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16. Abstract

An aeroacoustic test program was performed with a YF-12 aircraft at ground static conditions. The objective was to collect acoustic and aerodynamic data that could determine the cause of YF-12 inlet noise suppression observed earlier. Data were obtained over a wide range of engine speeds; with the spike in forward, midway, and aft positions; with the forward bypass open or closed; and with the spike bleed open or closed. Acoustic measurements were made in the far-field and aerodynamic and acoustic measurements were made inside the YF-12 inlet. The J58 test engine was also removed from the aircraft and tested separately with a bellmouth inlet. The test results showed that the far-field noise level was significantly lower for the YF-12 inlet than for the bellmouth inlet at engine speeds above about 5500 rpm. The differences varied from about 5 PNdB to about 11 PNdB, depending on engine speed and on YF-12 inlet configuration. There was no evidence that YF-12 inlet noise suppression was caused by flow choking. The spectral peak near the blade passing frequency disappeared in the region of the spike support struts at engine speeds between 6000 and 6600 rpm, however. Also, multiple pure tones were significantly reduced in the region of the spike support struts.

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AERODYNAMIC AND ACOUSTIC BEHAVIOR OF A YF-12 INLET AT STATIC CONDITIONS

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SUMMARY

An aeroacoustic test program was performed with a YF-12 aircraft at ground static conditions. The objective was to collect acoustic and aerodynamic data that could determine the cause of YF-12 inlet noise suppression observed earlier. Data were obtained over a wide range of engine speeds; with the spike in forward, midway, and aft positions; with the forward bypass open or closed; and with the spike bleed open or closed. Acoustic measurements were made in the far-field, and aerodynamic and acoustic measurements were made inside the YF-12 inlet. The J58 test engine was also removed from the aircraft and tested separately with a bellmouth inlet. The test results showed that the far-field noise level was significantly lower for the YF-12 inlet than for the bellmouth inlet at engine speeds above about 5500 rpm. The differences varied from about 5 PNdB to about 11 PNdB, depending on engine speed and on YF-12 inlet configuration. There was no evidence that YF-12 inlet noise suppression was caused by flow choking. The spectral peak near the blade passing frequency disappeared in the region of the spike support struts at engine speeds between 6000 and 6600 rpm, however. Also, multiple pure tones were significantly reduced in the region of the spike support struts.

INTRODUCTION

Supersonic cruise research technology studies have shown the need for inlet suppression of fan noise at landing approach and takeoff conditions to meet community noise regulations. Discussions at the NASA-Lewis Inlet/Fan Noise Workshop in November 1978 produced a consensus that 15 to 20 PNdB suppression was required on landing approach, and 5 to 10 PNdB on takeoff. These estimates were based in part on the anticipated characteristics of variable-cycle engines now being developed. Until recently, it had generally been assumed that such suppression levels would be achieved mainly by choking the inlet, and partly by the use of acoustic liners. Operating with choked inlets may give significantly lower total pressure recovery and higher distortion, however. This may critically affect overall aircraft performance in these low-altitude, low-speed conditions. Thus, there is a strong incentive to determine those inlet design features that can give the required noise suppression, while maintaining the performance required for safe operation.

In December 1978 some exploratory ground-static tests of inlet suppression of compressor noise were performed at NASA-Dryden Flight Research Center using a YF-12 aircraft. Additional tests of a J58 engine with a bellmouth inlet were performed for comparison. The results showed significant noise suppression for the YF-12 inlet compared to the bellmouth inlet. Calculated Mach numbers indicated that the flow was well below choking throughout the inlet. No inlet flow field measurements or internal acoustic measurements were made in these exploratory tests, however. As a result, no definite interpretation of these

noise suppression results was possible. It may be noted that similar results were reported by Putnam and Smith (reference 1) for an XB-70 aircraft. In that case also, there was significant noise suppression at conditions well below choking. Again, lack of inlet instrumentation prevented an explanation of the acoustic data.

Because the exploratory YF-12 data offered the possibility that some feature of the inlet design, other than choking, provided noise suppression, the NASA-Dryden Flight Research Center and the Lockheed-California Company performed a more comprehensive test program. The general objective of this program was to collect acoustic and aerodynamic data to provide the basis for identifying the physical causes of the noise suppression. Within this broad objective, it was desired to determine whether in fact choking had occurred in the YF-12 inlet, and to locate the region of the inlet where noise suppression occurred.

In the subsequent test program, aerodynamic and acoustic measurements were made inside the inlet, and acoustic measurements outside. All the tests were performed with a YF-12 aircraft at ground static conditions. Engine speed was varied from 3800 to 6600 rpm. Spike position was held in forward, midway, or aft position. The forward bypass was either open or closed. On some runs the spike bleed was closed by taping over the bleed perforations. After the tests with the YF-12 aircraft were completed, the J58 engine used in the tests was removed from the aircraft. A series of acoustic tests were performed on this engine with a bellmouth inlet, to provide directly comparable data.

The first results of this test program were presented in reference 2. The present report gives the results of the entire test program.

SYMBOLS

A_C	Inlet capture area
A_{CL}	Inlet area at cowl lip
A_{EF}	Engine face area
A_T	Inlet throat area
A, B, C, D, E	Total pressure probes at engine face, see figure 6
BPF	Blade passing frequency
g	Acceleration of gravity
K_a	Combined distortion
K_r	Radial distortion
K_θ	Circumferential distortion

SYMBOLS (continued)

LP-8	Overall sound pressure level
M	Mach number
$\bar{M}$	Area-weighted engine face Mach number
M_{CL}	Mach number at cowl lip
M_{EF}	Engine face Mach number based on corrected air flow rate
$M_{R2, R4}$	Average Mach number at rakes R2 and R4
M_{R1}	Average Mach number at rake R1
M_T	Throat Mach number
MPT	Multiple pure tone
m_{CL}	Mass flow rate at cowl lip
m_{ENG}	Mass flow rate of engine
m_T^*	Sonic mass flow rate at throat area and at freestream total pressure
N	Engine speed
ODBA	Noise level computed by log sum of A-weighting sound pressure levels
P	Static pressure
P_o	Ambient pressure
P_{STD}	1.0 atm
P_T	Total pressure
P_T'	Total pressure measured by pitot tube
P_{T_o}	Freestream total pressure; also, ambient pressure
$P_{T_{EF}}$	Area-weighted engine face total pressure
$P_{T_{CL}}$	Total pressure at cowl lip
$\Delta P_T/P_{T_{EF}}$	Engine face distortion
PNL	Perceived noise level
q_{EF}	Dynamic pressure at engine face

SYMBOLS (continued)

r_c	Inlet radius at cowl lip
R	Gas constant for air
SIL	Speech interference level (not applicable for external noise)
SPL	Sound pressure level
T	Temperature
T_o	Ambient temperature
T_{STD}	288.15 degrees kelvin
W	Weight flow rate
W_{CL}	Weight flow rate at cowl lip
X	Axial distance from cowl lip
X_i/r_c	Distance ratio from spike tip to rake or tap on spike
X_{CL}/r_c	Distance ratio from spike tip to cowl lip
X_{CW}/r_c	Distance ratio from cowl lip to rake or tap on spike
$\Delta X/r_c$	Distance ratio spike is translated forward from design position
y/r_c	Normal distance ratio of rake probes from surface
δ	Corrected pressure, P_T/P_{STD}
θ	Corrected temperature, T_o/T_{STD}

AIRCRAFT AND INSTRUMENTATION

Aircraft

The photograph in figure 1 shows YF-12 aircraft 06935 with J58 engines as it was positioned for the tests. The aircraft and the far-field microphones were on a concrete taxiway so that sound propagation was entirely over concrete.

Some of the measurements for these tests were made using existing aircraft sensors. Thus, ambient pressure and temperature were measured by aircraft free-stream total pressure and total temperature probes, respectively, in ground-static conditions. Engine speed, spike position, and forward bypass door position were also obtained from onboard sensors. Each of the above quantities was recorded over the same time intervals as the other pressure and acoustic measurements. Figure 2 shows the schematic arrangement of the data recording system.

Aerodynamic Instrumentation

The principal features of the YF-12 inlet are shown in the isometric sketch of figure 3. In developing the instrumentation plan, a number of possible causes of noise suppression were considered. These included suppression by the spike bleed, the shock trap, or the forward bypass; locally sonic flow at one of the minimum areas near the cowl lip, the shock trap, and the spike support struts; and interference by the spike support struts. The inlet instrumentation was chosen with these possibilities in mind.

Inlet instrumentation locations are given in table 1 and in the sketches shown in figures 4 and 5 for the spike in the forward and aft positions, respectively. The symbols S1, S2, etc., denote wall static pressure measurement locations. R1, R2, etc., denote total pressure rakes. K1, K3, etc., denote Kulite acoustic sensors mounted flush with the inlet surface. The Kulites are discussed in the Acoustic Instrumentation section. The rakes, static pressure orifices, and Kulites had different angular locations to minimize interference effects.

A static pressure measurement (S28) was also made in the spike bleed plenum.

Figure 6 is a schematic front view of the inlet guide vane (IGV) rakes, showing the total pressure measurement locations. These total pressure probes were built into the IGVs, so there was no interference due to a separate engine face rake.

With the spike in the forward position, the rakes on the cowl and spike lined up as shown in figure 4. These rakes were also close to the minimum geometric flow areas, which are shown in figure 7. The total pressure rakes and the wall static pressures were included to provide details of the inlet flow and to aid in the interpretation of the acoustic data. It was particularly desired to detect any regions of sonic flow and of flow separation. The IGV total

pressure measurements were intended to provide inlet total pressure recovery and inlet distortion. Rakes R1 and R3 were also to be used to estimate the mass flow rate at the cowl lip. Because the engine flow rate was known as a function of corrected engine speed and total pressure recovery, an estimate could be made of flow rate into the inlet through the forward bypass and the spike bleed. These mass flow rates are included in the tabulations of Appendix A.

Pressures were sensed by a scanivalve system that was located on top of the wing inboard of the engine. This location minimized the length of tubing from the orifice to the transducer. The system included three scanivalves, each with 48 ports. The three were connected to each other and driven by the same motor. Pressures were sampled by each scanivalve at the rate of ten ports per second. The differential pressures were sensed by a single transducer with a range of $\pm$ 7 psid from the reference. The reference pressure was sensed by a single high-accuracy digital transducer. The arrangement used to record the scanivalve data is indicated in figure 2.

Acoustic Instrumentation

The arrangement of the external microphones is shown in the plan view sketch of figure 8. The nine microphones in the forward 110-degree arc were placed to primarily measure compressor noise. The aft microphone, F10, primarily recorded jet noise. F10 was placed at only 15.2m (50 ft) from the nozzle exit because this was nearly the limit of the concrete taxiway in that direction.

Microphone M11 was placed on the upper wing outside of the forward bypass to measure the noise radiated through the bypass. Microphone M1 was in the spike bleed plenum, microphone M2 was inside of the shock trap, and microphone M3 was inside of the forward bypass plenum opposite to M11.

Kulite locations were chosen to detect differences in sound pressure level and in spectrum shape across the support struts, the forward bypass, the shock trap, the spike bleed, and the three throats (at spike forward). K12 and K14 were placed to provide acoustic data near the engine noise source. It was recognized that the data from K12 and K14 would also be influenced by the inlet flow conditions near the engine face, however. The Kulite placement is shown in figures 4 and 7, and in table 1.

A Bruel and Kjaer (B&K) system was used for far-field microphones F1 through F10, and microphones M1, M2, M3, and M11. The B&K system is shown in figure 9. The nylon windscreen around the microphone effectively reduces wind-induced noise at low wind speeds. The B&K microphones have high resistance to humidity, a wide temperature range, and small temperature coefficients. They have a sufficiently rugged construction for easy handling in the field.

Kulite transducers were used for the inlet acoustic measurements because of their small size and favorable frequency response characteristics. The Kulite system is shown in figure 10. The Kulite transducer consists of a miniature silicon diaphragm on which a Wheatstone bridge has been atomically bonded using solid state diffusion.

Each microphone system was first calibrated in the laboratory as a complete system. Each system was checked for noise floor, sensitivity, and frequency response. A recording of system frequency response was made. Because the Kulites, except K1, were inaccessible after the engine was installed, a durability test was conducted prior to engine installation. With each Kulite system mounted in the inlet, it was checked for sensitivity and frequency response over a two day period. No changes were noticed, so the engine was installed and testing began.

Each day prior to and after testing a field calibration was performed on the far-field microphone system. The field calibration consisted of a sensitivity calibration using a B&K 4220 pistonphone and a system frequency response check using an IVIE IE-20B pink noise generator. The pistonphone is a portable, battery driven, precision calibrator. With the microphone properly seated in the coupler of the pistonphone, the sound pressure level at the microphone diaphragm was normally 124 dB relative to 0.0002 microbar at 250 Hz. The calibration was corrected for atmospheric pressure using a barometer provided with the pistonphone. The pistonphone accuracy was $\pm$ 0.2 dB. The pink noise generator provided broadband noise whose energy content was inversely proportional to frequency. The IVIE pink noise generator was battery operated with specifications of $\pm$ 0.5 dB from 20 Hz to 20 KHz. All calibrations were recorded on tape along with the data.

Near the end of the testing, the spike was removed so that the spike bleed perforations could be closed by taping from inside the spike. At this time another calibration of the B&K and the Kulite systems was performed. All of the microphone systems were found to be acceptable. At the completion of testing, all systems were calibrated again and recorded on tape.

Bellmouth Inlet/J58 Engine Tests

After the test program with the YF-12 aircraft was completed, the left J58 engine used in the tests was removed from the aircraft. Acoustic tests at ground-static conditions were then performed on this engine with a bellmouth inlet. The purpose of these tests was to obtain data that would allow direct assessment of the effect of the YF-12 inlet on the transmitted noise, without variation in the noise source. The earlier bellmouth inlet/J58 engine tests had used a different engine from that in the aircraft. Although no significant differences were anticipated, it was desirable to perform these last tests for completeness.

