate to the number of windings of each around the common magnetic core, scaling the number of windings of each coil allows for scaling the AC voltage of the input relative to the output. Thus, using AC voltage, electrical energy can be conveniently transmitted over long distances at high voltage, then scaled (“stepped down”) to lower voltages at various distribution points using transformers.

SUMMARY

Disclosed herein is a system in which a tethered aerial vehicle equipped with wind turbines for generating power transmits power through a tether to a ground station configured to connect (or interconnect) the generated power to an electrical distribution network. In addition, the tether is used to transmit power from the ground station to the aerial vehicle to provide power to the aerial vehicle when it is not generating power itself, such as during takeoff and/or landing operations. The power may be transmitted through the tether using high voltage, high frequency AC electrical signals, and transformers at the ground station and the aerial vehicle can scale the AC voltage for use at the respective locations. The AC voltage

may be transmitted through the tether at a resonant frequency of the tether based in part on an internal capacitance between multiple conductive paths on the tether.

In one aspect, a system includes an aerial vehicle, a tether, and a ground station. The aerial vehicle can include a propeller, a motor-generator mechanically coupled to the propeller, a DC bus electrically coupled to the motor-generator, a transformer, and a converter electrically coupled to the transformer. The motor-generator can be configured to alternately: (i) use energy from the DC bus to move the propeller and thereby generate thrust on the aerial vehicle, and (ii) generate electrical energy from movement of the propeller and, using the generated electrical energy, supply the DC bus. The tether can be coupled to the aerial vehicle. The tether can include a first conductive path and a second conductive path configured to transmit an AC voltage by the first conductive path conducting a periodically varying voltage with respect to a voltage on the second conductive path. The ground station can be coupled to aerial vehicle via the tether. The ground station and the DC bus in the aerial vehicle can be configured to transmit power between one another via the tether. The tether can have an internal tether capacitance between the first conductive path and the second conductive path. The transformer can be configured to transform between the AC voltage transmitted through the tether and a reduced AC voltage. The converter can be configured to convert between the reduced AC voltage and a DC voltage that supplies the DC bus.

In another aspect, a method is disclosed. The method can include converting power to a high frequency AC voltage. The method can include transforming the high frequency AC voltage to a high voltage transmission level. The method can include transmitting the transformed high frequency AC voltage to an aerial vehicle through a tether. The method can include transforming, via a transformer disposed on the aerial vehicle, the high frequency AC voltage from the high voltage transmission level to a lower voltage level. The method can include converting the transformed high frequency AC voltage, transformed by the transformer to the lower voltage level, to a DC voltage. The method can include drawing power from the converted DC voltage to power the aerial vehicle.

In another aspect, a method is disclosed. The method can include generating power by a generator coupled to a wind turbine situated on an aerial vehicle. The method can include converting the generated power to a high frequency AC voltage. The method can include transforming the high frequency AC voltage to a high voltage transmission level using a transformer on the aerial vehicle. The method can include transmitting the transformed high frequency AC voltage to a ground station through a tether.

In yet another aspect, some embodiments of the present disclosure provide a means for generating power by a generator coupled to a wind turbine situated on an aerial vehicle. Some embodiments of the present disclosure provide a means for converting the generated power to a high frequency AC voltage. Some embodiments of the present disclosure provide a means for transforming the high frequency AC voltage to a high voltage transmission level using a transformer on the aerial vehicle. Some embodiments of the present disclosure provide a means for transmitting the transformed high frequency AC voltage to a ground station through a tether.

These as well as other aspects, advantages, and alternatives, will become apparent to those of ordinary skill in the art by reading the following detailed description, with reference where appropriate to the accompanying drawings.

BRIEF DESCRIPTION OF THE FIGURES

FIG. 1 depicts an Airborne Wind Turbine (AWT), according to an example embodiment.

FIG. 2 is a simplified block diagram illustrating components of a system using an AWT, according to an example embodiment.

FIG. 3A is a simplified block diagram that connects the aerial vehicle to the ground station using AC signals, according to an example embodiment.

FIG. 3B is a graphical representation of tether voltage and currents in the system shown in FIG. 3A.

FIG. 4A is a simplified block diagram that connects the aerial vehicle to the ground station using AC signals via a resonant network, according to an example embodiment.

FIG. 4B is a simplified block diagram that connects the aerial vehicle to the ground station using AC signals via another resonant network, according to an example embodiment.

FIG. 5A is a flowchart of an example process for powering a tethered aerial vehicle.

FIG. 5B is a flowchart of an example process for distributing power generated by an airborne wind turbine on a tethered aerial vehicle.

FIG. 6 depicts a non-transient computer program product, according to an example embodiment.

DETAILED DESCRIPTION

Example methods and systems are described herein. It should be understood that the word “example” is used herein to mean “serving as an example, instance, or illustration.” Any embodiment or feature described herein as “example” or “illustrative” is not necessarily to be construed as preferred or advantageous over other embodiments or features. More generally, the embodiments described herein are not meant to be limiting. It will be readily understood that certain aspects of the disclosed methods systems and can be arranged and combined in a wide variety of different configurations, all of which are contemplated herein.

I. Overview

Embodiments relate to aerial vehicles used in a wind energy system, such as an airborne wind turbine (AWT) system. In particular, embodiments may relate to an AWT system in which electrical energy is transmitted between an aerial vehicle equipped with generators driven by propellers and a ground station. Power generated on the aerial vehicle can be transmitted by AC electrical signals carried on a conductive tether that connects the aerial vehicle and the ground station.

By way of background, an AWT system may include an aerial vehicle that flies along a path while connected to a ground station via a tether. While in flight, the AWT converts wind energy to electrical energy using a rotor (propeller) coupled to a generator. To generate electricity, a combination of the motion of the aerial vehicle and wind causes the rotor to turn, which provides torque to a shaft that turns magnets/windings in the generator, which generates electricity. The AWT may also use the propeller to generate thrust on the aerial vehicle by applying torque to the propeller, which may be performed by a combination motor-generator. In some cases, the AWT may generate thrust and/or manipulate air foils on the aerial vehicle to cause the aerial vehicle to: take off from the ground station, fly at a range of elevations and substantially along the path, and land at the ground station. While in flight, depending on the maneuvers involved, the AWT alternately generates electrical energy from wind kinetic energy and consumes electrical energy to power the propeller for thrust generation.

The aerial vehicle may rest in and/or on its ground station (or perch) when wind conditions are not conducive to power generation. The ground station may also deploy (or launch)

the aerial vehicle once conditions are conducive to power generation. In addition, when the aerial vehicle is deployed and the wind is not conducive to power generation, the aerial vehicle may return to the ground station.

The AWT is connected to the ground station by a tether that is used to carry electrical energy between the AWT and the ground station and optionally to transmit communications signals. In practice, while the AWT is used to generate electrical energy, such as during crosswind flight, the tether may be used to transmit electrical energy from the AWT to the ground station. While the AWT is used to generate thrust, such as during take-off and/or landing, the tether may be used to transmit electrical energy from the ground station to the AWT.

In some implementations, an aerial vehicle in such a wind power system is equipped with multiple AWTs (i.e., multiple propellers coupled to motor-generators), as well as various avionics sensors, communication systems, and control modules. The various electronics on the aerial vehicle can receive power from a DC bus on the aerial vehicle, which may be a bus having a DC capacitance or the like. The individual AWTs may then draw power from the DC bus, when used to generate thrust, and may supply power to the DC bus, when used to generate electrical energy.

High voltage, high frequency AC electrical signals are used to transmit electrical energy between the aerial vehicle and the ground station over the tether. High voltage (e.g., about 5 kilovolts) is used to mitigate transmission losses over the tether. AC is used to allow for the use of transformers to step voltage up/down at the aerial vehicle. High frequency (e.g., about 5 kilohertz) is used to reduce the size and weight of transformers placed on the aerial vehicle. Generally, because magnetizing currents reduce with frequency, and induced voltage increases with frequency, higher frequency AC signals require smaller magnetic cores to transform the same amount of power as lower frequency signals. As a result, for a given power, transformers operating at higher frequencies can employ relatively smaller (and lighter) magnetic components than transformers operating at lower frequencies. In comparison to AC frequencies typically employed in electrical power distribution grids (e.g., about 50 Hz or about 60 Hz), or even aboard some aircraft (e.g., about 400 Hz), the frequencies used to convey power over the tether may be much greater, perhaps even an order of magnitude greater than such grid frequencies.

