

References

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Errata

Some Aspects of Fan Noise Suppression Using High Mach Number Inlets

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CORRECTED captions to Figs. 2, 8, 9, 10, 11, 12, 14 should read:

Fig. 2 Evolution of a rotor (cascade) MPT pattern using the nonlinear model of Kurosaka.⁶ $B=53$ blades. $M_\infty=1.135$. Blade to blade spacing, $S=1.09$ in. Incidence for nominal stagger $=1.05^\circ$. Nominal stagger 65° . x =axial distance; \bigcirc =uniform rotor; \diamond =25th shaft harmonic; \triangle =13th shaft harmonic; \square =BPF; \ominus =41st shaft harmonic.

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Index categories: Aircraft Noise, Aerodynamics (including Sonic Boom); Aircraft Aerodynamics (including Component Aerodynamics); Subsonic and Transonic Flow.

Fig. 8 Aerodynamic behavior of accelerating inlets—total pressure recovery correlated with one-dimensional geometric throat Mach number. \triangle -inlet 1 (baseline); \bigcirc -inlet 2; \ominus -inlet 3; \diamond -inlet 4. All inlets $L/d=1$. Inlet 4 has an extended high Mach number region and the shortest diffuser.

Fig. 9 Measured radiated sound power vs wheel speed for the GE-Corporate Research & Development tests. \triangle -inlet 1 (baseline); \bigcirc -inlet 2; \ominus -inlet 3; \diamond -inlet 4. Note the breaks in curves for inlets 2 and 3 which appear to be traceable to effects of unsteady shock boundary-layer interaction in the inlet throat.

Fig. 10 Noise reduction for the GE-Corporate Research & Development tests. Peak 200 ft sideline PNL tested for correlation with peak wall Mach number. All data referenced to inlet 1. \triangle -inlet 2; \bigcirc -inlet 3; \diamond -inlet 4.

Fig. 11 Noise reduction for the GE-Corporate Research & Development tests in terms of peak 200 ft sideline PNL. Correlation with respect to one-dimensional geometric throat Mach number. All data referenced to inlet 1. \triangle -inlet 2; \bigcirc -inlet 3; \diamond -inlet 4.

Fig. 12 Noise reduction data for the GE-Corporate Research & Development tests (high-speed fan) in terms of radiated sound power level. \triangle -inlet 2; \bigcirc -inlet 3; \diamond -inlet 4. --- calculations using inlet 3 Mach number distribution. All data referenced to inlet 1.

Fig. 14 Composite of accelerating inlet noise reduction data—influence of wheel tip speed. \bigcirc - $\frac{1}{2}$ scale fan data; \diamond -Langley high tip speed; \triangle -Langley low tip speed; \ominus -GE-Corporate Research & Development tests (high-speed fan).