The photograph of figure 11 shows the subject J58 engine in a test cell at Beale Air Force Base, California. In the foreground the microphones are visible. Figure 12 is a plan view sketch of the test arrangement, showing the microphone locations.

The microphone system for these bellmouth inlet/J58 engine tests was the same B&K system described in the Acoustic Instrumentation section.

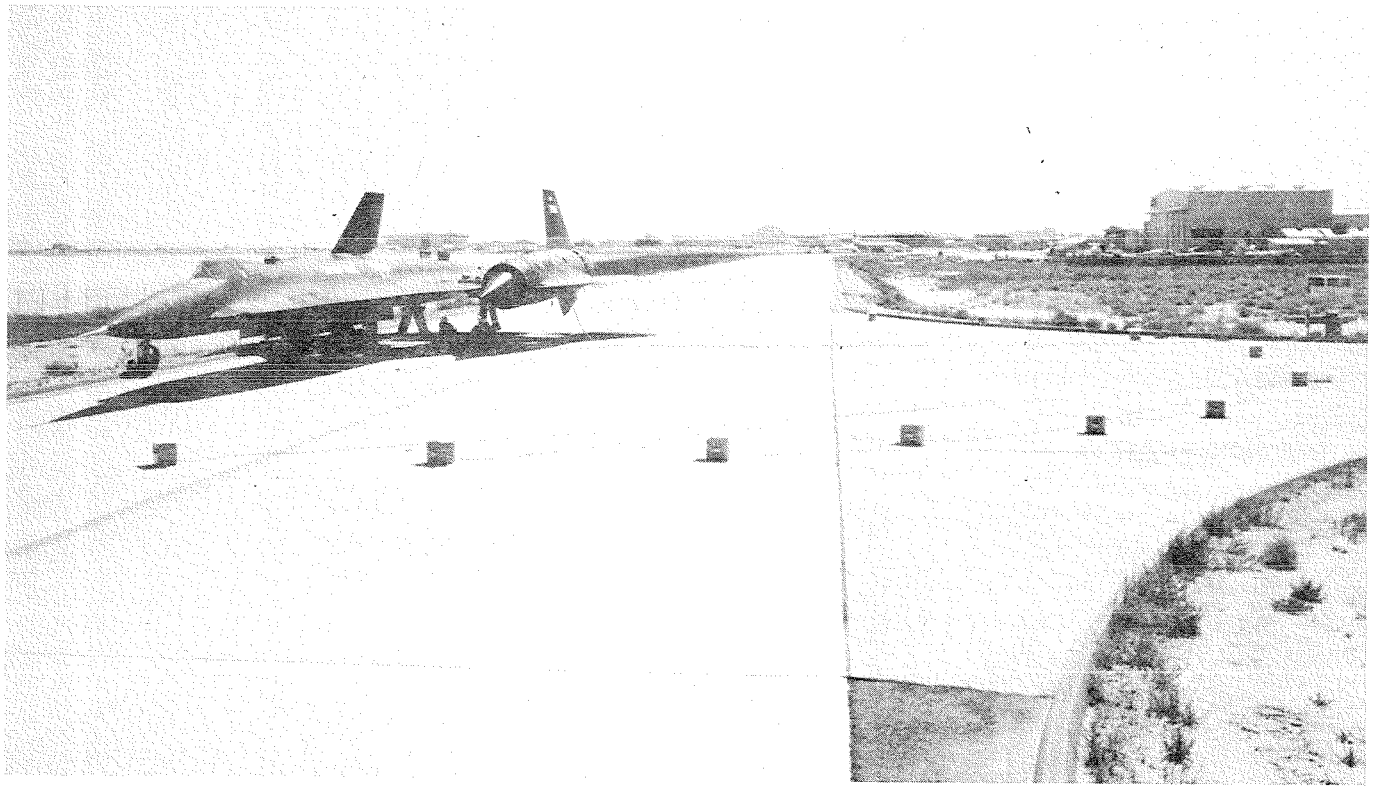


Figure 1. YF-12 aircraft in position for aeroacoustic tests.

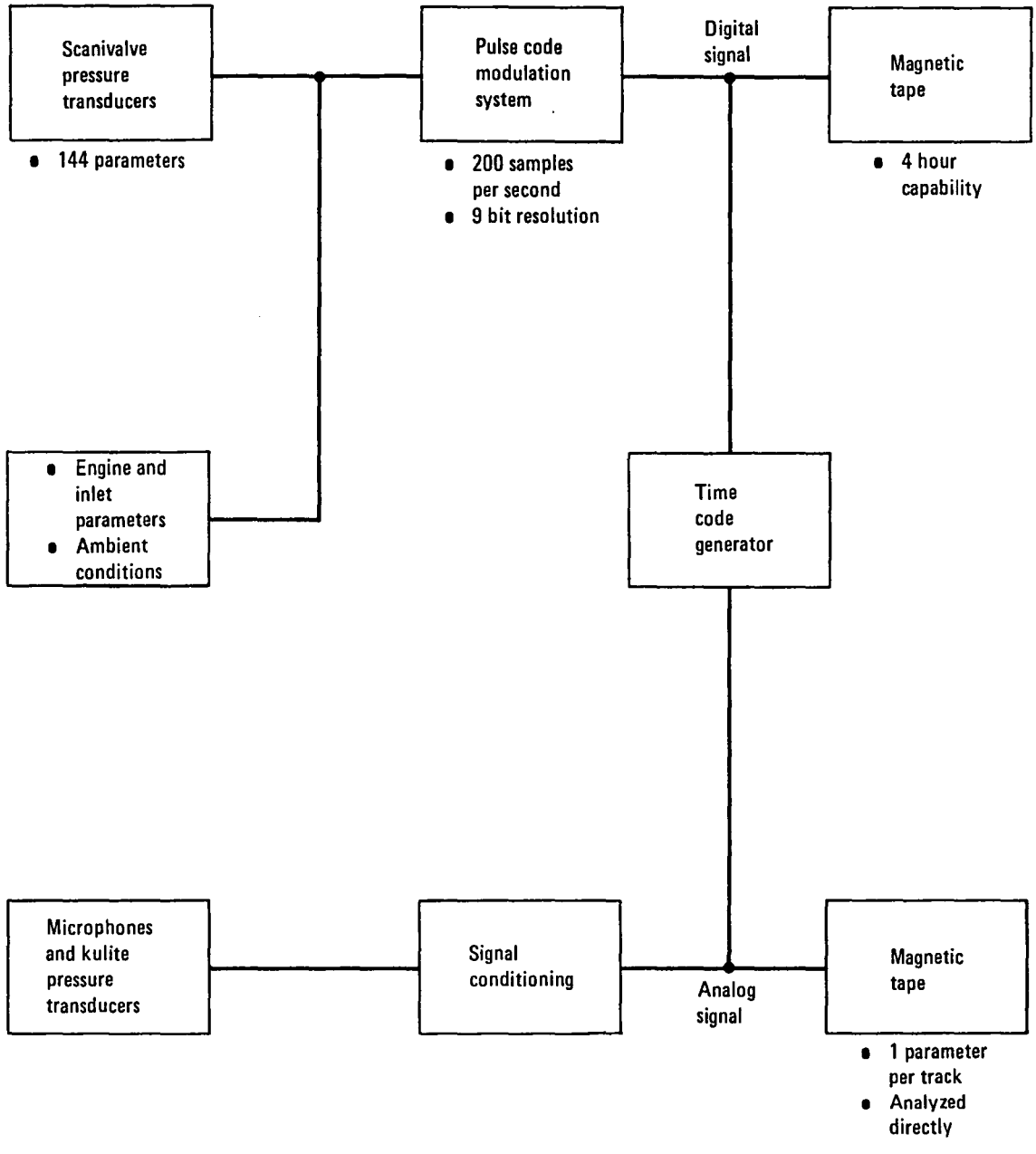


Figure 2. Data recording system schematic.

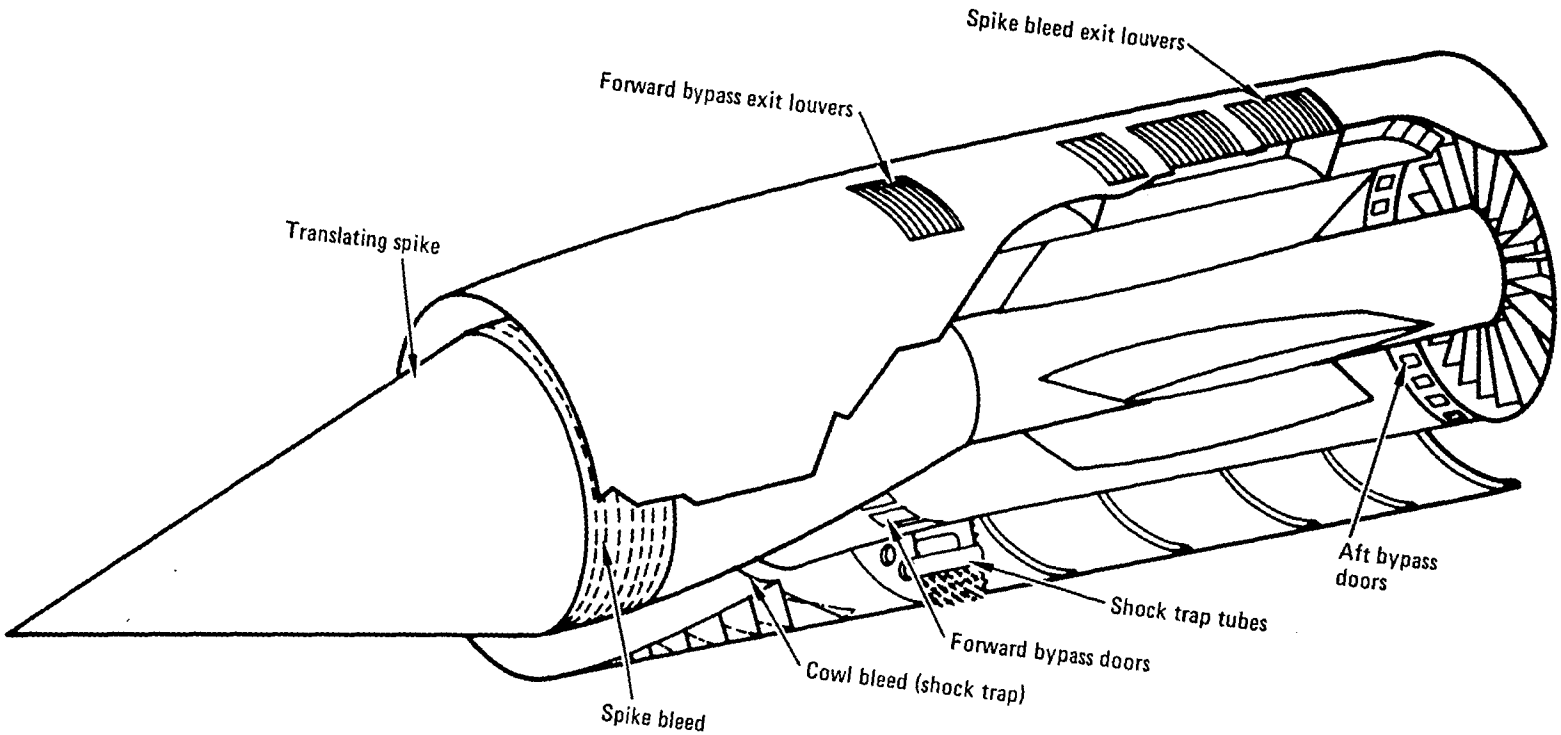


Figure 3. YF-12 Inlet

TABLE 1. INLET INSTRUMENTATION LOCATIONS

SENSOR	STATION* (x/r_c)	ANGLE** (DEG)	SURFACE
S1	–0.08	13	SPIKE
K1	–0.08	2.9	
R1	0.069	30.2	
S2	0.069	22	
S11	0.069	112	
S12	0.069	202	
S13	0.069	292	
S3	0.137	0	
S4	0.403	3.74	
S5	0.639	0	
S6	0.886	2.3	
K3	0.886	7.24	
S7	1.014	0	
S8	1.146	0	
S9	1.509	19.7	
R2	1.464	42.8	
S10	1.845	1.0	
K5	1.845	4.5	
S28	-	-	(INSIDE SPIKE)
S24	3.504	-	
R6	3.504	-	
K14	5.094	-	
S27	5.300	-	
S14	0.031	66.4	COWL
R3	0.07	53.0	
S15	0.186	66.4	
S16	0.415	65.9	
S17	0.847	65.9	
S25	0.847	39.3	
K6	0.847	65.9	
S18	1.174	65.9	
S19	1.459	32.8	
S20	1.540	31.7	
R4	1.538	37.1	
K8	1.824	6.0	
S21	1.827	13.1	
S22	2.784	-	
K10	2.784	-	
S23	3.298	-	
R5	3.327	0	
K12	5.083	-	
S26	5.289	-	

* Referenced to cowl lip with spike in forward position.