The aerial vehicle also includes an AC to DC converter to convert the AC voltage on the tether to DC voltage for the DC bus. The converter handles AC signals to/from the transformer, which allows the converter to operate at a voltage level determined by the transformer winding ratio. The AC/DC converter may include two AC terminals and two DC terminals and a combination of switches that alternately switch the polarity of the incoming/outgoing AC terminals relative to the DC terminals. Rectifiers and/or other signal conditioning devices may also be included in the AC/DC converter. Similarly, the ground station can also include a transformer, which scales voltage from the tether, and an AC/DC converter, which converts the transformed voltage to DC. The AC/DC converter at the ground station can then interconnect with an inverter or other module that converts between the DC voltage and voltages suitable for connection with a power distribution network, such as polyphase AC signals at 50 Hz or 60 Hz.

However, the tether exhibits internal capacitance, and so driving the AC signal on the tether involves oscillating the voltage across the tether capacitance. As such, a DC voltage source connected to the tether via the AC/DC conversion

switching network charges the tether capacitance. Then, upon switching the polarity applied to tether, the switching energy from reversing the polarity of the voltage source (e.g., due to rapidly discharging and recharging the tether capacitance) is dissipated in one of the switches in the switching network in proportion to the square of the voltage across the switch when the switch is opened.

The present disclosure provides for two different techniques to transmit AC on the tether while mitigating switching losses. In one example, a DC current source, rather than a DC voltage source, is coupled to the AC/DC converter. Upon reversing polarity of the current source, via the switching network, the voltage in the tether capacitance ramps to reflect the reversed polarity. The tether capacitance acts to slew the voltage between extremes, and thereby avoids sudden transitions and attendant switching losses.

In another example, the tether capacitance is used to create a resonant network configured to oscillate at the driving frequency. In particular, one or more inductors can be coupled to the tether to create a circuit with a resonance oscillation frequency defined, at least in part, by a combination of the inductance of the inductors and the tether capacitance. Thus, the tether capacitance can be incorporated into a resonant network for transmitting energy between the aerial vehicle and the ground station. In addition, the tether capacitance can be supplemented by adding capacitors at the ground station and/or aerial vehicle. The additional capacitors can be used to achieve a desired capacitance and/or to reduce the effects of variations in the tether capacitance. As a result, the voltage on the tether naturally adopts a sinusoidal form and the switching networks in the AC/DC converters can be operated to achieve zero voltage switching (ZVS), which substantially mitigates switching losses.

II. Example Power Generation Systems

A. Airborne Wind Turbine (AWT)

FIG. 1 depicts an AWT 100, according to an example embodiment. The AWT 100 includes a ground station 110, a tether 120, and an aerial vehicle 130. The aerial vehicle 130 may be connected to the tether 120, and the tether 120 may be connected to the ground station 110. The ground station 110 may be further connected to a network for distribution and/or transmission of electrical power (e.g., the electrical power distribution network commonly referred to as “the grid”). The aerial vehicle 130 includes propellers 134A-D coupled to generators. During flight, motion of the propellers 134A-D is converted to electrical energy by the generators. The AWT 100 can therefore be used to generate electrical power. In practice, electrical energy generated aboard the aerial vehicle 130 may be transmitted to the ground station 110 via the tether 120, and the ground station 110 (and/or one or more intermediary substations) may then transmit electrical power to an electrical power distribution network (e.g., via polyphase AC voltage signals).

As shown in FIG. 1, the tether 120 may be attached to the ground station 110 at one location on the ground station 110, and attached to the aerial vehicle 130 at two locations on the aerial vehicle 130. However, in other examples, the tether 120 may be attached at one or more locations to any part of the ground station 110 and/or the aerial vehicle 130.

The ground station 110 may be used to hold and/or support the aerial vehicle 130 until it is in an operational mode. The ground station 110 may also be configured to allow for repositioning the aerial vehicle 130 for deployment. Further, the ground station 110 may be further configured to receive the aerial vehicle 130 during a landing. The ground station 110 may be formed of any material that can keep the aerial vehicle 130 attached and/or anchored to the ground (via the tether

120) while the aerial vehicle 130 operates in hover flight, forward flight, and/or crosswind flight. In some implementations, a ground station 110 may be configured for use on land. However, a ground station 110 may also be implemented on a body of water, such as a lake, river, sea, or ocean. For example, a ground station could include or be arranged on a floating off-shore platform or a boat, among other possibilities. Further, a ground station 110 may be configured to remain stationary or to move relative to the ground or the surface of a body of water.

In addition, the ground station 110 may include one or more components (not shown), for adjusting the length of the tether 120, such as a winch. For example, when the aerial vehicle 130 is deployed, the ground station 110 may reel in/out the tether 120. In some implementations, the ground station 110 may be configured to reel out the tether 120 to a predetermined length that allows the aerial vehicle 130 to fly along a predetermined flight path 150. Further, when the aerial vehicle 130 lands, the ground station 110 may be configured to reel in the tether 120.

The tether 120 may transmit electrical energy generated by the aerial vehicle 130 to the ground station 110. In addition, the tether 120 may transmit electricity to the aerial vehicle 130 in order to power the aerial vehicle 130 for takeoff, landing, hover flight, and/or forward flight. In some examples, the tether 120 may have a fixed length and/or a variable length. The tether 120 may be constructed in any form and using any material which may allow for the transmission, delivery, and/or harnessing of electrical energy generated by the aerial vehicle 130 and/or transmission of electricity to the aerial vehicle 130.

The tether 120 may also be configured to withstand one or more tensile forces from the aerial vehicle 130 when the aerial vehicle 130 is in flight. For example, the tether 120 may include a core configured to withstand one or more forces of the aerial vehicle 130 when the aerial vehicle 130 is in hover flight, forward flight, and/or crosswind flight. The core may be constructed of high tensile strength fibers. In addition to a high tensile strength core, the tether 120 may include one or more conductive wires, such as formed of aluminum, copper, and/or another conductor useful for transmitting electricity (carbon nanotubes, etc.). The conductive wire(s) may be stranded or solid and may be surrounded by a variety of different shielding and/or insulators. For example, a load-bearing core may be surrounded by two or more insulated and/or shielded conductive wires, and a jacket may optionally surround both the insulated/shielded wires and the core. The conductive wires can be used to provide conductive paths between the aerial vehicle and the ground station and power can be transmitted over the conductive paths by applying electrical signals to the conductive wires.

The aerial vehicle 130 may be configured to fly substantially along a path 150 to generate electrical energy. The term “substantially along,” as used in this disclosure, refers to exactly along and/or one or more deviations from exactly along that do not significantly impact generation of electrical energy as described herein. In addition, the aerial vehicle may depart from particular flight paths during transitions between certain flight modes as described herein.

The aerial vehicle 130 may include or take the form of various types of devices configured to generate lift from motion through the atmosphere, such as a kite, a helicopter, a wing and/or an airplane, among other possibilities. The aerial vehicle 130 may be formed of solid structures of metal, plastic and/or other polymers that form air foils. The aerial vehicle 130 may include structures configured to allow for a high thrust-to-weight ratio. Materials may be selected to allow for

a lightning-hardened, redundant and/or fault-tolerant design which may be capable of handling large and/or sudden shifts in wind speed and wind direction among other changes in environmental conditions.

In addition, electrical generation and/or transmission components may be included in the aerial vehicle **130** (e.g., generators, voltage converters, transformers, etc.). Such components can be configured to generate electrical energy while the aerial vehicle **130** is in flight and transmit that electrical energy over the tether **120**. Other materials may be possible as well.

The flight path **150** may assume various different shapes in different embodiments. For example, the path **150** may be substantially circular. And in at least one such example, the path **150** may have a radius of about 265 meters. The term "substantially circular," as used in this disclosure, refers to exactly circular and/or one or more deviations from exactly circular that do not significantly impact generation of electrical energy as described herein. Other shapes for the path **150** may be an oval, an ellipse, the shape of a jelly bean (or kidney), the shape of the number 8, etc. In some cases, the path **150** may allow for crosswind flight, in which the direction of flight along the path **150** is substantially transverse to a wind direction along the entire length of the flight path **150**. Crosswind flight may be achieved by orienting the path **150** with a plane defined by the outline of the path **150** having a normal direction substantially aligned with the wind direction, for example.

