

Aeroacoustics of Flight Vehicles, Theory and Practice

Volume 1: Noise Sources; Volume 2: Noise Control

Harvey H. Hubbard, Editor

Published in 1994; Originally Published in 1991

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Preface to Volumes 1 and 2

The field of aeroacoustics has matured dramatically in the past two decades. Researchers have gained significant theoretical and experimental understanding of the noise generated by aircraft power plants and their components. In addition, airframe noise and interior noise have been investigated extensively. The physical understanding obtained from these efforts has resulted in the development of hardware capable of reducing community noise and of meeting strict noise certification requirements. Reductions in overall sound pressure level of 20 to 30 dB have been obtained for some types of power plants, while in the same period their installed power has increased significantly.

Current quiet flight vehicle designs are based on information reported in a multitude of journals, conference proceedings, research reports, and specialized books. Each of these scientific publications represents only incremental steps in the evolution of our present understanding of the various aeroacoustic noise generation and propagation mechanisms and procedures for noise control. There is thus a need for a reference document summarizing the current status of aeroacoustics. It is recognized that some other fine books on aeroacoustics are already available. The reader is referred to the classic handbooks by Harris on noise and vibration control; to Goldstein's "Aeroacoustics," which provides a general theoretical treatment of most aeroacoustic noise sources; to the text "Noise and Acoustic Fatigue in Aeronautics" by Richard and Mead; and to the AIAA Preprint Series volume entitled "Aerodynamic Noise." The current book represents an attempt to integrate and update the information in previous related publications, to provide a balanced viewpoint with both fundamental and applied aspects being considered, and to focus on those topics that are significant for the design and operation of quiet flight vehicles.

In July 1982, the Continuing Education Subcommittee of the Institute of Aeronautics and Astronautics (AIAA) Aeroacoustics Technical Committee identified a critical need for a reference book summarizing and interpreting the status of research in aeroacoustics. The full Aeroacoustics Technical Committee agreed with this conclusion and enthusiastically supported the concept of publishing such a book. The book would have a scope consistent with that of the Technical Committee and would include physics of noise produced by motion of fluids and bodies through the atmosphere and by chemical reaction processes; it would also include the responses of human beings, structures, and the atmosphere to aerodynamic noise. The subcommittee was then instructed to prepare an initial outline of the book for planning purposes and to procure financial support for its printing. This effort has been given generous support by the Langley, Lewis and Ames Research Centers of the National Aeronautics and Space Administration (NASA); the U.S. Air Force Wright Research and Development Center; and the U.S. Army Aviation Systems Command.

This book is planned as a reference publication, easily readable by persons with scientific or engineering training who have completed a bachelor degree study program. It serves as an authoritative resource book for teachers, students, and researchers, but it is not designed for use directly as a textbook. It provides recommended methodology to evaluate aeroacoustics-related problems and suggests approaches to their solutions, without extensive tables, nomographs, and derivations. It is oriented

toward flight vehicles and emphasizes underlying physical concepts. Theoretical, experimental, and applied aspects are covered, including the main formulations, and comparisons of theory and experiment.

The preparation of the material for this book has been carried out under the general supervision of the AIAA Technical Committee on Aeoracoustics. The Committee elected the editor (Harvey H. Hubbard), two associate editors (Christopher K.W. Tam and Robert H. Schlinker), and six additional editors (Charles E. Feiler, James C. Yu, Walter K. Eversman, Marvin E. Goldstein, Robert E. Kraft, and Yung H. Yu). Donald L. Lansing and John Laufer (until his untimely death) also served for short terms. They functioned as an editorial board to establish the overall policy for the organizing reviewing, and editing of the book. Each was selected because of his expert knowledge of at least one of the specialty areas covered in the book. They collectively comprise a team of experts who represent industry, government, and academia viewpoints.

The editorial board members chose by vote the lead authors for each chapter based on their stature and expertise in particular technical areas and on their proven ability to communicate. In all cases, contributing authors were selected and enlisted by the lead authors and on the basis of the same criteria. An outline of each chapter was first approved by the editorial board as a means of defining the overall scope of that chapter. Technical reviewers were chosen by vote of the editorial board based on their expertise of subject matter and the nature of their experience. Two to four persons were selected to provide technical reviews for each manuscript. These technical reviews were then provided to the appropriate authors as a basis for the preparation of their final manuscripts. Final editing was accomplished by Mary K. McCaskill and Thomas H. Brinkley of the NASA Langley Research Center Technical Editing Branch. This latter effort involved skilled technical editors closely associated with the publication profession. Their work included checking for accuracy, grammar, consistency of style, compliance with editorial instructions, and assembly for printing.