** Referenced to zero degrees at top looking downstream, clockwise positive.

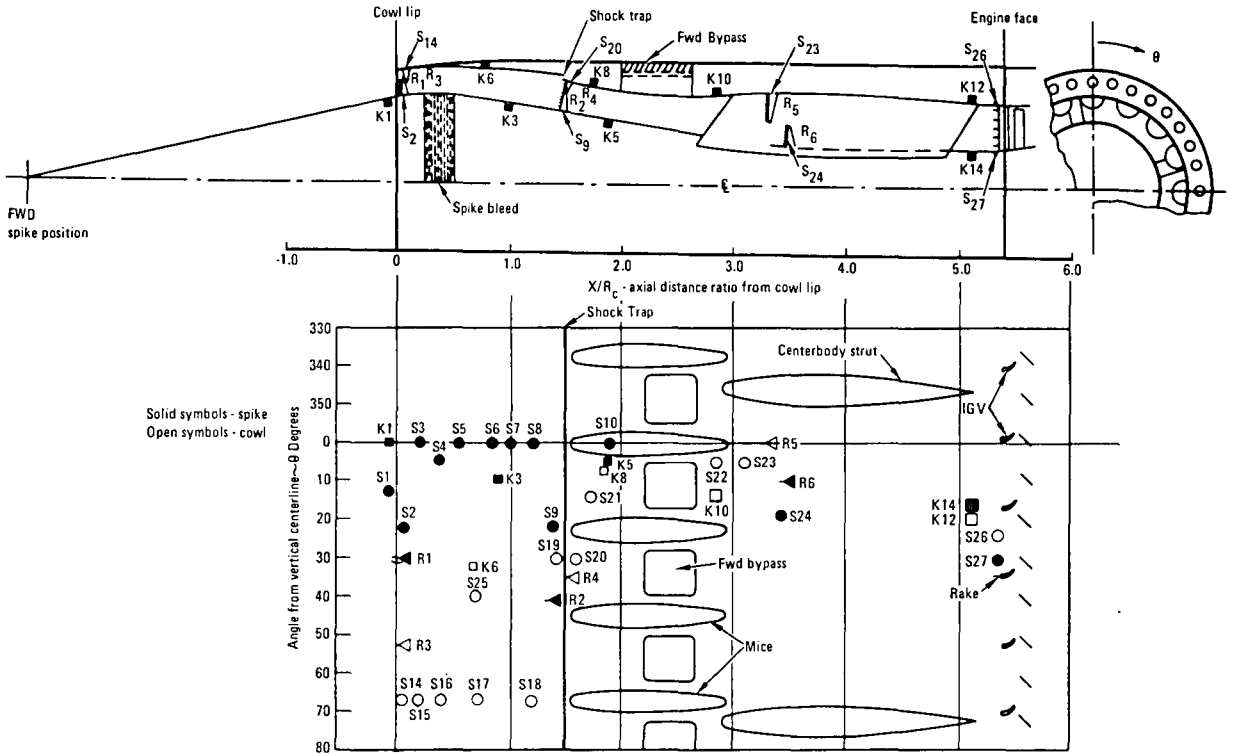


Figure 4. Sketch of instrumentation locations inside the inlet - spike forward.

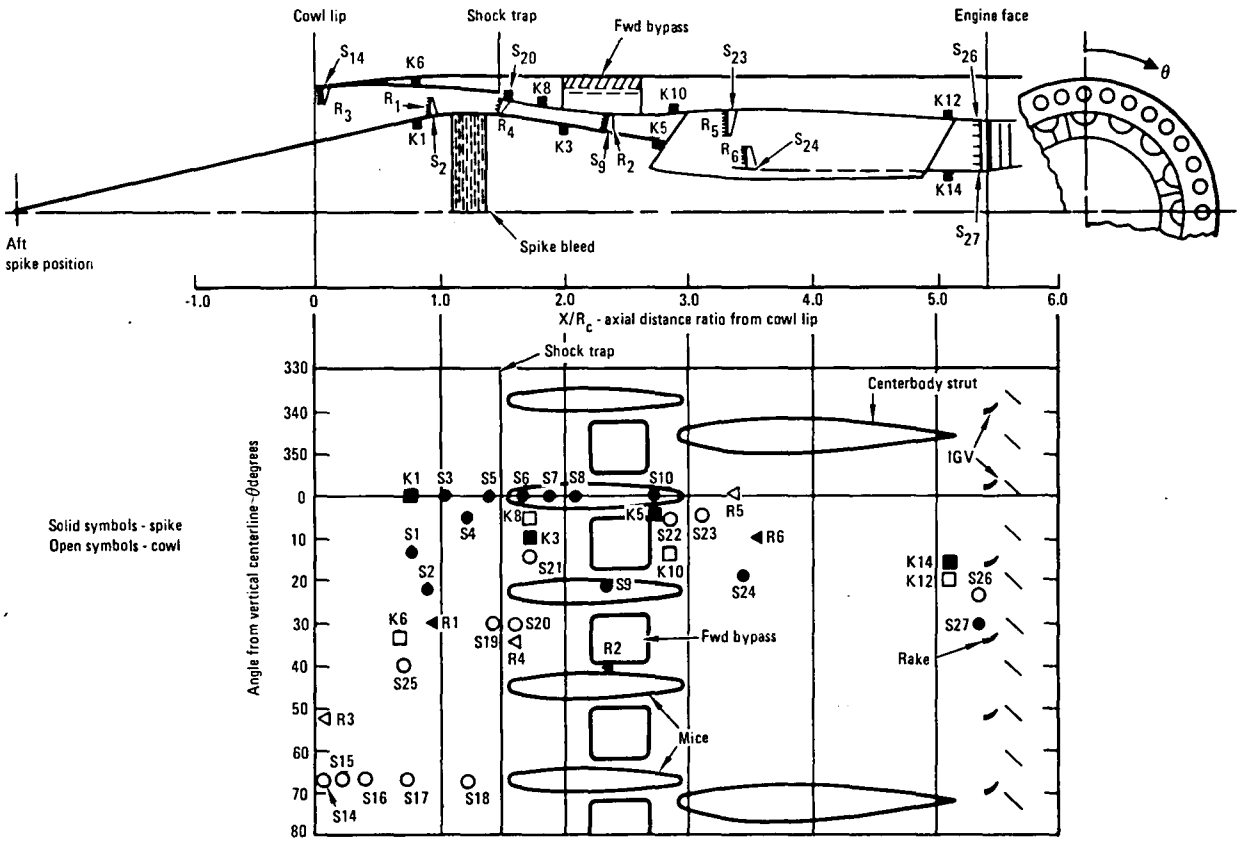


Figure 5. Sketch of instrumentation locations inside the inlet - spike aft.

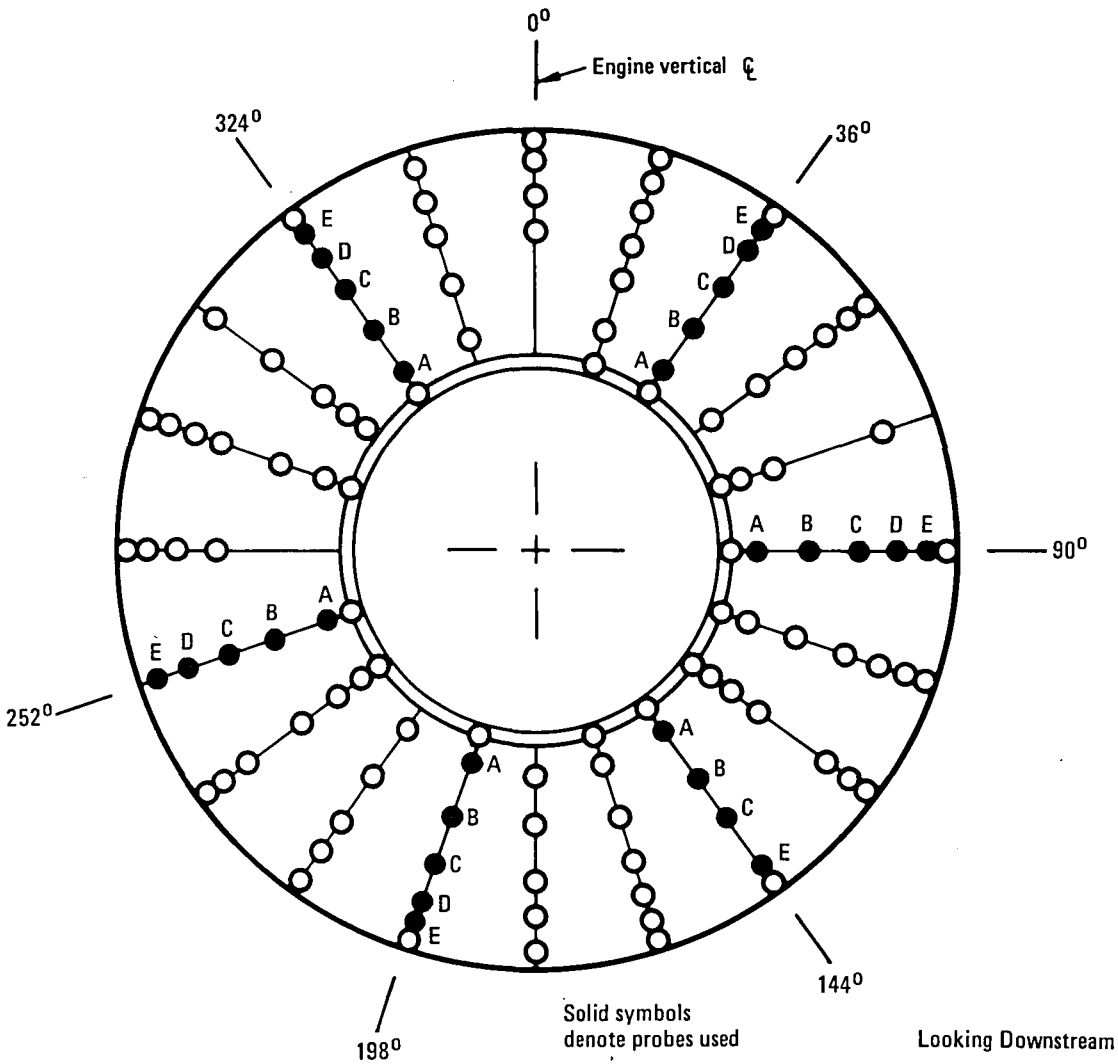


Figure 6. Inlet guide vane total pressure probe locations.

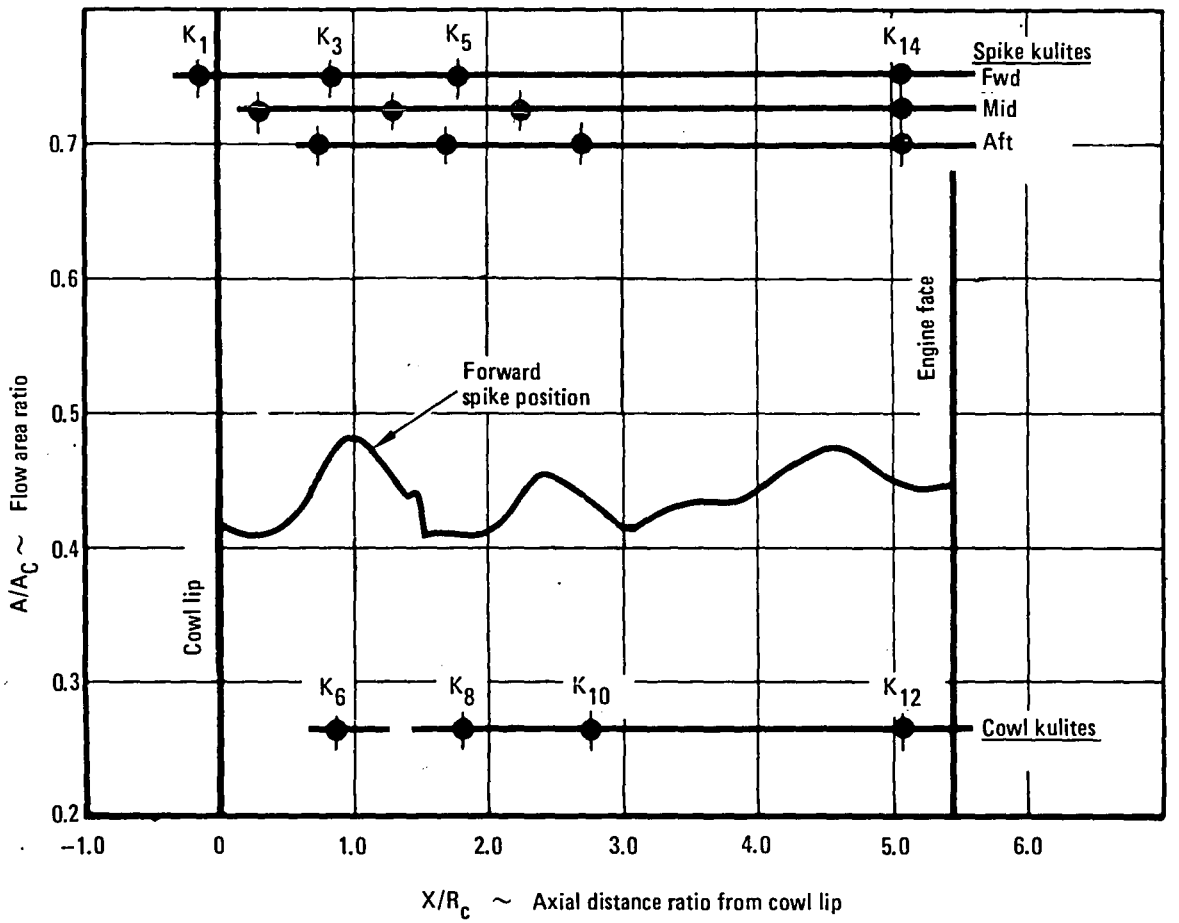


Figure 7. YF-12 inlet area distribution.