As shown in FIG. 1, in an example embodiment the aerial vehicle **130** may include a main wing **131**, a front section **132**, rotor connectors **133A-B**, rotors **134A-D**, a tail boom **135**, a tail wing **136**, and a vertical stabilizer **137**. Any of these components may be air foils shaped in any form which facilitates generation of lift and/or thrust.

The main wing **131** may provide primary lift for the aerial vehicle **130**. The main wing **131** may include one or more rigid or flexible airfoils, and may include various control surfaces, such as winglets, flaps, rudders, elevators, etc. The control surfaces may be used to stabilize the aerial vehicle **130** and/or reduce drag on the aerial vehicle **130** during hover flight, forward flight, and/or crosswind flight.

The main wing **131** and other airfoils included on the aerial vehicle may be fabricated from a laminated fibrous material, such as carbon fiber or e-glass, and/or from aluminum or another sheet metal, for example. Moreover, the main wing **131** may have a span of 8 meters, an area of 4 meters squared, and an aspect ratio of 15. In some cases, the main wing **131** may have one or more dimensions that correspond with a conventional wind turbine blade. The front section **132** may include one or more components, such as a nose, configured to reduce drag on the aerial vehicle **130** during flight.

The rotor connectors **133A-B** may connect the rotors **134A-D** to the main wing **131**. The rotors **134A-D** are alternately referred to herein as propellers and include multiple blades that turn in response to wind. The rotors **134A-D** are coupled to the main wing **131** by rotor connectors **133A-B**. In some examples, the rotor connectors **133A-B** may take the form of or be similar in form to one or more pylons. The rotor connectors **133A-B** can be arranged such that the rotors **134A-D** are separated from the main wing **131** by a vertical spacing (e.g., the rotor **134A** can be situated above the main wing **131** and the rotor **134B** can be situated below). In some examples, a vertical spacing between corresponding rotors (e.g., rotor **134A** and rotor **134B** or rotor **134C** and rotor **134D**) may be about 0.9 meters.

The rotors **134A-D** may be configured to drive one or more generators for the purpose of generating electrical energy.

The rotors **134A-D** may each include one or more blades, such as three blades. And the blades can be coupled to a shaft, which is coupled to a generator. During flight, the blades interact with the atmosphere and provide a torque on the shaft. Within the generator, the motion of the rotating shaft is used to drive interactions between a conductive coil and a magnetic field so as to vary the magnetic flux through the conductive coil and thereby induce a time-changing electromotive force across the coil (e.g., an armature equipped with a conductive coil that rotates within a magnetic field), and thereby convert the mechanical energy of the rotating blades to electrical energy. In addition, the rotors **134A-D** may also be configured to provide a thrust to the aerial vehicle **130** during flight. For example, a time-changing current may be applied to the conductive coil within the generator, which creates a torque on the shaft coupled to the blades. With this arrangement, the rotors **134A-D** may function as one or more propulsion units, such as a propeller, and the generator may function as a motor. In another example, the motor-generator may be driven by (and be used to generate) DC currents/voltages, such as an example in which a coil rotates with respect to a magnetic field and is connected via brush connectors to be driven by a DC source (or to generate a DC output). Although the aerial vehicle **130** is equipped with four rotors in this example, in other examples the aerial vehicle **130** may include any number of rotors, such as less than four rotors or more than four rotors.

The tail boom **135** can connect the main wing **131** to the tail wing **136**. The tail boom **135** could take the form of a body and/or fuselage of the aerial vehicle **130** and may optionally carry a payload. In an example, the tail boom **135** may have a length of about 2 meters. The tail wing **136** and/or the vertical stabilizer **137** may be used to stabilize the aerial vehicle **130** and/or reduce drag on the aerial vehicle **130** during hover flight, forward flight, and/or crosswind flight. For example, the tail wing **136** and/or the vertical stabilizer **137** may be used to maintain a pitch of the aerial vehicle **130** during hover flight, forward flight, and/or crosswind flight. The vertical stabilizer **137** can be attached to the tail boom **135**, and the tail wing **136** can be located on top of the vertical stabilizer **137**. In some examples, the tail wing **136** may have a length of about 2 meters and a surface area of about 0.45 meters squared. Further, the tail wing **136** may be located about 1 meter above a center of mass of the aerial vehicle **130**.

While the aerial vehicle **130** has been described above in accordance with a particular implementation, it should be understood that the methods and systems described herein may involve a variety of different aerial vehicles configured to generate power during flight while connected to the ground station **110** via tether **120**.

B. Illustrative Components of an AWT

FIG. 2 is a simplified block diagram illustrating components of the AWT **200**. The AWT **200** may take the form of or be similar in form to the AWT **100**. The AWT **200** includes a ground station **210**, a tether **220**, and an aerial vehicle **230**. The ground station **210**, the tether **220**, and the aerial vehicle **230** may be the same as, or similar to, the ground station **110**, the tether **120**, and the aerial vehicle **130** described above in connection with FIG. 1.

As shown in FIG. 2, the ground station **210** may include one or more processors **212**, data storage **214**, and program instructions **216**. The processor(s) **212** may include general-purpose processor and/or special purpose processor (e.g., digital signal processors, application specific integrated circuits, etc.). The processor(s) **212** can be configured to execute computer-readable program instructions **216** that are stored in the data storage **214**. Execution of the program instructions

can cause the ground station **210** to provide at least some of the functions described herein.

In a further respect, the ground station **210** may include a communication system **218**. The communications system **218** may include one or more wireless interfaces and/or one or more wireline interfaces, which allow the ground station **210** to communicate via one or more networks. Such wireless interfaces may provide for communication under one or more wireless communication protocols. Such wireline interfaces may include an Ethernet interface, a Universal Serial Bus (USB) interface, or similar interface to communicate via a wire, a twisted pair of wires, a coaxial cable, an optical link, a fiber-optic link, or other physical connection to a wireline network. The ground station **210** may communicate with the aerial vehicle **230**, other ground stations, and/or other entities (e.g., a command center) via the communication system **218**.

In an example embodiment, the communication system **218** may allow for both short-range communication and long-range communication. For example, the ground station **210** may be configured to function as a gateway or proxy between a remote support device (e.g., the aerial vehicle **230** and/or other ground stations) and one or more data transport networks. Configured as such, the ground station **210** may operate to serve data communications to/from such remote support device(s).

The tether **220** can be physically connected to the ground station **210** and the aerial vehicle **230** via respective mounts at each. The tether mounts may incorporate adjustable components to account for relative motion between the aerial vehicle **230** and the ground station **210**. For example, the tether **220** may connect to the aerial vehicle **230** via a gimbal mount. The tether **220** may include transmission components **222** and a communication link **224**. The transmission components **222** may be configured to transmit electrical energy from the aerial vehicle **230** to the ground station **210** and/or transmit electrical energy from the ground station **210** to the aerial vehicle **230**. The transmission components **222** may include one or more conductors and may include shielding and/or insulation. In some examples, the transmission components **222** may include aluminum and/or another material which allows for the conduction of electric current. Moreover, in some implementations, the transmission components **222** may surround a load-bearing core of the tether **220** (not shown). For instance, a steel core or other high tensile-strength material may be surrounded by aluminum. In some examples, the transmission components **222** may include two separate wires, separated by insulators and/or shielding and may be used to transmit AC and/or DC electrical signals.

The ground station **210** may communicate with the aerial vehicle **230** via the communication link **224**. The communication link **224** may be bidirectional and may include one or more interfaces. There may be one or more routers, switches, and/or other devices or networks making up at least a part of the communication link **224**. In addition, in examples in which the communication link **224** includes a communication cable for carrying signals between the ground station **210** and the aerial vehicle **230**, the cable may include shielding and/or insulation to help reduce noise that may be associated with power transmission on the transmission components **222** also included in the tether **220**.

The aerial vehicle **230** may include one or more sensors **232**, a power bus **234**, power generation and/or conversion components **236**, a communication system **238**, a control system **248**, one or more processors **242**, and a data storage **244** on which program instructions **246** may be stored.

The power generation/conversion components **236** may include one or more generators driven by rotors, such as

high-speed, direct-drive generators driven by the rotors **134A-D**. For example, generator(s) driven by the rotors may be configured to operate at wind speeds of 11.5 meters per second and at a capacity factor that exceeds 60 percent (e.g., generating power more than 60% of the time, during a particular interval). The generator(s) may generate electrical power from 40 kilowatts to 600 megawatts.