Authors and reviewers contributed their time for this project without receiving compensation. Draft manuscript preparation, typing, and graphics were supported partially or wholly by the participant's employer. All these contributions were vital to the success of this project and are greatly appreciated. Supporting reference information cited in this book is limited to publications available at the time of the text preparation. No proprietary or classified information is included in order to protect the interests of authors' companies and governments. In order to enhance its utility, this book is divided into two volumes, each of which has a list of symbols, an index, and a separate glossary of terms. Reference lists for each chapter contain the key available supporting documents.

Volume 1 includes all the chapters that relate directly to the sources of flight vehicle noise: Propeller and Propfan Noise; Rotor Noise; Turbomachinery Noise; Jet Noise Classical Theory and Experiments; Noise From Turbulent Shear Flows; Lift Noise; Combustion and Core Noise; and Sonic Boom. Volume 2 includes those chapters that relate to flight vehicle noise control and/or operations: Human Response to Aircraft Noise; Atmospheric Propagation; Theoretical Models for Duct Acoustic Propagation and Radiation; Design and Performance of Duct Acoustic Treatment; Jet Noise Suppression; Interior Noise; Flyover-Noise Measurement and Prediction; and Quiet Aircraft Design and Operational Characteristics. This book was published initially in August 1991 as NASA Reference Publication 1258, Vols. 1 and 2, and with a companion United States Air Force Wright Research and Development Center designation as Technical Report 90-3052, Vols. 1 and 2. It was printed in soft cover and carried the appropriate NASA, U.S. Air Force, and U.S. Army logos on its covers.

In November 1993, the Acoustical Society of America agreed to reprint it in a hard-cover version but with modifications to the covers and title pages and with minor changes and corrections to the text. Elaine Moran of the Acoustical Society of America and Andrew Prince of the American Institute of Physics have coordinated the preparation of materials for this reprinting.

Human response to aircraft noise Aeroacoustics of flight vehicles: Theory and practice-Volume 2: Noise control. Jan 1995. C A Powell.Â
Aeroacoustics of flight vehicles: Theory and practice-Volume 2: Noise control. Ed. Hubbard, H.H. ASA, NY.Â A vehicle interior dual-
secondary sound source adaptive active noise control (AANC) system was established. The layout experiment of secondary sound
source for two-channel AANC systems was carried out. The influence of secondary sound source layout and their relative locations with
error microphones on noise attenuation effect and cancellation zone was analyzed. The reasonable layout of secondary [Show full
abstract] sound source and error microphones was determined.

This noise control principle is manifested in the definition and declaration of noise characteristics for products or machines and the description of achievable values by the standards. 5.2. industrial noise sources. In this section, the fundamental mechanisms of noise sources are discussed, as well as some examples of the most common machines used in the work environment. The sound pressure level generated depends on the type of the noise source, distance from the source to the receiver and the nature of the working environment. For a given machine, the sound pressure levels depend on the par

optimal control problem reducing the noise on the ground during the approach. The mathematical modelization of this problem is a non-convex optimal control governed by ordinary non-linear differential equations. [11] www.ircan.org.

[11] H. Harvey Hubbard, *Aeroacoustics of Flight Vehicles, Theory and Practices Volume 1: Noise sources and Volume 2: Noise Control*. NASA Langley Research Center, Hampton, Virginia 1994.

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26. F. Nahayo M.Haddou S.Khardi M.Hamadiche and J.Ndimubandi 2012, Two-Aircraft optimal control problem. The in-flight noise reduction., *Journal of the European Series in Applied and Industrial Mathematics (ESAIM)*. Ed. EDP Sciences-ESAIM (Cambridge University Press, USA). 90-3052

Aeroacoustics of Flight -Vehicles: Theory and-Practice August 1991. Volume 1: Noise Sources. Volume II includes those chapters that relate to flight vehicle noise control and/or operations: Human Response to Aircraft Noise; Atmospheric Propagation; Theoretical Models for Duct Acoustic Propagation and Radiation; Design and Performance of Duct Acoustic Treatment; Jet Noise Suppression; Interior Noise; Flyover-Noise Measurement and Prediction; and Quiet Aircraft Design and Operational Characteristics. In aeroacoustic theory these can be modeled with quadrupole sources distributed in the volume surrounding the blades. In principle, the quadrupole could be used to account for all the viscous and propagation effects not covered by the thickness and loading sources.

Harvey Hubbard, H. (1994) *Aeroacoustics of Flight Vehicles, Theory and Practices Volume 1: Noise sources and Volume 2: Noise Control*. NASA Langley Research Center, Hampton, VA. has been cited by the following article: General Relativity as the Classical Limit of the Renormalizable Gauge Theory of Volume Preserving Diffeomorphisms. Christian Wiesendanger. DOI: 10.4236/jmp.2014.510098 5 076 Downloads 5 953 Views Citations. Based on the Theory of Grey System to Forecast China's Business Volume of Express Services. Shiyin Tang, Guangming Deng. DOI: 10.4236/me.2015.62025 2 882 Downloads 3 494 Views Citations. Pub. Date: February 12, 2015.