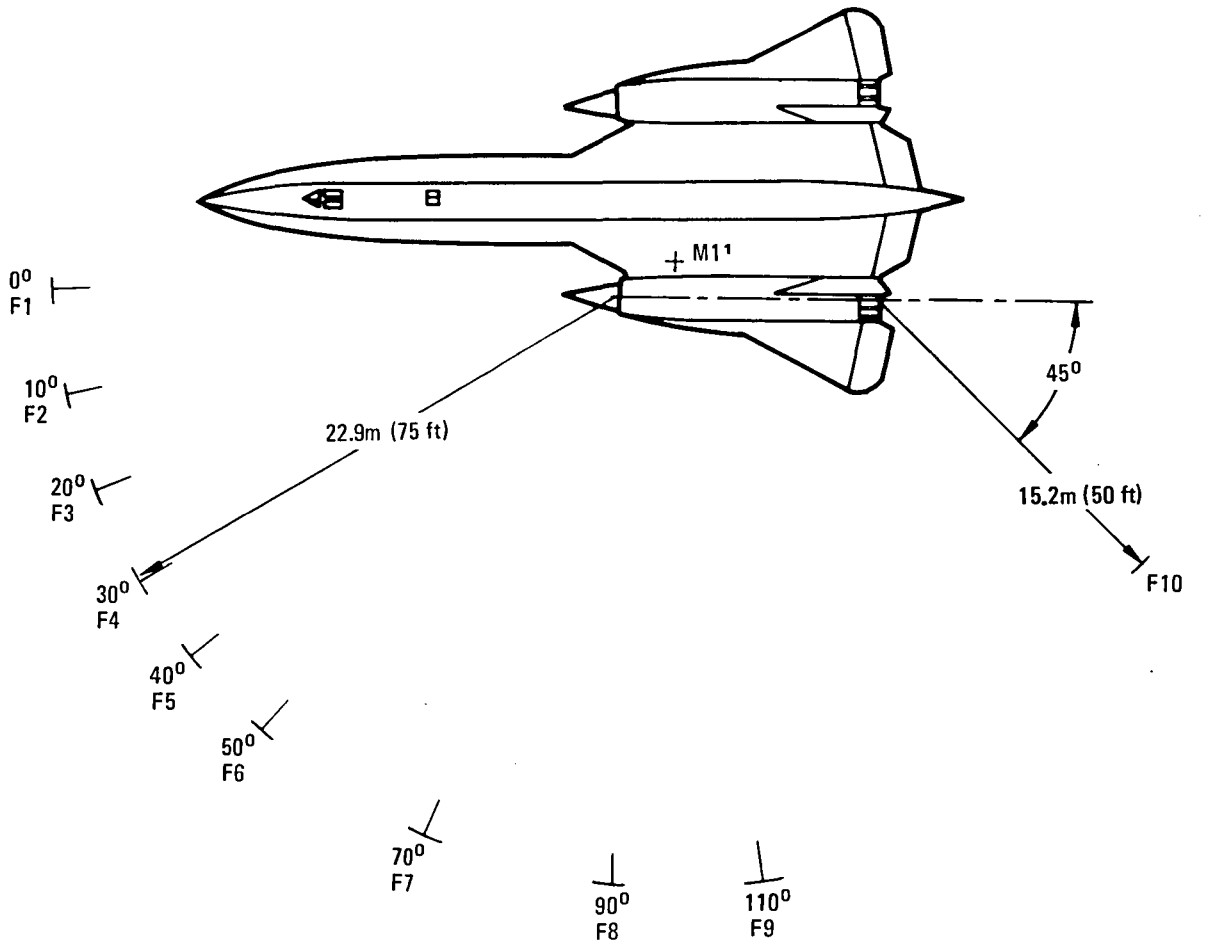


Figure 8. YF-12 external microphone locations.

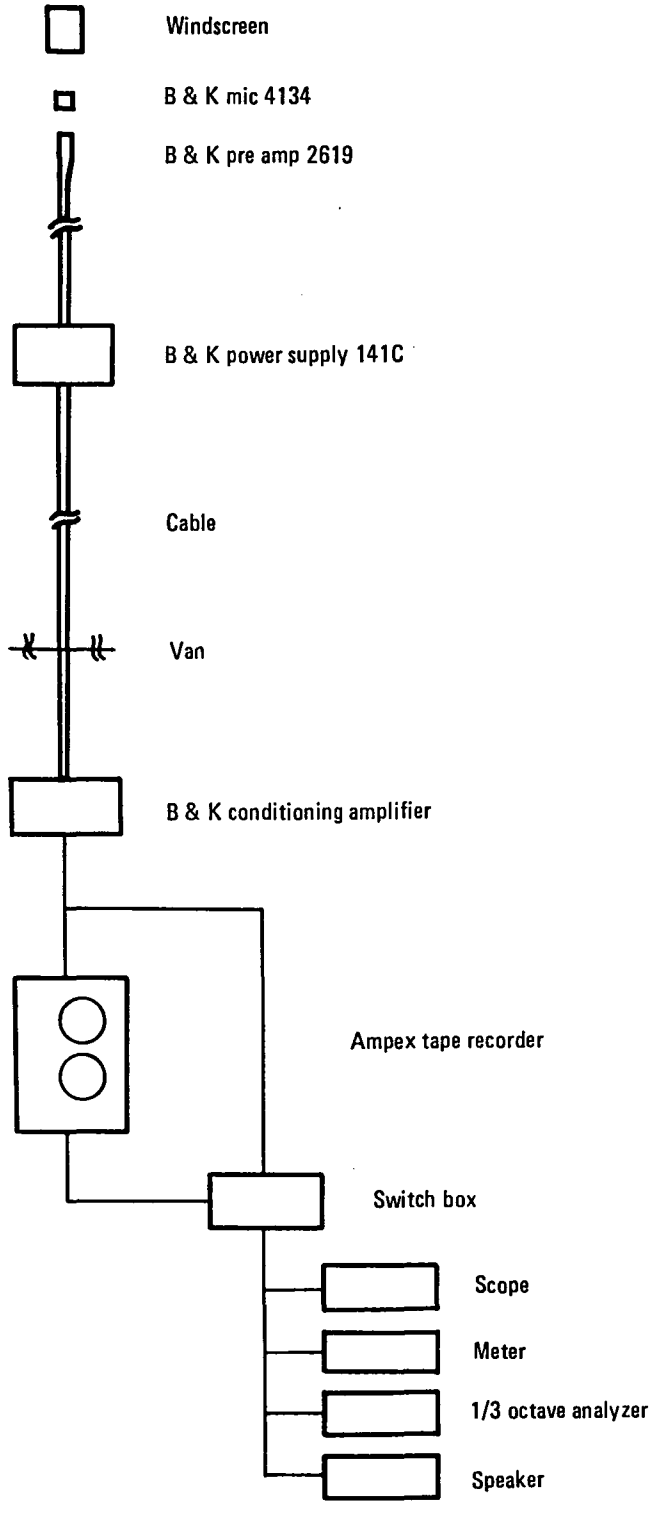


Figure 9. Bruel and Kjaer microphone system.

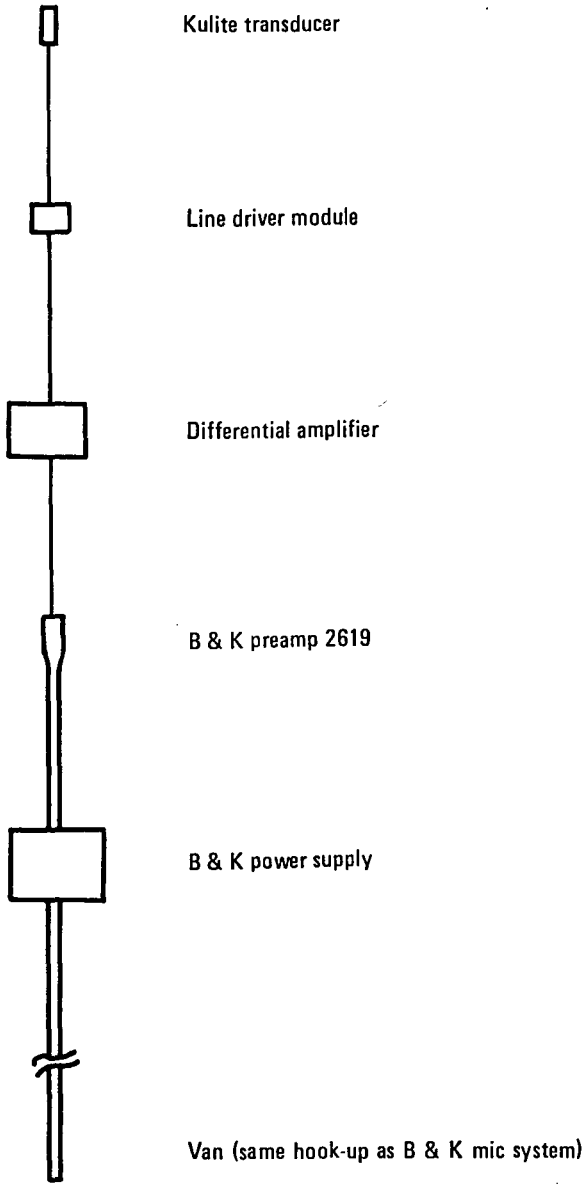


Figure 10. Kulite system.

Figure 11. Test arrangement for bellmouth inlet/J58 engine acoustic tests.

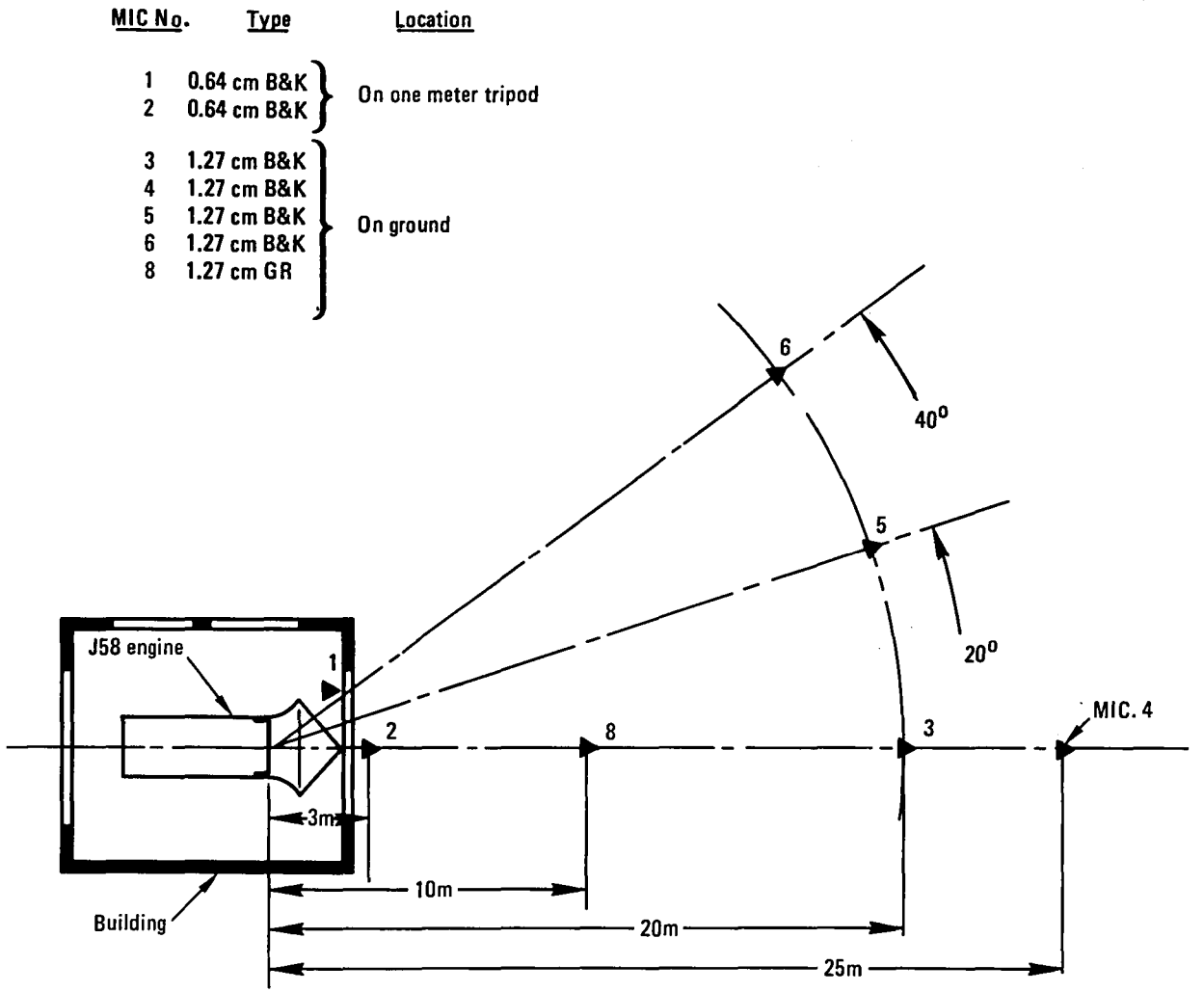


Figure 12. Microphone locations for bellmouth inlet/J58 engine acoustic tests.

TEST CONDITIONS

Test Sites

The aeroacoustic tests with the YF-12 aircraft were conducted at NASA-Dryden Flight Research Center, Edwards, California. The site was a flat concrete taxiway that was free of obstructions. (See figure 1.) Throughout the testing there was negligible wind. The relative humidity varied from 26 to 33 percent. Atmospheric pressure and temperature for each test run are given in Appendix A.

The acoustic tests with the bellmouth inlet/J58 engine were conducted at Beale Air Force Base, California. The site was an engine test cell with a surrounding flat paved surface. This is shown in figure 11. Wind speed was 4 to 5 m/sec, and relative humidity was about 80 per cent. Atmospheric pressure and temperature were 0.995 atm and 282 degrees kelvin, respectively.

Test Variables

In the YF-12 tests, the primary variables were engine speed, spike position, forward bypass opening, and spike bleed opening. The aft bypass was closed and the shock trap tubes had check valves to prevent reverse flow. The engine speed was varied in increments of 200 rpm from 3800 to 5400 rpm, and in increments of 100 rpm from 5400 to 6600 rpm. Only the left engine was run during the tests. The spike was in the forward, midway, or aft position. The forward bypass was either open or closed. On some runs, the spike bleed was closed by taping over the spike bleed perforations from inside the spike.

Each steady-state test run was defined by a single combination of engine speed, spike position, forward bypass opening, and spike bleed opening. A particular test run was performed by first fixing spike position, forward bypass opening, and spike bleed opening. The pilot then adjusted engine speed to the desired value. With engine speed fixed, acoustic and aerodynamic data were recorded for approximately 30 seconds.