In addition, conversion components **236** may be configured to convert electrical power generated by the generators to be suitable for transmission over the tether **220** (e.g., via conduction over the transmission components **222**). Such conversion components may include AC to DC and/or DC to AC converters, for example. Converters may be used to convert AC voltage output from the generators to a DC voltage that is transmitted over the tether **220**. Similarly, such converters may be used to convert DC voltage transmitted over the tether **220** to an AC voltage that drives a motor-generator to apply torque on a rotor (e.g., to generate thrust). In addition, converters may convert AC voltage output from the generator to a DC voltage and the DC voltage from each generator can then supply the DC power bus **234** located on the aerial vehicle **230**. In addition, the power generation/conversion components **236** may include DC-DC converters for converting between different DC voltages. Further, the conversion components may also include transformers for scaling AC voltages to different levels.

The power bus **234** may provide power to the power-consuming components on the aerial vehicle **230**, such as the processor(s) **242**, control system **248**, sensors **232**, and communication system **238**. In some implementations, the power bus **234** may include a bus bar or similar device having a DC capacitance, which may be charged/recharged via a charging system. The power bus **234** may be supplied at least partially by power generated on the aerial vehicle **230**: that is, from electrical energy provided by rotor-driven generators in the power generation components **236**. Power from each generator may be converted to DC (e.g., via rectifiers/converters associated with each generator, or perhaps pairs of generators), and then power from the various generators may jointly supply the DC power bus **234**.

As another example, the power bus **234** may be supplied with electrical energy from one or more motors or engines for providing power to the aerial vehicle **230**, perhaps on a backup basis. In some implementations, the one or more motors or engines may be powered by a fuel, such as a combustible fuel. Fuel could be stored on the aerial vehicle **230** and delivered to the one or more motors or engines via one or more fluid conduits and then undergo combustion to convert the chemical energy in the fuel to mechanical or electrical energy as necessary. In some implementations, the power bus **234** may be implemented in whole or in part by components in the ground station **210**. For example, a power supply located on the ground station **210** may charge a battery on the aerial vehicle **230** by transmitting power over the tether **220**. Such a charging system may further include an inductive charging system and/or one or more solar panels on the aerial vehicle **230** and/or ground station **210**.

The power generation/conversion components **236** in the aerial vehicle **230** may further include a motor drive coupled between the DC power bus **234** and the motor-generator. The motor drive can be configured to draw energy from the DC bus for the motor-generator to use to move the propeller and thereby generate thrust on the aerial vehicle **230**. Additionally, the motor drive can be configured to supply the DC power bus **234** with electrical energy generated via the motor-generator from movement of the propeller. The motor drive may, for example, include voltage rectifier(s) and/or

inverter(s), for converting between AC and DC voltages. Moreover, the motor drive may be configured to operate in accordance with command/control signals, such as provided by the control system 248 and/or communication system 238 so as to effect a desired flight path and/or wind power generation operation mode of the aerial vehicle 230.

The sensors 232 may include a range of different avionics, navigation, and/or power system sensors. For example, the sensors 232 may include a global positioning system (GPS) receiver, which may provide geolocation coordinates of the aerial vehicle 230. The sensors may additionally or alternatively include an inertial measurement unit (IMU), such as an accelerometer and/or gyroscope, which may be used to determine an orientation of the aerial vehicle 230. In particular, the accelerometer can measure the orientation of the aerial vehicle 230 with respect to earth, while the gyroscope measures the rate of rotation around an axis, such as a centerline of the aerial vehicle 230. Moreover, a magnetometer may provide data indicative of an orientation and/or location of the aerial vehicle 230 with respect to the Earth's magnetic field. As another example, the sensors 232 may include one or more wind sensors (e.g., pitot tubes or the like), configured to detect relative wind at the aerial vehicle 230 and/or a pressure sensor or barometer that can be used to determine altitude of the aerial vehicle 230. Other examples of sensors may also be included, including sensors related to the operation modes and/or conditions of the power bus 234 and/or the power generation/conversion components 236.

The control system 248 can function to regulate and/or control the operation of the aerial vehicle 230 in accordance with instructions from the ground station 210 or a central command station and/or based on information output from the sensors 232. The control system 248 may therefore be configured to operate various airfoils and other features on the aerial vehicle that adjust the flight of the aerial vehicle (e.g., the control surfaces on the aerial vehicle 130 described in connection with FIG. 1). In some cases, the controller 248 may be configured to operate semi-autonomously to cause the aerial vehicle 230 to fly along a predetermined flight path (e.g., the path 150 described in connection with FIG. 1). The control system 248 may be implemented by components in whole or in part on the aerial vehicle 230 and/or by remotely located components in communication with the aerial vehicle 230, such as components located at the ground station 210 that communicate via the communication link 224. The control system 248 may be implemented by mechanical systems and/or with hardware, firmware, and/or software. As one example, the control system 248 may take the form of program instructions 246 stored on a non-transitory computer readable medium (e.g., the data storage 244) and a processor (or processors) 242 that executes the instructions.

Moreover, as noted, the aerial vehicle 230 may include a communication system 238. The communication system 238 may be similar in function to the communication system 218 in the ground station 210. The aerial vehicle 230 may communicate with the ground station 210, other aerial vehicles, and/or other entities (e.g., a command center) via the communication system 238 in accordance with various wireless and/or wired communication protocols and/or interfaces.

III. AC Power Transmission Over the Tether

The example AWT systems described above in connection with FIGS. 1 and 2 are connected to the ground station by a tether that is used to transmit electrical energy between the AWT and the ground station. In practice, while the AWT is used to generate electrical energy, the tether may be used to transmit power from the AWT to the ground station. While the AWT is used to generate thrust, such as during take-off and/or

landing, the tether may be used to transmit power from the ground station to the AWT. FIGS. 3-4 provide examples in which high voltage; high frequency AC electrical signals are used to transmit power between the aerial vehicle and the ground station over the tether. As described further below, the aerial vehicle and the ground station each include transformers to scale the voltage on the tether to a high value and thereby reduce transmission losses over the tether. The aerial vehicle includes an AC to DC converter that converts the AC voltage on the tether to/from a DC voltage on a DC power bus on the aerial vehicle. The converter handles AC signals to/from the transformer, which allows the converter to operate at a voltage level determined by the transformer winding ratio.

The present disclosure provides for two different techniques to transmit AC on the tether while mitigating switching losses in the AC/DC converter. In one example, a DC current source, rather than a DC voltage source, is coupled to the AC/DC converter. Upon reversing polarity of the current source, via switches in the converter, the voltage in the tether capacitance ramps to reflect the reversed polarity. The tether capacitance acts to slew the voltage on the tether in response to each switching event using the tether capacitance as a buffer to charge/discharge until the current sources are balanced. The tether capacitance can thereby help avoid sudden voltage transitions and related switching losses. During the time between voltage transitions the tether can transmit DC current (and power) along the tether achieving a high tether utilization in terms of conduction loss and voltage stress compared to sinusoidal AC waveforms. In another example, the tether capacitance is used to create a resonant network configured to oscillate at the driving frequency. For instance, an inductor may be coupled to the tether such that the tether/inductor combination has a resonant frequency determined by both the tether capacitance and the inductor, similar to a resonant tank circuit. When supplied with an oscillating voltage, the tether voltage can then undertake a sinusoidal oscillation.

A. Current Sources Driving Tether Capacitance

FIG. 3A is a simplified block diagram of a system 300 that connects the aerial vehicle 330 to the ground station 310 using AC signals, according to an example embodiment. The system 300 includes a ground station 310, a tether 320, and an aerial vehicle 330. The system 300, the components therein, and the operation thereof, can be similar to either of the AWT systems described above in connection with FIGS. 1 and 2.

The aerial vehicle 330 includes an AWT 340, which includes rotors 342 coupled to a motor-generator 344. The AWT 340 operates to alternately generate electricity and generate thrust. During electricity generation, the rotors 342 interact with the atmosphere, which generates torque on a shaft coupled to the generator, and the rotation of the shaft causes a winding in the generator to move with respect to a magnetic field, which induces an electromotive force on the winding and thereby generates electricity. During thrust generation, a current is applied to windings in the motor-generator 344, which interact with a magnetic field to apply torque to the shaft, which then rotates the rotors 342 and thereby produces thrust on the aerial vehicle 330.