There was a total of 198 steady-state test runs. In addition, there were eighteen engine sweeps, in which engine speed was slowly increased from idle to 6600 rpm and then returned to idle. These sweeps were made for all the combinations of spike position, forward bypass opening, and spike bleed opening that were tested at steady-state. Table 2 relates the run numbers and the values of the test variables. The dates of the test runs were as follows:

Ground Run	Date	Run
1	9/12/79	6-34
2	9/13/79	35-86
3	9/20/79	87-144
4	9/21/79	145-216

For the bellmouth inlet/J58 engine tests, the only test variable was engine speed. Table 3 shows the run numbers and the corresponding engine speeds. These tests were performed on March 26, 1980.

. TABLE 2. RUN NUMBERS FOR YF-12 AEROACOUSTIC TESTS

ENGINE SPEED (RPM)	SPIKE FORWARD		SPIKE MIDWAY		SPIKE AFT	
	BYPASS OPEN	BYPASS CLOSED	BYPASS OPEN	BYPASS CLOSED	BYPASS OPEN	BYPASS CLOSED
IDLE	35, 145, 187	7, 93	55	70	124	63
4000	30, 36	8, 94				64
4200	37, 146, 188	9, 95, 157	115, 165, 199	71	125, 173, 208	65, 181
4300					126	
4400	38	10, 96			127	66, 182
4500					128	
4600	39, 147, 189	11, 97	116, 200	72	129, 209	183
4700					130	
4800	40	12, 98			131	184
4900					132	
5000	31, 41, 87, 142, 148, 190	13, 99, 158	56, 166, 201	73	133, 174, 210	69, 185
5200	42	15, 100		74		
5400	43, 149, 191	14, 101	117	75	134	
5500	143	16, 102		76		
5600	44, 150, 192	17, 103, 159	57, 167, 202	77	175, 211	
5700	144	18, 104		78		
5800	45, 151, 193	19, 105	118	79	135	
5900	46	20, 106		80		
6000	32, 47, 88, 152, 194	21, 107, 160	58, 168, 203	81	136, 176, 212	
6100	48	22, 108	119	82		
6200	49, 89, 153, 195	23, 109, 161	59, 169, 204	83	137, 177, 213	
6300	50	24, 110	120, 121	84		
6400	51, 90, 154, 196	25, 111, 162	60, 170, 205	85	138, 178, 214	
6500	52	26, 112	122			
6600	33,53,91,155,197	27, 113, 163	61, 171, 206		139, 140, 179, 215	
SWEEP	29, 54, 92, 156, 198, 34	6, 28, 114, 164	62, 123, 172, 207	86	141, 180, 216	186

Notes: 1. Runs 145-216, spike bleed taped
2. Runs 187-216, bypass louvers removed

TABLE 3. RUN NUMBERS FOR BELLMOUTH INLET/J58 ENGINE ACOUSTIC TESTS AT BEALE AFB

RUN NO.	ENGINE SPEED (RPM)
1	3640
2	4000
3	4200
4	4400
5	4500
6	4600
7	4800
8	5000
9	5200
10	5400
11	5500
12	5600
13	5800
14	6000
15	6100
16	6200

RUN NO.	ENGINE SPEED (RPM)
17	6300
18	6400
19	6500
20	6600
21	6700

DATA REDUCTION

Aerodynamic Data Reduction

The aerodynamic data reduction procedure included computation of the following quantities: static pressures along the cowl and spike; total pressures and Mach numbers at the rakes; Mach number, total pressure recovery, and mass flow at the cowl lip; and Mach numbers and total pressure recovery at the engine face.

The recorded conditions for each inlet configuration and engine speed were: run and tape number, start and stop time, flight date and number, engine speed, spike position, bypass opening, ambient pressure and temperature, relative humidity, and 128 pressures from three scanivalves.

After computing corrected engine speed, the engine corrected airflow ratio was determined from figure 13.

Total pressure ratios, P_T/P_o, and Mach numbers, M, were computed for the rake probes using the following procedure:

Given measured static pressure P and measured pitot pressure P'_T, if $P/P'_T \geq 0.5283$, the flow was subsonic.

Then,

$$P_T/P_o = P'_T/P_o,$$

and

$$M^2 = 5\left((P/P_T)^{-2/7} - 1\right)$$

The ratio of specific heats for air has been taken as 1.4.

If $P/P'_T < 0.5283$, the flow was supersonic. (This case did not occur during the tests.)

Then,

$$P'_T/P = (6M^2/5)^{3.5} \; (6/(7M^2 - 1))^{2.5}.$$

The solution for M was by iteration. Thus,

$$P'_T/P_T = (6M^2/(M^2 + 5))^{3.5} \; (6/(7M^2 - 1))^{2.5}.$$

and,

$$P_T/P_o = (P'_T/P)(P/P_o)/(P'_T/P_T)$$

Probe positions are given in tables 4 and 5. The coordinate system for the rake or static pressure tap location is given in figure 14. The positions of the static taps are given in table 6.

Area-weighted engine face total pressure recovery was computed by the following equation:

$$P_{T_{EF}}/P_o = \left(\sum_{i=A36}^{E36} (A/A_{EF})_i (P_T/P_o)_i + \sum_{i=A90}^{E90} (A/A_{EF})_i (P_T/P_o)_i \right.$$

$$+ \sum_{i=A144}^{E144} (A/A_{EF})_i (P_T/P_o)_i + \sum_{i=A198}^{E198} (A/A_{EF})_i (P_T/P_o)_i$$

$$\left. + \sum_{i=A252}^{E252} (A/A_{EF})_i (P_T/P_o)_i + \sum_{i=A324}^{E324} (A/A_{EF})_i (P_T/P_o)_i \right)/6$$

where $(A/A_{EF})_i$ was determined from the following:

RAKES	PROBE	$(A/A_{EF})_i$
All six engine face rakes	A	0.20036
	B	0.19963
	C	0.19926
	D	0.19954
	E	0.20121

Table 5 and figure 6 give the identification and location of the engine face probes.

Similarly, area-weighted engine face Mach number was computed by:

$$\overline{M} = \left(\sum_{i=A36}^{E36} (A/A_{EF})_i M_i + \sum_{i=A90}^{E90} (A/A_{EF})_i M_i + \sum_{i=A144}^{E144} (A/A_{EF})_i M_i \right.$$

$$\left. + \sum_{i=A198}^{E198} (A/A_{EF})_i M_i + \sum_{i=A252}^{E252} (A/A_{EF})_i M_i + \sum_{i=A324}^{E324} (A/A_{EF})_i M_i \right)/6$$

Engine face distortion was given by:

$$\Delta P_T/P_{T_{EF}} = \left((P_T/P_o)_{max} - (P_T/P_o)_{min}\right) / (P_{T_{EF}}/P_o)$$

where $(P_T/P_o)_{max}$ and $(P_T/P_o)_{min}$ are the maximum and minimum values, respectively, of the engine face total pressure ratios.

The following equation gave M_{EF}:

$$(W\,\theta^{0.5}/\delta)_{EF}/A_C\,(A_C/A_{EF}) = P_{STD}\,g\,(1.4/RT_{STD})^{0.5}\,M_{EF}(1 + M^2_{EF}/5)^{-3}$$

where $A_C/A_{EF} = 2.277$.

Then,

$$q_{EF} = 0.7\,M^2_{EF}(1 + M^2_{EF}/5)^{-7/2}\,(P_{T_{EF}}/P_o)\,P_o$$

The circumferential distortion, K_θ, was defined by:

$$K_\theta = \left(\sum_{i=1}^{5} K_{\theta_i}/(r_i/r_c)\right)/\left(\sum_{i=1}^{5} 1/(r_i/r_c)\right)$$

where

$$K_{\theta_i} = (A_i^2 + B_i^2)^{0.5}/q_{EF}$$

$$A_i = \left(\sum_{j=1}^{6} P_{T\,i,j}\Delta\theta_j \cos\theta_j\right)/180$$

$$B_i = \left(\sum_{j=1}^{6} P_{T\,i,j}\Delta\theta_j \sin\theta_j\right)/180$$

$$\Delta\theta_j = (\theta_{j+1} - \theta_{j-1})/2$$

The preceding coefficients are, in degrees:

$\Delta\theta_1 \cos\theta_1$	= 50.968	$\Delta\theta_1 \sin\theta_1$	= 37.031
$\Delta\theta_2 \cos\theta_2$	= 0	$\Delta\theta_2 \sin\theta_2$	= 54.000
$\Delta\theta_3 \cos\theta_3$	= -43.687	$\Delta\theta_3 \sin\theta_3$	= 31.741
$\Delta\theta_4 \cos\theta_4$	= -51.357	$\Delta\theta_4 \sin\theta_4$	= -16.687
$\Delta\theta_5 \cos\theta_5$	= -19.468	$\Delta\theta_5 \sin\theta_5$	= -59.917
$\Delta\theta_6 \cos\theta_6$	= 58.249	$\Delta\theta_6 \sin\theta_6$	= -42.321

Table 7 and figure 6 give the definition of the engine face probe matrix. The five rings of probes and six rakes were designated by subscripts i and j, respectively.

$$K_{\theta_R} \text{ is the value of } K_\theta \text{ at } P_{T_{i,j}} = P_{T_{EF}}$$

Then,

$$\Delta K_\theta = K_\theta - K_{\theta_R}$$

Radial Distortion, K_r, was defined by:

$$K_r = \left(\sum_{i=1}^{5} K_{r_i}/(r_i/r_c)^{2.8}\right)/\left(\sum_{i=1}^{5} 1/(r_i/r_c)^{2.8}\right)$$

where,

$$K_{r_i} = |P_{T_{EF}} - \overline{P_{T_i}}|/q_{EF}$$

and,

$$\overline{P_{T_i}} = \left(\sum_{j=1}^{6} P_{T_{i,j}}\right)/6$$

and,

$$P_{T_{EF}} = (P_{T_{EF}}/P_o)P_o$$

The combined distortion, K_a, was:

$$K_a = \Delta K_\theta + K_r$$

The cowl mass flow ratio was computed using Rakes 1 and 3. Constant total temperature, constant static pressure for a given rake, and axially symmetric flow were assumed.

$$m_{CL}/m_{\infty}^{*} = (W_{CL,R3}/A_C + W_{CL,R1}/A_C)(\theta^{0.5}/\delta)_{EF}(P_{T_{EF}}/P_o)/((W\theta^{0.5}/\delta A)_T^{*}(A_T/A_C))$$

where

$$W_{CL,R3}/A_C = 0.5 \sum_{i=1}^{16} ((W/A)_{i-1} + (W/A)_i)_{R3} \Delta A_{i-1,i}/A_C$$

$$W_{CL,R1}/A_C = 0.5 \sum_{i=1}^{6.6} ((W/A)_{i-1} + (W/A)_i)_{R1} \Delta A_{i-1,i}/A_C$$

$$(W/A)_o = 0$$

For the ith probe

$$(W/A)_i = g(1.4/RT_o)^{0.5} M_i(1 + M_i^2/5)^{-3} P_{T_i}$$

$\Delta A_{i-1,i}/A_C$ is given by table 8. A_T/A_C is from the table below.

SPIKE POSITION	SPIKE TRANSLATION X/r_c	THROAT TO CAPTURE AREA RATIO - A_T/A_C
FORWARD	0.862	0.41
MIDWAY	0.431	0.33
AFT	0.0	0.23

The average total pressure recovery, $P_{T_{CL}}/P_o$, and Mach number, M_{CL}, at cowl lip rake stations R_1 and R_3 were computed next.

First, the total flow rate at the cowl lip was given by:

$$W_{CL}/A_C = W_{CL,R3}/A_C + W_{CL,R1}/A_C$$

Also, the static pressure at the cowl lip was assumed to be the average of S2 and S14. Thus,

$$P_{CL}/P_o = 0.5 ((P/P_o)_{S2} + (P/P_o)_{S14})$$

M_{CL} was then calculated from the following form of the continuity equation:

$$(W_{CL}/A_C)\ (A_C/A_{CL}) = g\ (1.4/RT_o)^{0.5}\ (P_{CL}/P_o)\ P_o\ M_{CL}\ (1 + M_{CL}^2/5)^{0.5}$$

where A_{CL}/A_C is 0.4224. Then, with M_{CL} known:

$$P_{T_{CL}}/P_o = (1 + M_{CL}^2/5)^{3.5}\ (P_{CL}/P_o)$$

Engine and additive mass flow ratios were:

$$m_{ENG}/m_T^* = ((W\theta^{0.5}/\delta)_{EF}/A_C)\ (P_{T_{EF}}/P_o)/((W\theta^{0.5}/\delta A)_T^*\ (A_T/A_C))$$

$$m_{ADD}/m_T^* = m_{ENG}/m_T^* - m_{CL}/m_T^*$$

To obtain an approximate Mach number at the cowl lip, while excluding the lip separated flow, the average Mach number at Rake R1 was computed using:

$$\overline{P}_{T,R1} = \sum_{P1}^{P9} P_{T_{R1,Pi}}/9$$

$$\overline{M}_{R1}^2 = 5\ ((\overline{P}_{T_{R1}}/P_{S2})^{2/7} - 1)$$

Rake R1 was outside the separated flow region. Similarly, an approximate Mach number at the cowl bleed slot station was computed using Rakes R2 and R4:

$$\overline{P}_S = (P_{S20} + P_{S9})/2$$

$$\overline{P}_{T_{R2,R4}} = (\sum_{P1}^{P5} P_{T_{R2Pi}} + \sum_{P1}^{P12} P_{T_{R4Pi}})/17$$

$$\overline{M}_{R2,R4}^2 = 5((\overline{P}_{T_{R2,R4}}/\overline{P}_S)^{2/7} - 1)$$

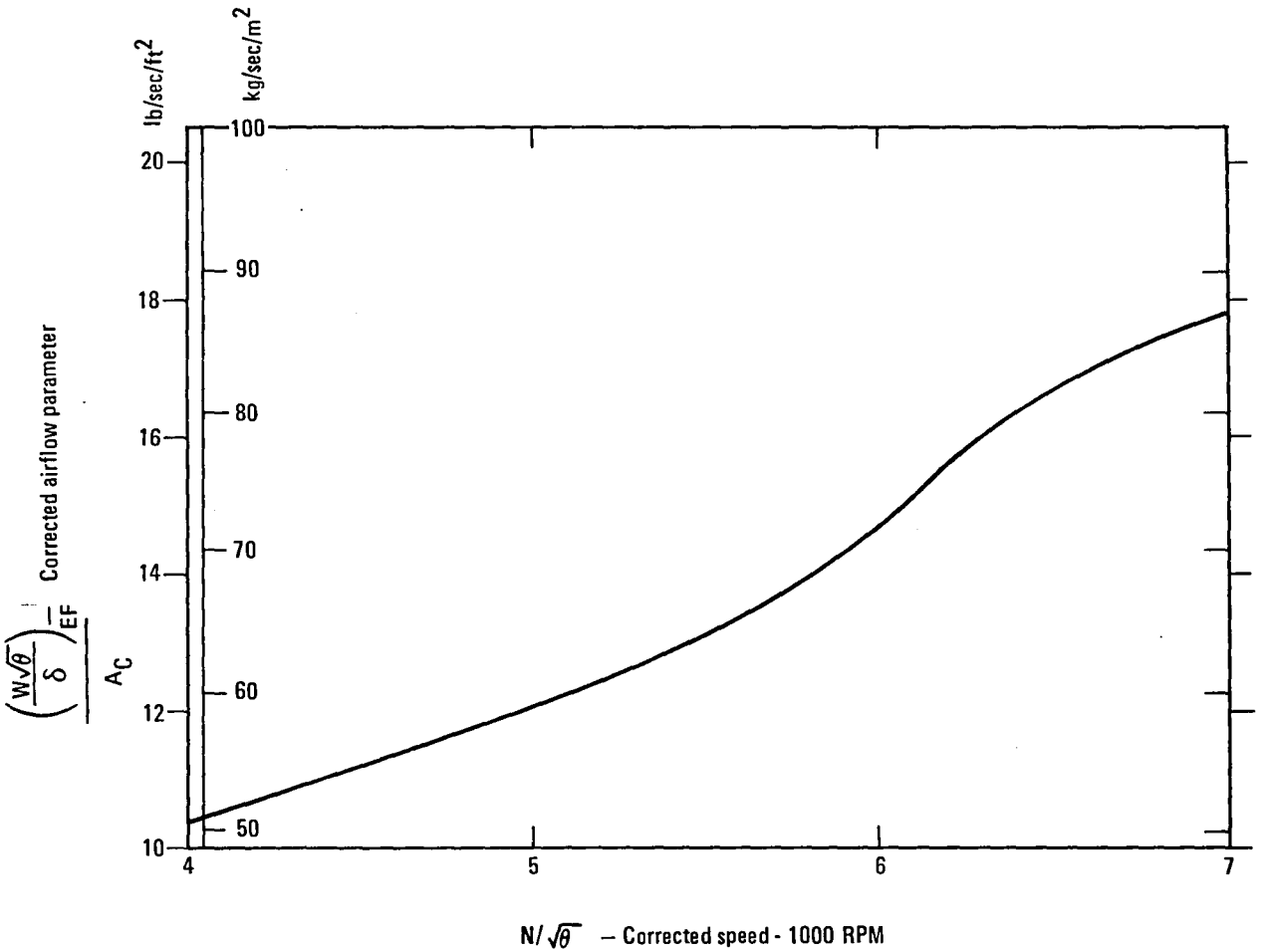
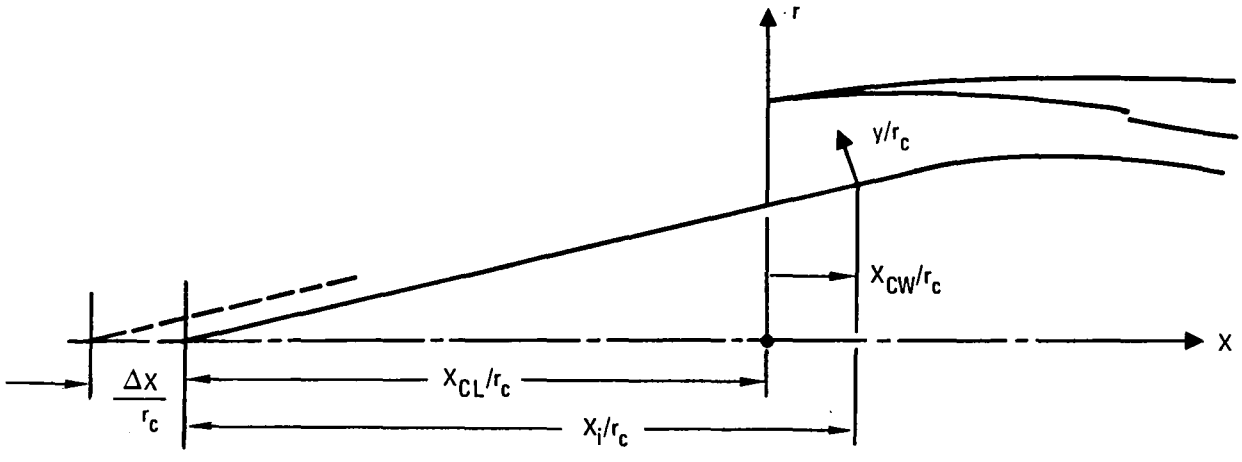


Figure 13. Engine corrected air flow rate parameter.



X_i/r_c Distance ratio from spike tip to rake or tap on spike

X_{CL}/r_c Distance ratio from spike tip to cowl lip

X_{CW}/r_c Distance ratio from cowl lip to rake or tap on spike

$\Delta X/r_c$ Distance ratio spike is translated forward from design position

y/r_c Normal distance ratio of rake probes from spike surface

Figure 14. Coordinate system for rake or static pressure tap location.

TABLE 4. RAKE INSTRUMENTATION

RAKE	STATIC P	PITOT P_T'	PROBE POSITION $\sim \frac{x_{cw}}{r_c}$	PROBE HEIGHT $\sim \frac{y}{r_c}$
R1	S2	R1P1	$3.340 - (2.409 + \Delta x/r_c)$	0.01021
		R1P2		0.01362
		R1P3		0.01702
		R1P4		0.02042
		R1P5		0.03064
		R1P6		0.04459
		R1P7		0.06910
		R1P8		0.10961
		R1P9		0.14501
R3	S14	R3P1	0.07	0.01021
		R3P2		0.01702
		R3P3		0.02723
		R3P4		0.03438
		R3P5		0.04493
		R3P6		0.05174
		R3P7		0.06195
		R3P8		0.06876
		R3P9		0.07761
		R3P10		0.08578
		R3P11		0.09463
		R3P12		0.10314
		R3P13		0.12084
		R3P14		0.13786
		R3P15		0.15488
		R3P16		0.17292
R2	S9	R2P1	$4.735 - (2.409 + \Delta x/r_c)$	0.01055
		R2P2		0.05549
		R2P3		0.10621
		R2P4		0.16271
		R2P5		0.21411
R4	S20	R4P1	1.538	0.01021
		R4P2		0.01702
		R4P3		0.02723
		R4P4		0.03438
		R4P5		0.04493
		R4P6		0.05174
		R4P7		0.06195
		R4P8		0.06876
		R4P9		0.07761
		R4P10		0.08578
		R4P11		0.09463
		R4P12		0.10314
R6	S24	R6P1	3.504	0.00340
		R6P2		0.00681
		R6P3		0.01021
		R6P4		0.01362
		R6P5		0.01702
		R6P6		-
		R6P7		-
		R6P8		0.0514
		R6P9		0.06842
		R6P10		0.08578
		R6P11		0.1205
		R6P12		0.1724

TABLE 4. RAKE INSTRUMENTATION (Continued)

RAKE	STATIC P	PITOT P_T'	PROBE POSITION $\sim \frac{x_{cw}}{r_c}$	PROBE HEIGHT $\sim \frac{y}{r_c}$
R5	S23	R5P1	3.327	0.00885
		R5P2		0.013616
		R5P3		0.017361
		R5P4		0.02451
		R5P5		0.031317
		R5P6		0.044933
		R5P7		0.06978
		R5P8		0.110631
		R5P9		0.144671
		R5P10		0.17905
		R5P11		0.227729

TABLE 5. ENGINE FACE INSTRUMENTATION

RAKE	STATIC P	PITOT - P_T'	PROBE POSITION $\sim \frac{x_{cw}}{r_c}$	PROBE DISTANCE FROM CENTER $\sim \frac{r}{r_c}$
R36	(S26 + S27)/2	A36	5.483	0.38193
		B36		0.48337
		C36		0.56677
		D36		0.63928
		E36		0.70463
R90		A90		0.38193
		B90		0.48337
		C90		0.56677
		D90		0.63928
		E90		0.70463
R144		A144		0.38193
		B144		0.48337
		C144		0.56677
		D144*		0.63928
		E144		0.70463
R198		A198		0.38193
		B198		0.48337
		C198		0.56677
		D198		0.63928
		E198		0.70463
R252		A252		0.38193
		B252		0.48337
		C252		0.56677
		D252		0.63928
		E252		0.70463
R324		A324		0.38193
		B324		0.48337
		C324		0.56677
		D324		0.63928
		E324		0.70463

*For D144 Let

$$(P_T')_{D144} = \left((P_T')_{C144} + (P_T')_{E144} \right)/2$$

TABLE 6. STATIC PRESSURE INSTRUMENTATION

SURFACE	TAP NO.	POSITION x_{cw}/r_c	ANGLE - θ_j DEGREES
SPIKE	S1	$3.191 - (2.409 + \Delta x/r_c)$	13
	S2	$3.340 - (2.409 + \Delta x/r_c)$	22
	S11	$3.340 - (2.409 + \Delta x/r_c)$	112
	S12	$3.340 - (2.409 + \Delta x/r_c)$	202
	S13	$3.340 - (2.409 + \Delta x/r_c)$	292
	S3	$3.408 - (2.409 + \Delta x/r_c)$	0
	S4	$3.674 - (2.409 + \Delta x/r_c)$	3.74
	S5	$3.910 - (2.409 + \Delta x/r_c)$	0
	S6	$4.157 - (2.409 + \Delta x/r_c)$	2.3
	S7	$4.285 - (2.409 + \Delta x/r_c)$	0
	S8	$4.417 - (2.409 + \Delta x/r_c)$	0
	S9	$4.780 - (2.409 + \Delta x/r_c)$	19.7
	S10	$5.116 - (2.409 + \Delta x/r_c)$	1.02
	S24	3.504	-
	S28	$3.910 - (2.409 + \Delta x/r_c)$	-
	S27	5.300	
COWL	S14	0.034	66.4
	S15	0.186	66.4
	S16	0.415	65.9
	S17	0.847	65.9
	S25	0.847	39.3
	S18	1.174	65.9
	S19	1.459	32.8
	S20	1.540	31.7
	S21	1.827	13.1
	S22	2.784	-
	S23	3.298	-
	S26	5.289	-

TABLE 7. ENGINE FACE PROBE MATRIX

j-Rake	i-Probe	θ_j Deg	r_i/r_c	P_T	$PT_{i,j}$ DISTORTION
1	1	36	0.38193	A36	1,1
1	2	36	0.48337	B36	2,1
1	3	36	0.56677	C36	3,1
1	4	36	0.63928	D36	4,1
1	5	36	0.70463	E36	5,1
2	1	90	0.38193	A90	1,2
2	2	90	0.48337	B90	2,2
2	3	90	0.56677	C90	3,2
2	4	90	0.63928	D90	4,2
2	5	90	0.70463	E90	5,2
3	1	144	0.38193	A144	1,3
3	2	144	0.48337	B144	2,3
3	3	144	0.56677	C144	3,3
3	4	144	0.63928	D144	4,3
3	5	144	0.70463	E144	5,3
4	1	198	0.38193	A198	1,4
4	2	198	0.48337	B198	2,4
4	3	198	0.56677	C198	3,4
4	4	198	0.63928	D198	4,4
4	5	198	0.70463	E198	5,4
5	1	252	0.38193	A252	1,5
5	2	252	0.48337	B252	2,5
5	3	252	0.56677	C252	3,5
5	4	252	0.63928	D252	4,5
5	5	252	0.70463	E252	5,5
6	1	324	0.38193	A324	1,6
6	2	324	0.48337	B324	2,6
6	3	324	0.56677	C324	3,6
6	4	324	0.63928	D324	4,6
6	5	324	0.70463	E324	5,6

TABLE 8. COWL LIP RAKE AREA ELEMENTS

RAKE	PROBE NO.	RADIUS r/r_c	AREA INCREMENT $\Delta A_{i-1,i}/A_c$
	0	1.00	
			0.02029
3	R3P1	0.9898	
			0.01345
	2	0.98298	
			0.019968
	3	0.97277	
			0.013898
	4	0.9656	
			0.020167
	5	0.9551	
			0.013019
	6	0.94826	
			0.019259
	7	0.93805	
			0.012730
	8	0.93124	
			0.016405
	9	0.92239	
			0.015005
	10	0.91422	
			0.01610
	11	0.90537	
			0.015337
	12	0.89686	
			0.031436
	13	0.87916	
			0.029637
	14	0.86214	
			0.029058
	15	0.84512	
			0.030166
	16	0.82708	
	R1P7	0.82872	
1	R1P6.6*	0.82708	
			0.037082
	6	0.80435	
			0.022191
	5	0.79097	
			0.015959
	4	0.78031	
			0.005263
	3	0.77693	
			0.005241
	2	0.77355	
			0.005249
	1	0.77015	
			0.01562
	0	0.76	

* Interpolate for $P_{T_{6.6}}$ and $M_{6.6}$

Acoustic Data Reduction

The acoustic data analysis system is shown in figure 15. Recorded data were played through the data analysis system and stored in the Data Central computer complex. The data were then fed into a Hewlett-Packard 8054A One-Third Octave Analyser which had an interface with the computer. The daily calibration for each system was transferred to the computer along with the data for that day, and both stored on digital tape for later processing. The corrections made to the data were gain changes, system frequency response corrections, and free-field corrections.