The AWT 340 is coupled to an aerial DC bus 338, which may include one or more rechargeable batteries or other energy storage devices. The aerial DC power bus 338 receives power from the AWT 340 during power generation. For example, AC voltage generated by the AWT 340 may be rectified/converted to a DC voltage, and then applied to the DC power bus 338. In addition, the DC power bus can output power to the AWT 340 during thrust generation. For example,

the motor-generator **344** may draw current from the DC bus **338**, which causes the motor-generator **344** to apply torque to the rotors **342**, and thereby generate thrust. In some examples, the current from the DC bus **338** that is applied to the motor-generator may be converted to AC.

In some examples, there may be turbines aboard the aerial vehicle **330**, perhaps as many as eight propellers distributed across the winged structure of the aerial vehicle **330**. As such, the aerial vehicle **330** may also have multiple AC/DC converters for converting energy between the voltage of the aerial DC bus **338** and the individual motor-generators. In some cases, each turbine may have a separate AC/DC converter, which may then jointly supply the aerial DC bus **338**. In some cases, groups of turbines may share common AC/DC converters, and the grouped AC/DC converters can then jointly supply the aerial DC bus. For instance, the aerial vehicle **330** may include multiple pylons that each include two (or perhaps more) propellers and motor-generators, and a single AC/DC converter can be provided for each pylon. Further still, some embodiments may include more than one aerial DC bus (e.g., one half of all turbines are connected to one DC bus, the other half are connected to another DC bus). The various techniques for distributing AC/DC converters amongst multiple motor-generators may also allow for distributing mass throughout the aerial vehicle (e.g., by situating each AC/DC converter proximate its corresponding motor-generator). In addition, the arrangement enhances the redundancy and reliability of the system **300** by providing multiple AC/DC converters as opposed to a single one, which reduces the probability of a single point failure.

In addition, the aerial vehicle **330** includes control and communications electronics **346**, which can also receive power from the aerial DC bus **338**. The electronics **346** can include sensors, communications systems, controllers, processors, etc., configured to operate in coordination so as to operate the aerial vehicle **330** to take off, fly in a crosswind flight path, and land. The electronics **346** may include one or more of the avionics, navigation, communication, and/or control modules described above in connection with FIGS. 1 and 2, for example. A voltage converter, rectifier, and/or regulator may be provided to condition voltage from the DC bus **338** to be suitable as a power supply for the electronics **346**. Moreover, in some examples, an entirely separate DC power source may be provided for powering the various power-consuming electronics **346** aboard the aerial vehicle **330**, such as a rechargeable battery that is charged in whole in part without power generated by the AWT **340**.

The tether **320** is connected to the ground station **310** and the aerial vehicle **330**. The tether **320** includes a first conductor **322** and a second conductor **324**. The two conductors **322**, **324** may be implemented as a pair of wires or a coaxial cable, or another arrangement and may be formed of a conductive material, such as aluminum. The tether **320** may further include insulation and/or shielding so as to prevent electrical connections between the two conductors **322**, **324** along the length of the tether **320**.

The two conductors are configured to transmit power between the ground station **310** and the aerial vehicle **330** using AC signals on the two conductive wires **322**, **324**. For example, during power transmission the first wire **322** can have a periodically varying voltage with respect to the voltage on the second wire **324**. The two conductors **322**, **324** may have a capacitance **326**, which may be due to the geometry of the two conductors in the tether **320**. As shown in FIG. 3A, the voltage between the two conductors **322**, **324** (and thus, across the capacitance **326**) is referred to herein as V_{teth} . In particular implementations, the value of the capacitance **326**

may be dependent on the particular geometry of the tether conductors **322**, **324**, and the total length of the tether **320**.

In addition to the tether **320**, the AC power transmission pathway from the ground station **310** to the aerial vehicle **330** (or from the aerial vehicle **330** to the ground station **310**) includes components on the ground station **310** and the aerial vehicle **330**.

The ground station **310** includes a current source **312**, a bidirectional AC/DC converter **314**, and a transformer **316**. Similarly, the aerial vehicle **330** includes a transformer **332**, a bidirectional AC/DC converter **334** and a current source **336**. The transformers **316**, **332** are each connected coupled to respective ends of the tether conductors **322**, **324** to scale the voltage on the tether **320** in accordance with the winding ratios of the transformers **316**, **332**. Thus, the transformers **316**, **332** may be used to create a relatively high voltage for transmission on the tether and thereby mitigate transmission losses. The transformers **316**, **332** are each connected to the respective bidirectional AC/DC converters **314**, **334**. The converters **314**, **334** convert AC voltage to/from the transformers **316**, **332** to DC voltage. The converters **314**, **334** are then each connected to respective current sources **312**, **336**. The current sources **312**, **336** provide a driving source/sink of DC power by sourcing/sinking current, with the direction dependent on the direction of power flow.

The converters **314**, **334** each include a pair of AC terminals, a pair of DC terminals, and a network of switches that selectively connect the AC terminals to ones of the DC terminals. The switches can be operated to alternately reverse polarity of the AC-side terminals with respect to the DC-side terminals. As shown in FIG. 3A, the converter **314** sends/receives AC voltage to/from the transformer **316** via terminals at node A; and the converter **334** sends/receives AC voltage to/from the transformer **332** via terminals at node B. In some examples, the switches in the AC/DC converters **314**, **334** may be implemented by circuits with one or more transistors, thyristors, and/or diodes, etc.

When converting AC voltage to a DC voltage, the converter repeatedly reverses the polarity of the AC terminals with respect to the DC terminals to create a DC bias across the DC terminals. In one example, an incoming sinusoidal AC voltage can be switched twice per full cycle, such that the DC terminals receive a half-wave rectified voltage. As noted above, switching losses are mitigated by switching at or near zero voltage, which reduces the effect of switching voltages that dissipate energy in the switches in proportion to the square of the voltage across the switches. Thus, input AC waveforms may be switched at or near zero voltage crossings, which is referred to herein as zero voltage switching (ZVS). ZVS operation may be implemented using voltage sensors that operate control lines for the switches (e.g., transistors) so as to cause the switches to fire upon the voltage crossing zero and/or by auto-sensing circuitry, such as diodes configured to become forward-biased upon voltage crossing zero, etc. In other examples, AC voltages with a variety of different waveforms can be switched at a frequency related to the frequency of the AC waveform so as to create a DC bias on the DC terminals. Moreover, a capacitor or another high-frequency filtering component can optionally be connected across the DC voltage terminals to smooth the output voltage and reduce high-frequency noise in the DC voltage.

When converting DC voltage to an AC voltage, the converter repeatedly reverses the polarity of the DC terminals so as to create a periodically varying voltage across the AC terminals. For example, the converter can reverse the polarity of the DC terminals with respect to the AC terminals, and then

revert back to complete a given cycle. The frequency of the resulting AC waveform may then depend on the frequency of such switching operations.

The conductive paths **322**, **324** of the tether **320**, the transformers **316**, **332**, the converters **314**, **334**, and the current source/sinks **312**, **336** combine to electrically couple the power generation (and consumption) components in the aerial vehicle **330** and the power distribution components in the ground station **310**. The combined electrical linkage (e.g., the components on the ground station **310**, the tether **320**, and/or the aerial vehicle **330**) may therefore be referred to herein as a bidirectional power transmission path.

While the tether **320** (and associated transmission path components in the ground station **310** and aerial vehicle **330**) allows for bidirectional power flow (i.e., from the ground station **310** to the aerial vehicle **330** or from the aerial vehicle **330** to the ground station), the following section refers to an example in which power is transmitted from the ground station **310** to the aerial vehicle **330**.

FIG. 3B is a graphical representation of tether voltage V_{teth} and currents in the system shown in FIG. 3A. The waveform **340** depicts current $I_{station}$, at node A in the ground station **310**. The waveform **344** depicts current I_{air} , at node B in the aerial vehicle **330**. The waveform **342** depicts the tether voltage V_{teth} , which is the voltage across the tether capacitance **326**.