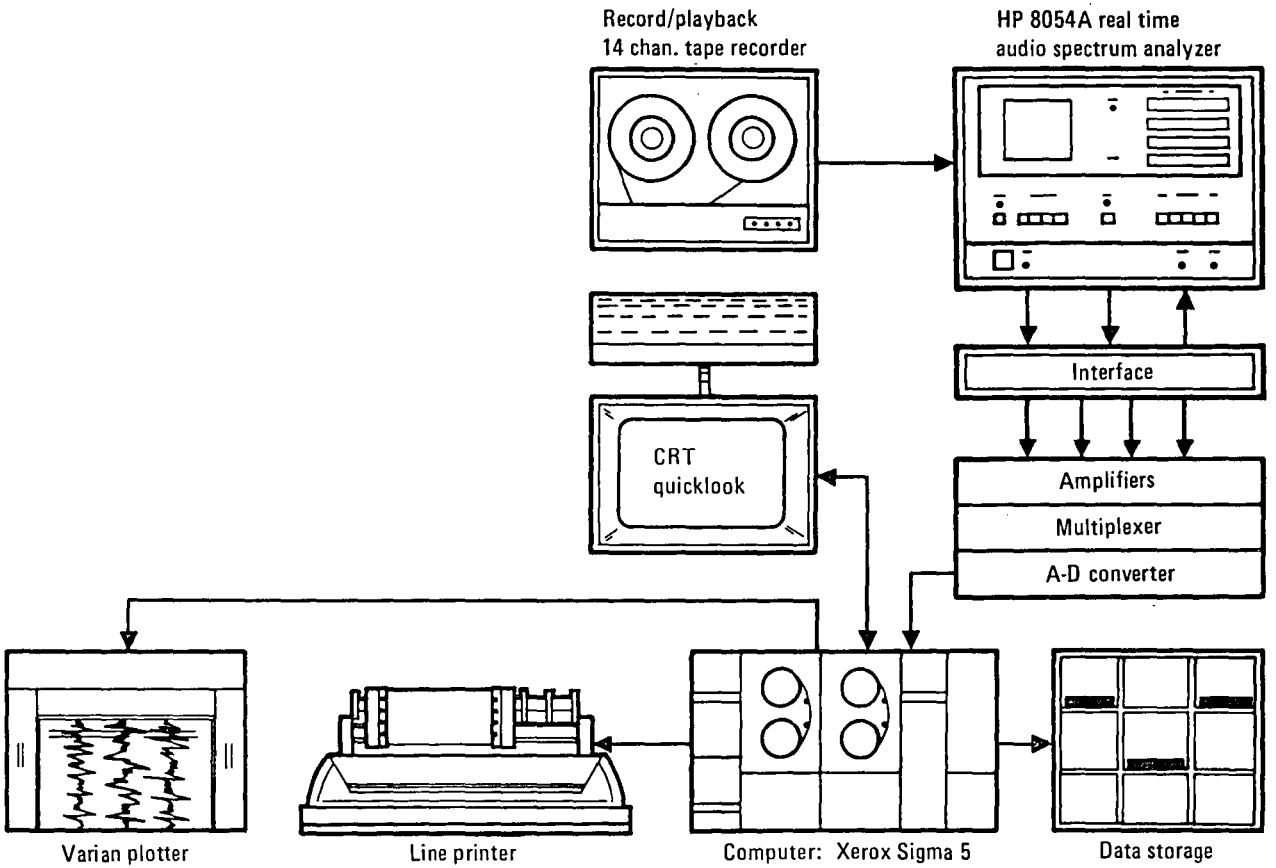


Figure 15. Schematic of acoustic data analysis system.

TEST RESULTS

Inlet Aerodynamic Behavior

Inlet aerodynamic characteristics in terms of engine face total pressure recovery, distortion, engine face Mach number, cowl lip total pressure recovery, cowl lip Mach number, and cowl lip mass flow ratio, are presented as functions of engine face mass flow ratio in figures 16 through 23 for the various test configurations. The engine mass flow ratios as functions of corrected engine speed are given in figure 24 for the three spike positions.

The effect of bypass position on inlet performance, given in figure 16 for spike forward and spike bleed open, shows that closing the bypass caused the engine face total pressure recovery, distortion, and cowl lip pressure recovery to decrease, and the cowl lip Mach number and cowl lip mass flow ratio to increase. These trends were expected, since closing the bypass caused more flow to pass through the inlet at the cowl lip where large lip losses occurred. The engine face Mach number increased from 0.2 to 0.5 as the engine mass flow ratio increased from 0.5 to 0.76.

Similar results were found for spike midway and spike bleed open, as shown in figure 17, except for engine total face pressure recovery. There was essentially no effect of bypass position on engine face total pressure recovery.

The effect of spike position on inlet characteristics is given in figure 18 for bypass open and spike bleed open. The engine face mass flow ratio was based on inlet throat area, which changed with spike position. The engine face total pressure recovery increased and the distortion decreased as the spike was translated from the forward to the aft position. This trend was expected since the Mach number at the cowl lip and the lip losses decreased as the spike was translated aft.

Similar results are given in figure 19 for the bypass closed and the spike bleed open.

The effect of closing the spike bleed on inlet conditions at the engine face was generally small. (See figures 20 through 23.) The cowl lip losses and cowl lip Mach number increased when the spike bleed was closed, however. This effect was greater when the bypass was also closed (figure 21).

Closing the bypass caused the Mach numbers near the cowl lip station and near the shock trap station to increase for spike forward. Also, closing the spike bleed caused the Mach numbers near the cowl lip to increase and Mach numbers near the shock trap to decrease for spike forward. This is shown in figure 25 where average Mach numbers from Rake R1 and average Mach numbers from Rakes R2 and R4 are given as functions of corrected engine speed. Rake R3 at the cowl lip station was not used because the flow was separated in this region. The trends are reasonable since closing the bypass or spike bleed forced more mass flow (higher Mach number) through the inlet at the cowl lip station. Furthermore, closing the spike bleed should have reduced the total mass flow (lower Mach number) passing through the inlet near the shock trap.

The effect of engine speed on inlet pressure distributions and rake Mach number profiles is presented in figure 26 for the spike forward, the bypass open, and the spike bleed open. Cowl and spike pressure distributions and Mach number profiles are given in parts (a), (b), and (c), respectively, of figure 26. Results show that the static pressures decreased and the Mach numbers increased with increases in engine speed. Separation at the cowl lip was evident by the low Mach numbers at the lip. The low Mach numbers just downstream of the spike bleed were apparently due to the low energy air that passed into the inlet through the spike bleed perforations.

The abrupt change in Mach numbers at the rake stations was due to using different wall static pressures for computing the Mach numbers. The static pressure S20 was used to compute Mach numbers on R4, while S9 was used for R2. Also, S14 was used to compute Mach numbers on R3, and S2 was used for R1. The low static pressure values at S20 are believed to have been caused by its close proximity to the shock trap lip. This low pressure did not persist across the flow passage, as can be seen by comparison of cowl and spike static pressure distributions. Thus, the computed Mach numbers on R4 are probably over-estimates.

The effect of bypass on inlet pressure distributions and rake Mach number profiles is given in figures 27 and 28 for spike forward, spike bleed open, and 6000 and 6600 rpm, respectively. Closing the bypass resulted in lowering the static pressure in the inlet and, in general, increasing the Mach numbers upstream of the bypass.

The effect of spike position on static pressure distributions and Mach number profiles is given in figure 29 for bypass open, spike bleed open, and 6000 rpm. As the spike was translated aft, the Mach number in the inlet throat region (Rakes 2 and 4) increased. In general, the pressures increased upstream of the shock trap and decreased downstream of the shock trap. The static pressures downstream of the shock trap were significantly lower for spike aft than for spike forward and midway, particularly at station 2.78 on the cowl. This was consistent with the presence of the bypass and with the change in inlet area distribution with spike position. The Mach number profiles at the engine face were essentially independent of spike position.

The effect of spike bleed closure on pressure distributions and Mach number profiles is given in figures 30 and 31 for spike forward, 6000 rpm, and bypass open and closed, respectively. Static pressures near the cowl lip were lower with the spike bleed closed, as more air was forced to enter the inlet past the cowl lip. This is also apparent from the Mach number profiles on R1 and R3. There was a large effect near the shock trap, where the Mach number profiles on R2 were more fully developed with the spike bleed closed. This suggests that the inward flow through the spike bleed was low energy flow. All of the effects of spike bleed closure were much greater with the bypass closed, because then the only paths for the engine air flow (other than leakage) were past the cowl lip and in through the spike bleed.

Appendix A contains tabulations of all the reduced pressure data and the inlet performance parameters.

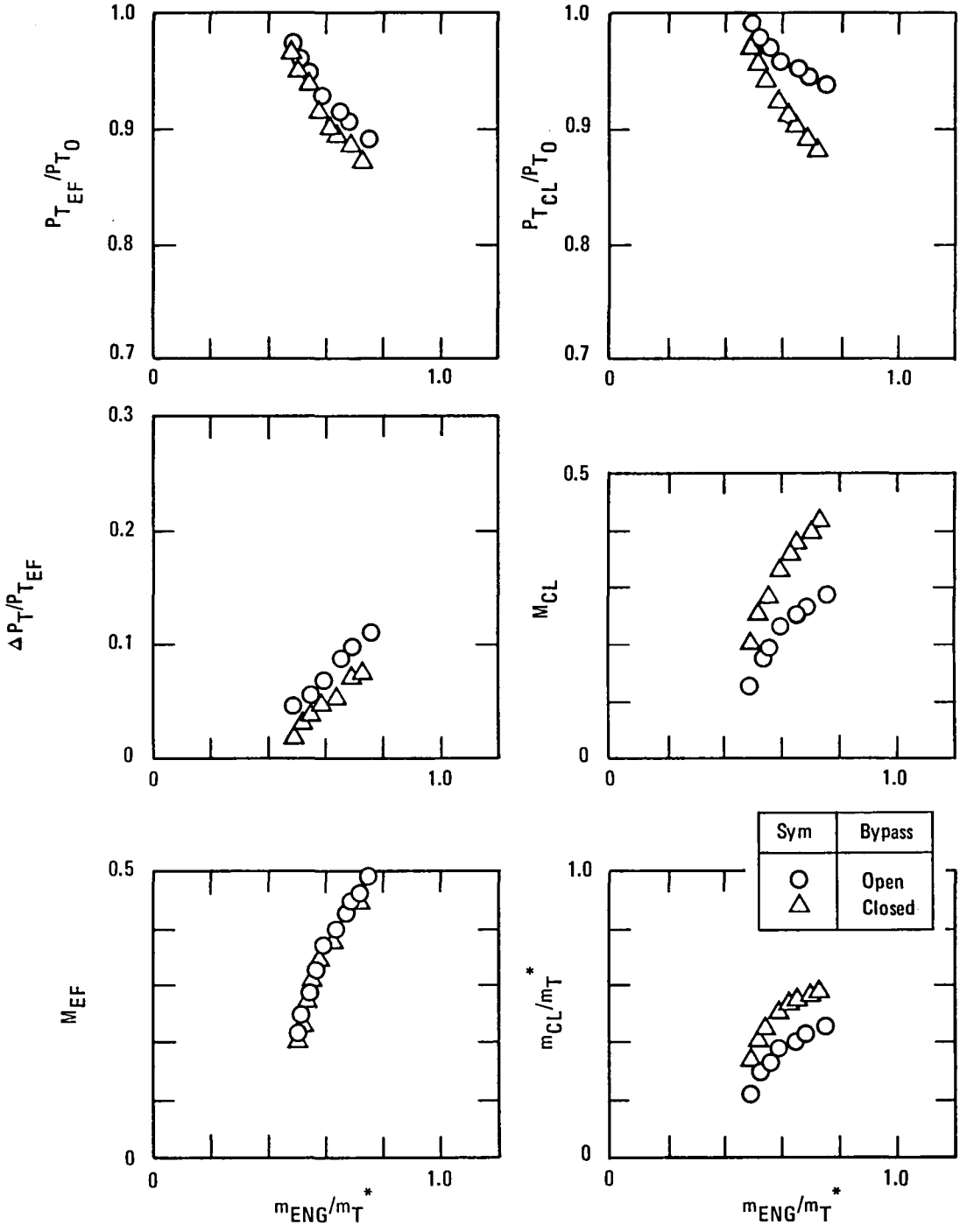


Figure 16. Effect of bypass position on inlet performance: spike forward and spike bleed open.