The current $I_{station}$ oscillates between positive and negative due to the current source **312** being repeatedly switched by the converter **314** to reverse polarity. Upon reversing polarity of the current source **312**, via the converter **314**, the voltage on the tether capacitance **326** (i.e., V_{teth}) slews from positive to negative (or negative to positive). The change in current direction (e.g., due to inverting the polarity of the current source **312**) gradually charges/discharge the tether capacitance **326** while matching currents on the tether **320**. The voltage V_{teth} can then ramp from a maximum voltage V_{max} to a minimum voltage $-V_{max}$. The tether capacitance **326** can thereby smooth the voltage during transition from reversing polarity of the current sources **312**, **336**. Repeating the cycle results in a trapezoidal waveform on the tether voltage V_{teth} , as shown in FIG. 3B, by way of example. Such a trapezoidal waveform may substantially mitigate high frequency harmonics.

During the time between voltage transitions (e.g., the intervals **350**, **354**), the tether **320** can transmit DC current (and power) along the tether **320** achieving a high tether utilization in terms of conduction loss and voltage stress compared to sinusoidal AC waveforms. During periods in which the V_{teth} waveform ramps between voltages (e.g., the intervals **352**, **356**), the current sources **312**, **336** may oppose one another while the tether capacitance **326** slews the voltage on the tether **320** between extremes.

For example, at time T_1 , both current sources **312**, **336** may be connected with a common positive polarity (via operation of respective switches in converters **314**, **334**). The tether voltage V_{teth} can be at a maximum voltage $+V_{max}$, and the current source **312** can transmit power at full tether utilization up the tether **320** to the current source **336** (via the transformer **332** and converter **334**). During an interval **350** beginning with time T_1 , the current source **336** in the aerial vehicle **330** is charged by the received current, which may be near maximum capacity.

At time T_2 , the converter **314** may reverse polarity of the current source **312**, which causes $I_{station}$ to switch from positive to negative. The tether voltage V_{teth} can then begin ramping from $+V_{max}$, to $-V_{max}$ by charging/discharging the tether capacitance **326**. At time T_3 , the tether voltage V_{teth}

reaches $-V_{max}$, and the airborne current source **336** can reverse polarity (by operation of the converter **334**). During the interval **352** from time T_2 to time T_3 , the polarities of the current sources **312**, **336** may oppose one another, and cause the tether voltage V_{teth} to slew from $+V_{max}$, to $-V_{max}$.

At time T_3 , the converter **334** may reverse polarity of the current source **336**, which causes I_{air} to switch from positive to negative, and the two current sources **312**, **336** are once again connected with a common polarity. During an interval **354** from time T_3 to time T_4 , the tether voltage V_{teth} can be at a minimum voltage $-V_{max}$, and the current source **312** can transmit power at full tether utilization up the tether **320** to the current source **336** (via the transformer **332** and converter **334**).

At time T_4 , the converter **314** may reverse polarity of the current source **312** again, which causes $I_{station}$ to switch from negative to positive. The tether voltage V_{teth} can then begin ramping from $-V_{max}$, to $+V_{max}$ by charging/discharging the tether capacitance **326** during the interval **356** from time T_2 to time T_3 . At time T_5 , the tether voltage V_{teth} reaches $+V_{max}$, and the airborne current source **336** can reverse polarity (by operation of the converter **334**), which completes the AC cycle of the resulting trapezoidal waveform with a period T_0 (and frequency T_0^{-1}).

To send power back down the tether **320**, the order of current switching in the current source inverters (i.e., the converters **314**, **334**) are driven to draw power from the aerial DC bus **338** to supply power to the ground station **310**. In particular, the converter **334** can be operated to periodically reverse polarity of the current source **336** in accordance with a desired frequency. The converter **314** can then be operated to switch the polarity of the current supplied to the station current source **312** in response to the tether voltage V_{teth} reaching respective maximum and minimum voltages (e.g., similar to the operation of the converter **334** described above). The result is a trapezoidal voltage waveform on the tether **320**, with full utilization of the tether to transmit power down the tether **320** while the voltage is at respective maximum and minimum values, and the ground station current waveform (at node A) lagging the aerial vehicle current waveform (at node B).

B. Resonant Network Including Tether Capacitance

FIG. 4A is a simplified block diagram of a system **400** that connects the aerial vehicle **430** to the ground station **410** using AC signals via a resonant network **440** according to an example embodiment. The system **400** includes a ground station **410**, a tether **420**, and an aerial vehicle **430**.

The system **400**, the components therein, and the operation thereof, can be similar to either of the systems described above in connection with FIGS. 1-3, or combinations thereof. For instance, the aerial vehicle **430** includes a transformer **434**, a converter **436**, and an aerial DC bus **438**, which each may be the same as (or similar to) the transformer **332**, converter **334**, and aerial DC bus **336**, respectively, described above in connection with FIGS. 3A and 3B. Moreover, while not shown in FIG. 4A, the aerial DC bus **438** may be used to both power AWT(s) and other system electronics on the aerial vehicle **430** and also may be charged by power generated in the AWT(s). The tether **420** may include two conductive pathways insulated from one another, and having an internal tether capacitance **422** between the two conductive pathways similar to the tether **320** described above in connection with FIGS. 3A and 3B, in which the tether capacitance **326** was exhibited between the conductive pathways **322**, **324**. Also, the ground station **410** includes a DC voltage source **412**, a converter **414**, and a transformer **416**, which may be the same

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as (or similar to) the converter **314** and transformer **316**, respectively, described above in connection with FIGS. **3A** and **3B**.

However, unlike the system **300** of FIGS. **3A** and **3B**, the system **400** in FIG. **4A** includes a resonant network **440** that causes AC electrical signals transmitted through the tether **420** to undergo resonant oscillation. In particular, one or more inductors are connected to the tether **420** such that the resonant network **440** has a resonant frequency defined by the tether capacitance **422** and the inductor(s). As shown in FIG. **4A**, one inductor **418** may be connected to a conductive path of the tether **420**, between the tether **420** and the transformer **416** in the ground station **410**. In addition, another inductor **432** may be connected to a conductive path of the tether **432**, between the tether **420** and the transformer **434** in the aerial vehicle **430**.

The inductor(s) **418**, **432** and the tether capacitance **422** cause the electrical signals transmitted through the tether to oscillate due to the oscillatory transition of energy stored in the inductors **418**, **432** to the capacitor **422**. For example, the resonant network **440** may have a resonant frequency f_{res} similar to an LC tank circuit, such as $f_{res} \approx (LC)^{-1/2}$, although other examples are possible in which the resonant frequency are defined, at least in part, based on a combination of the tether capacitance **422** and the inductance of the inductor(s) **418**, **432**. Moreover, the resonant frequency of the resonant network **440** may be tuned by selecting values of the inductor(s) **418**, **432**.

FIG. **4B** is a simplified block diagram of a system **401** that connects the aerial vehicle **430** to the ground station **410** using AC signals via another resonant network **441**, according to an example embodiment. In the resonant network **441**, the tether capacitance **422** is supplemented by additional capacitors **419**, **431** connected in parallel with the tether capacitance **422**. For example, as shown in FIG. **4B**, the capacitor **419** may be connected between the two conductive paths of the tether **420**, in the ground station **410**. And the capacitor **431** may be connected between the conductive paths of the tether **420**, in the aerial vehicle **430**. The additional capacitors **419**, **431** can be used to further tune the resonant frequency of the resonant network **441**. Moreover, the additional capacitors **419**, **431** can reduce the effect of variations and/or uncertainties in the tether capacitance (e.g., such as if the additional capacitors **419**, **431** have a greater combined capacitance than the tether capacitance **422**).

Due to the resonant network **440** (or **441**), upon providing an AC waveform from one of the converters **414**, **436**, at a frequency near the resonant frequency, the tether voltage V_{teth} oscillates in a sinusoidal fashion. As a result of the sinusoidal waveform of the tether voltage V_{teth} , the systems **400**, **401** can each be driven by the voltage source **412**, rather than current sources as in the system **300**. In practice, the resonant sinusoidal oscillation on the resonant network **440** (or **441**) causes the tether voltage V_{teth} to cyclically cross through zero volts (e.g., while energy in the resonant network **440**, **441** shifts to the inductors **418**, **432**). The respective converters **414**, **436** can then be driven to operate their respective switches while the voltage crosses zero and thereby substantially mitigate switching losses.

In some cases, the reactance of the resonant networks **440**, **441** may cause the waveform of the voltage at the ground station **410** (e.g., between the converter **414** and transformer **416**) to lead the tether voltage V_{teth} . Similarly, the waveform of the voltage at the aerial vehicle **430** (e.g., between the transformer **434** and converter **436**) may lag the tether voltage V_{teth} . The respective lag/lead offsets between the waveforms

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at the ground station **410** and aerial vehicle **430** may be accounted for by the respective converters **414**, **436** so as to mitigate switching losses.

To send power back down the tether **420**, from the aerial DC bus **438** to supply power to the ground station **410**, the phase and amplitude of the ground station and aerial vehicle sinusoids can be adjusted. In practice, the converter **436** in the aerial vehicle **430** can be operated to periodically reverse polarity of the aerial DC bus **438** in accordance with a frequency corresponding to the resonant frequency of the transmission network **440** (or **441**). The converter **414** can then be operated to switch the polarity of the voltage supplied to the station voltage source **412** in response to the tether voltage V_{teth} passing through zero (e.g., similar to the operation of the converter **436** described above). In practice, the switch in power transmission direction may be implemented as a phase shift and/or amplitude shift in one or both of the converters **414**, **436**.

IV. Example Operations

FIG. **5A** is a flowchart of an example process **500** for powering a tethered aerial vehicle. In some embodiments, the tethered aerial vehicle can include an AWT mounted thereon that alternately generates power from wind and generates thrust. The aerial vehicle can also be coupled to a ground station via a tether. For example, the aerial vehicle may be similar to any of the aerial vehicles described above in connection with FIGS. **1-4** above. During thrust generation, the AWT can draw power to cause a propeller to rotate, which then provides thrust to the aerial vehicle. To power the propeller, and perhaps other power-consuming systems on the aerial vehicle (e.g., sensors, controllers, communication, navigation, avionics equipment, etc.), the ground station may transmit power to the aerial vehicle over the tether, which may be performed by the process **500**.

At block **502**, power at the ground station can be converted to high frequency AC electrical signals. For example, the ground station may receive power through a connection to an electrical distribution and transmission network (e.g., the electrical grid). The ground station may receive power from the grid via wires carrying polyphase AC electrical signals, for example. For example, power may be received by AC electrical signals oscillating at about 50 hertz or at about 60 hertz and at a voltage level employed for transmission and/or distribution over the electrical grid (e.g., 240 volts AC, 5 kilovolts AC, etc.). The converter may operate by rectifying/ converting the incoming electrical signals to a DC voltage, and then using an AC/DC converter (e.g., an inverter) to produce an AC voltage at the desired frequency (e.g., about 5 kilohertz). The converter may repeatedly reverse polarity of the DC voltage with respect to AC output terminals so as to provide an AC waveform that oscillates at a desired frequency on the AC output terminals.

At block **504**, the AC voltage from the converter can be transformed to a high voltage transmission level. For example, a transformer similar to the transformers included in the ground stations described above in FIGS. **3** and **4** can receive the high frequency AC from the converter, and scale the AC to a higher voltage level based on the winding ratio of the transformer. The output from the transformer is then a high voltage, high frequency AC electrical signal that is suitable for transmission through the tether. In some examples, the output from the transformer may be an AC waveform with a frequency of about 5 kilohertz and an AC voltage of about 4 kilovolts. In another example, the frequency may exceed about 2 kilohertz and the AC voltage may exceed about 2 kilovolts.

At block **506**, the high voltage, high frequency AC can be transmitted to the aerial vehicle through the tether. The tether may be similar to any of the tethers coupling ground stations to aerial vehicles described above in connection with FIGS. **1-4**. The tether can include a first conductive path and a second conductive path (e.g., by multiple insulated wires surrounding a strain-bearing core). The AC waveform output from the transformer can be applied across the multiple conductive paths, which transmits the AC electrical signals to the aerial vehicle. The tether and the resistance of the conductive paths can be configured to carry high voltage, high frequency AC electrical signals.

In addition, the two conductive paths may be arranged such that, at high frequency, the tether exhibits an internal capacitance between the two conductive paths. In some cases, the cross-sectional area of the two wires and/or the geometry of the two conductive paths along the tether may be arranged to achieve particular electrical load-bearing demands or other performance criteria. In some examples, tether parameters may be selected based on a compromise between minimizing the tether resistance (e.g., by increasing the cross-sectional areas of the conductive paths) and minimizing the tether weight (e.g., by decreasing the cross-sectional areas). In some examples, the high voltage (transmission level voltage) may be selected based on a compromise between minimizing the tether current (e.g., by increasing the transmission level voltage) and minimizing the requirements on tether insulation weight (e.g., by decreasing the transmission level voltage).

At block **508**, the high voltage, high frequency AC voltage can be transformed to a lower voltage by a transformer on the aerial vehicle. The transformer on the aerial vehicle may be configured to scale the transmission level voltage to a voltage level that is suitable for handling with a converter also on the aerial vehicle. For example, the transformer on the aerial vehicle may have a winding ratio configured to transform between about 4 kilovolts (example transmission level voltage) to about 1 kilovolt (example converter level voltage). Moreover, because the AC voltage is at high frequency (e.g., about 5 kilohertz), the magnetic components of the transformer included on the aerial vehicle can be much smaller than at lower frequencies (e.g., 60 hertz), for the same power.

At block **510**, the scaled high frequency AC output from the transformer can be converted to DC and used to power an aerial DC bus. For example, the converter may include multiple switches configured to periodically reverse the polarity of the input AC terminals with respect to DC terminals, such that the output DC terminals have a DC bias. In some examples, the converter may employ zero voltage switching by switching at or near times in the AC waveform when the voltage crosses zero. Zero voltage switching can help mitigate losses associated with energy dissipated across the switches while switching at non-zero voltages.

At block **512**, the power supplied to the aerial DC bus can be used by systems on the aerial vehicle. For example, power can be drained from the aerial DC bus to operate propellers (e.g., by applying current to one or more motor-generators coupled to the propellers). In another example, power can be drained from the aerial DC bus to power other power-consuming system electronics, such as controllers, navigation, communication, sensors, avionics instruments, etc. In some examples, the other electronics on the tethered aerial vehicle are powered by a lower voltage than the voltage transmitted on the tether or the voltage desired to drive the propellers. As such, the voltage on the aerial DC bus may be converted to a suitable voltage to drive the electronics systems. In some examples, moreover, power to drive the system electronics may be transmitted through the tether via a separate conduc-

tive path and is already at an appropriate DC voltage to drive the system electronics. Further still, in some examples, power to drive the other system electronics may be transmitted on a separate conductor from the power to drive the propellers, and is at a high DC voltage (e.g., to minimize the current transmitted on the separate conductor).

FIG. **5B** is a flowchart of an example process **520** for distributing power generated by an airborne wind turbine on a tethered aerial vehicle. In some embodiments, the tethered aerial vehicle can include an AWT mounted thereon that alternately generates power from wind and generates thrust. The aerial vehicle can also be coupled to a ground station via a tether, similar to any of the systems described above in connection with FIGS. **1-4** above. During power generation, the AWT can generate power from wind-induced motion of a propeller, which kinetic energy can then be converted to electrical energy by a motor-generator, and the generated electrical energy can then be transmitted through the tether and distributed to an electrical distribution grid via the ground station.

At block **522**, electrical power can be generated using wind turbine(s) on the aerial vehicle. For example, the aerial vehicle may operate in crosswind flight and the relative motion of the aerial vehicle and the surrounding atmosphere (e.g., due in part to wind) may cause the airfoils on the rotors/propellers to exert a torque on a shaft coupled to the motor-generator. Within the motor-generator, the shaft can then turn magnets and/or windings with respect to one another to induce an alternating voltage at output terminals of the motor-generator.

At block **524**, power generated using the wind turbine(s) can be used to supply an aerial DC bus. For example, the output of the wind generators may be a DC voltage (or may be rectified/converted to DC) that can be applied to the aerial DC bus. The aerial DC bus can then be used to provide power to the various system electronics on the aerial vehicle. Power from the aerial DC bus can also be sent back to the ground station, by transmitting power through the tether with a high voltage, high frequency AC voltage.

At block **526**, power from the aerial DC bus can be converted to high frequency AC electrical signals. The converter may include multiple switches that repeatedly reverse polarity of the DC voltage (from the aerial DC bus) with respect to AC output terminals so as to provide an AC waveform that oscillates at a desired frequency on the AC output terminals. The resulting AC electrical signals may have a frequency of about 5 kilohertz, for example.

At block **528**, the high frequency AC output from the converter can be transformed to a transmission level voltage. For example, the transformer may output AC electrical signals at a voltage of about 4 kilovolts. Similar to the tradeoffs discussed above in connection with blocks **504** and **506** of the process **500**, the transmission level voltage (and the corresponding winding ratio of the transformer) may be selected based on various tradeoffs so as to reduce the current transmitted through the tether, among other factors.

At block **530**, the high voltage, high frequency AC voltage can be transmitted to the ground station through the tether. The tether may be similar to any of the tethers coupling ground stations to aerial vehicles described above in connection with FIGS. **1-4**. The tether can include a first conductive path and a second conductive path (e.g., by multiple insulated wires surrounding a strain-bearing core). The AC waveform output from the transformer can be applied across the multiple conductive paths, which transmits the AC electrical signals to the ground station.

At block **532**, the high voltage, high frequency AC voltage transmitted through the tether can be converted for connection to an electrical distribution network (e.g., power grid). Block **532** may involve transforming the AC voltage to a lower voltage level, then converting to DC, then converting to another AC form suitable for distribution on the grid (e.g., a 60 hertz polyphase waveform synchronized with the grid). The conversion in block **532** may be implemented using a combination of inverters, transformers, etc. as necessary.

At block **534**, the converted electrical signals can be provided to the grid, thereby distributing the power generated by the AWT on the aerial vehicle to power consumers with access to the grid.

FIG. **6** depicts a computer-readable medium configured according to an example embodiment. In example embodiments, the example system can include one or more processors, one or more forms of memory, one or more input devices/interfaces, one or more output devices/interfaces, and machine-readable instructions that when executed by the one or more processors cause the system to carry out the various functions, tasks, capabilities, etc., described above.

As noted above, in some embodiments, the disclosed techniques can be implemented by computer program instructions encoded on a non-transitory computer-readable storage media in a machine-readable format, or on other non-transitory media or articles of manufacture. FIG. **6** is a schematic illustrating a conceptual partial view of an example computer program product **600** that includes a computer program for executing a computer process on a computing device, arranged according to at least some embodiments presented herein, including the processes shown and described in connection with FIGS. **5A** and **5B**.

In one embodiment, the example computer program product **600** is provided using a signal bearing medium **602**. The signal bearing medium **602** may include one or more programming instructions **604** that, when executed by one or more processors may provide functionality or portions of the functionality described above with respect to FIGS. **1-5**. In some examples, the signal bearing medium **602** can include a non-transitory computer-readable medium **606**, such as, but not limited to, a hard disk drive, a Compact Disc (CD), a Digital Video Disk (DVD), a digital tape, memory, etc. In some implementations, the signal bearing medium **602** can be a computer recordable medium **608**, such as, but not limited to, memory, read/write (R/W) CDs, R/W DVDs, etc. In some implementations, the signal bearing medium **602** can be a communications medium **610**, such as, but not limited to, a digital and/or an analog communication medium (e.g., a fiber optic cable, a waveguide, a wired communications link, a wireless communication link, etc.). Thus, for example, the signal bearing medium **602** can be conveyed by a wireless form of the communications medium **610**.

The one or more programming instructions **604** can be, for example, computer executable and/or logic implemented instructions. In some examples, a computing device is configured to provide various operations, functions, or actions in response to the programming instructions **604** conveyed to the computing device by one or more of the computer readable medium **606**, the computer recordable medium **608**, and/or the communications medium **610**.

The non-transitory computer readable medium **606** can also be distributed among multiple data storage elements, which could be remotely located from each other. The computing device that executes some or all of the stored instructions can be a microfabrication controller, or another computing platform. Alternatively, the computing device that

executes some or all of the stored instructions could be remotely located computer system, such as a server.

While various aspects and embodiments have been disclosed herein, other aspects and embodiments will be apparent to those skilled in the art. The various aspects and embodiments disclosed herein are for purposes of illustration and are not intended to be limiting, with the true scope being indicated by the following claims.

The particular arrangements shown in the Figures should not be viewed as limiting. It should be understood that other embodiments may include more or less of each element shown in a given Figure. Further, some of the illustrated elements may be combined or omitted. Yet further, an exemplary embodiment may include elements that are not illustrated in the Figures.

Additionally, while various aspects and embodiments have been disclosed herein, other aspects and embodiments will be apparent to those skilled in the art. The various aspects and embodiments disclosed herein are for purposes of illustration and are not intended to be limiting, with the true scope and spirit being indicated by the following claims. Other embodiments may be utilized, and other changes may be made, without departing from the spirit or scope of the subject matter presented herein. It will be readily understood that the aspects of the present disclosure, as generally described herein, and illustrated in the figures, can be arranged, substituted, combined, separated, and designed in a wide variety of different configurations, all of which are contemplated herein.

What is claimed is:

1. A system comprising:

an aerial vehicle comprising: a propeller, a motor-generator mechanically coupled to the propeller, a DC bus electrically coupled to the motor-generator, a transformer, and a converter electrically coupled to the transformer, wherein the motor-generator is configured to alternately: (i) use energy from the DC bus to move the propeller and thereby generate thrust on the aerial vehicle, and (ii) generate electrical energy from movement of the propeller and, using the generated electrical energy, supply the DC bus;

a tether coupled to the aerial vehicle, wherein the tether comprises a first conductive path and a second conductive path configured to transmit an AC voltage by the first conductive path conducting a periodically varying voltage with respect to a voltage on the second conductive path; and

a ground station coupled to the aerial vehicle via the tether, wherein the ground station and the DC bus in the aerial vehicle are configured to transmit power between one another via the tether,

wherein the tether has an internal tether capacitance between the first conductive path and the second conductive path,

wherein the transformer is configured to transform between the AC voltage transmitted through the tether and a reduced AC voltage, and

wherein the converter is configured to convert between the reduced AC voltage and a DC voltage that supplies the DC bus.

2. The system of claim 1, further comprising at least one inductor coupled to at least one of the first and second conductive paths, and wherein the at least one inductor and the tether capacitance combine to cause resonant electrical oscillation of the AC voltage transmitted through the tether at a

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resonant frequency, wherein the resonant frequency is based, at least in part, on the tether capacitance and the at least one inductor.

3. The system of claim 2, wherein the AC voltage transmitted through the tether periodically crosses through zero with a frequency based on the resonant frequency, and

wherein the converter is configured to use zero voltage switching to convert between the reduced AC voltage and the DC voltage.

4. The system of claim 2, further comprising at least one capacitor coupled between the first and second conductive paths, in parallel with the tether capacitance, such that the resonant frequency is based on the tether capacitance, the at least one inductor, and the at least one capacitor.

5. The system of claim 2, wherein the resonant frequency is greater than about 2 kilohertz.

6. The system of claim 1, further comprising a current source connected to the converter, and

wherein the current source charges the tether capacitance upon a given polarity reversal of the current source such that a voltage across the first and second conductive paths gradually changes between positive and negative values in response to the given polarity reversal.

7. The system of claim 1, wherein the converter is configured to provide the reduced AC voltage with a frequency that exceeds about 2 kilohertz, and

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wherein the transformer is configured to provide the AC voltage transmitted through the tether with a voltage that exceeds about 2 kilovolts.

8. The system of claim 1, wherein the aerial vehicle further comprises a motor drive coupled between the DC bus and the motor-generator, wherein the motor drive is configured to: (i) draw energy from the DC bus for the motor-generator to use to move the propeller and thereby generate thrust, and (ii) supply the DC bus with electrical energy generated via the motor-generator from movement of the propeller.

9. The system of claim 1, wherein the ground station is configured to: (i) receive power from a power distribution grid; (ii) convert the received power to high frequency AC voltage; (iii) transform the high frequency AC voltage to a high voltage transmission level; and (iv) transmit the transformed high frequency AC voltage to the aerial vehicle through the tether.

10. The system of claim 1, wherein the ground station is configured to: (i) receive high frequency AC voltage from the aerial vehicle transmitted through the tether; (ii) transform the high frequency AC voltage to a lower voltage level; (iii) convert the transformed high frequency AC voltage to a voltage configured to be distributed over a power distribution grid; (iv) provide power to the power distribution grid using the converted voltage.

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