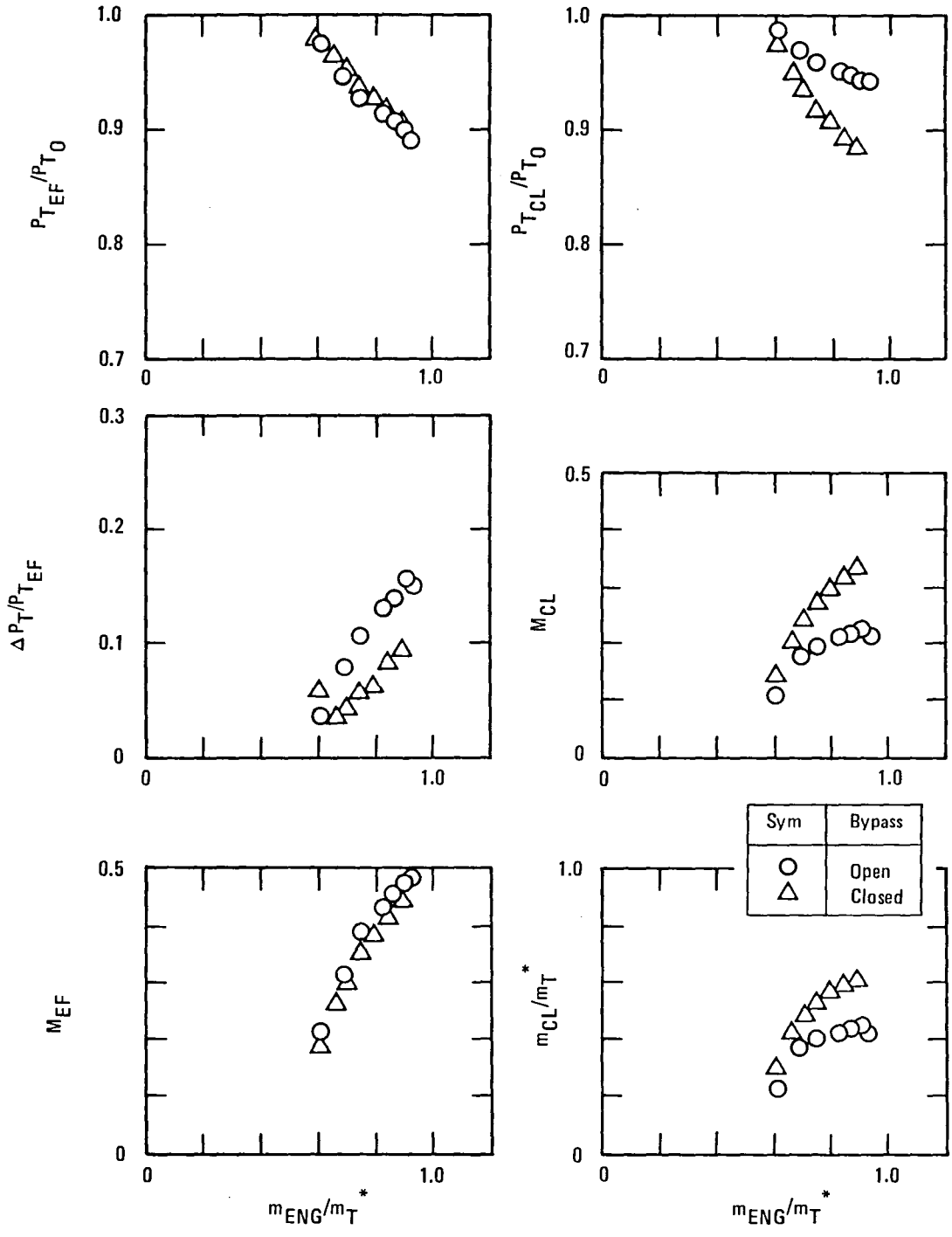


Figure 17. Effect of bypass position on inlet peformance: spike midway and spike bleed open.

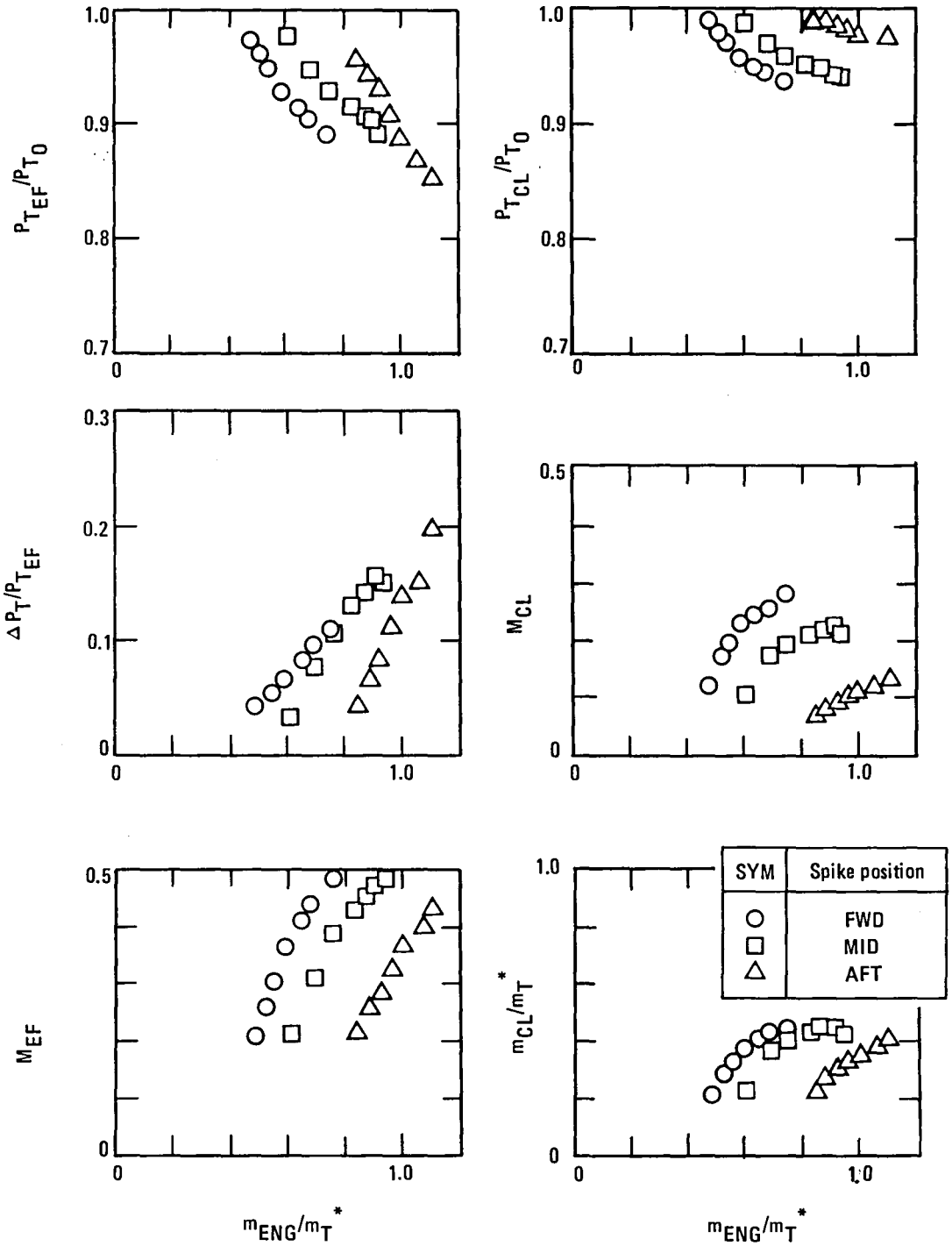


Figure 18. Effect of spike position on inlet performance: bypass open and spike bleed open.

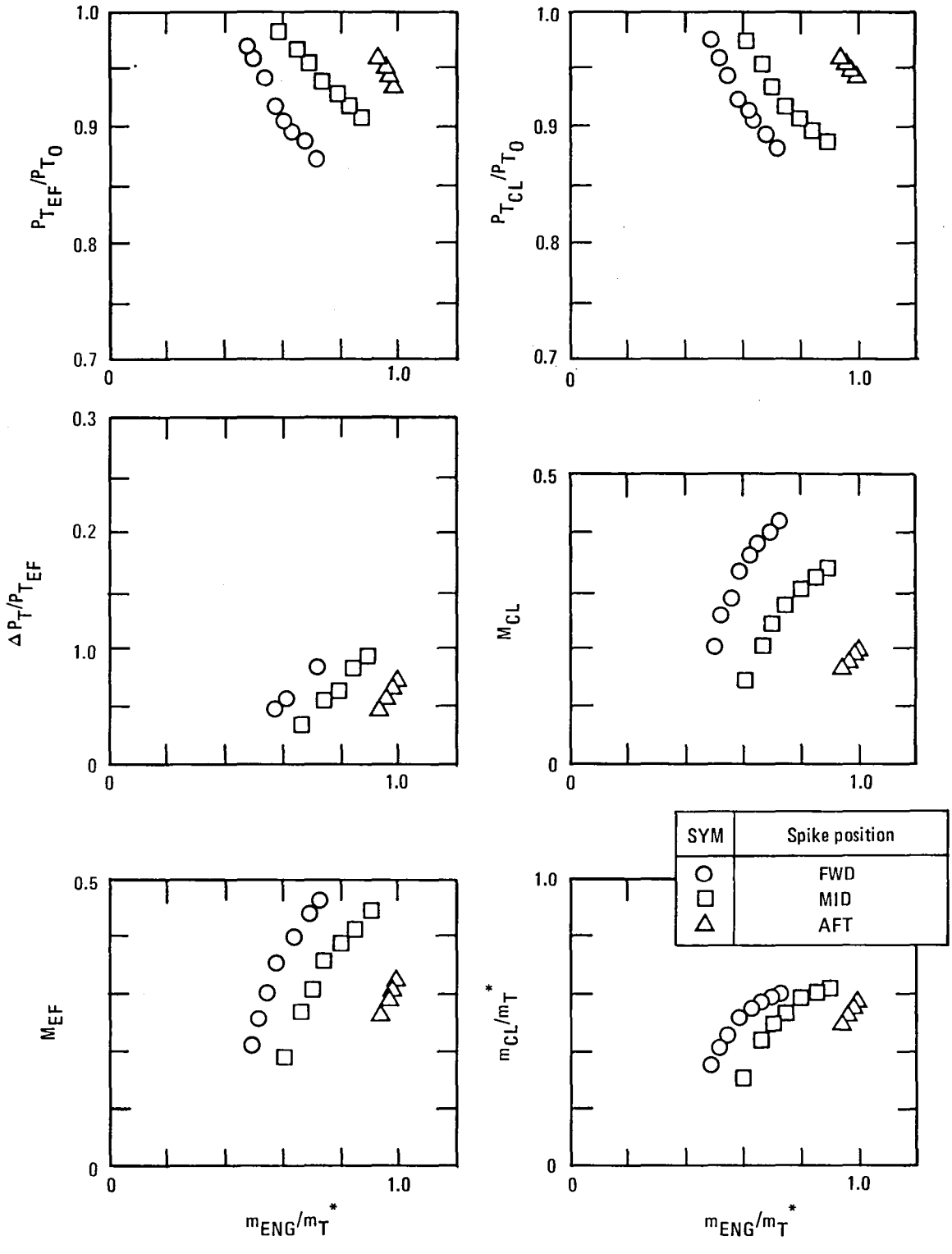


Figure 19. Effect of spike position on inlet performance: bypass closed and spike bleed open.

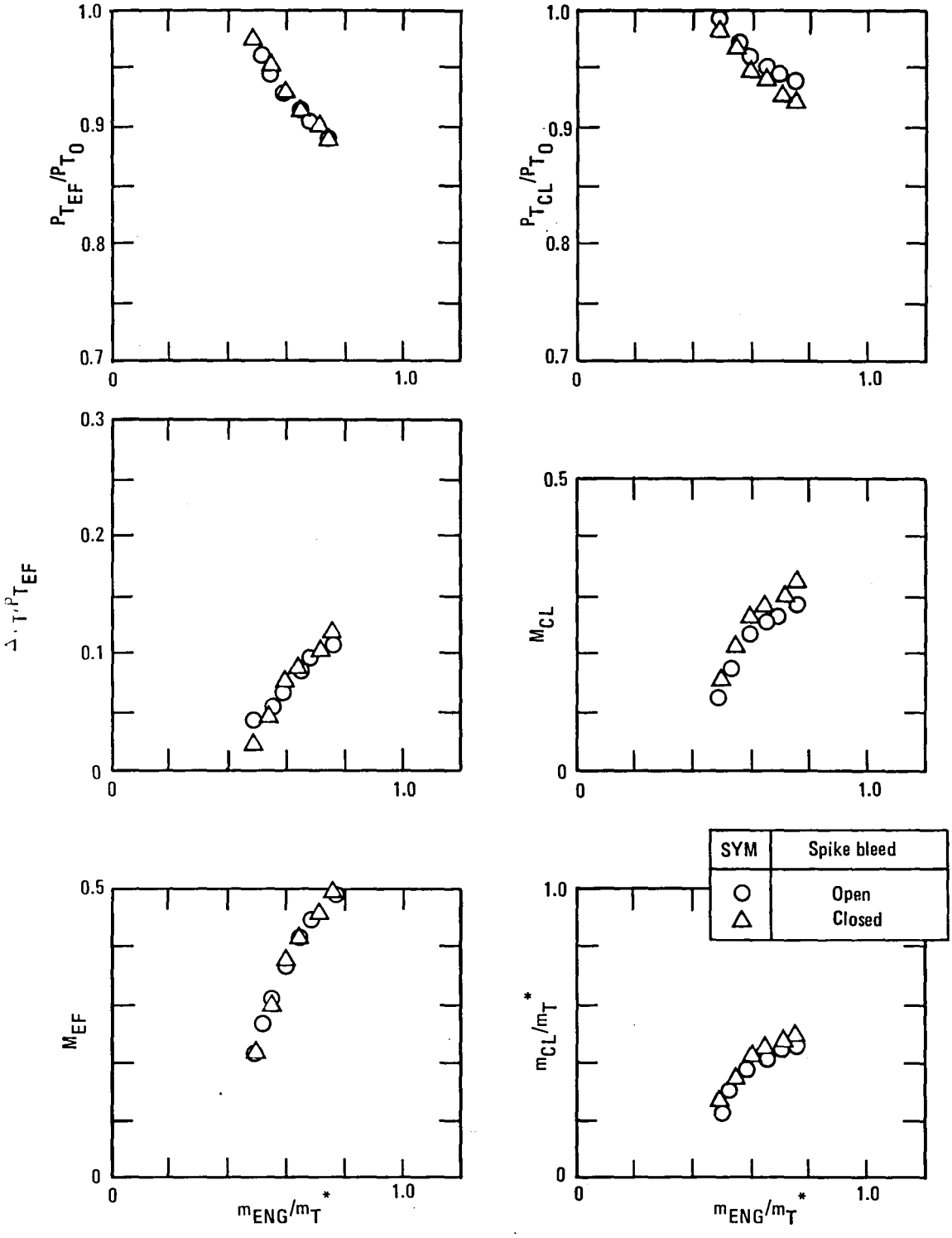


Figure 20. Effect of spike bleed on inlet performance: spike forward and bypass open.

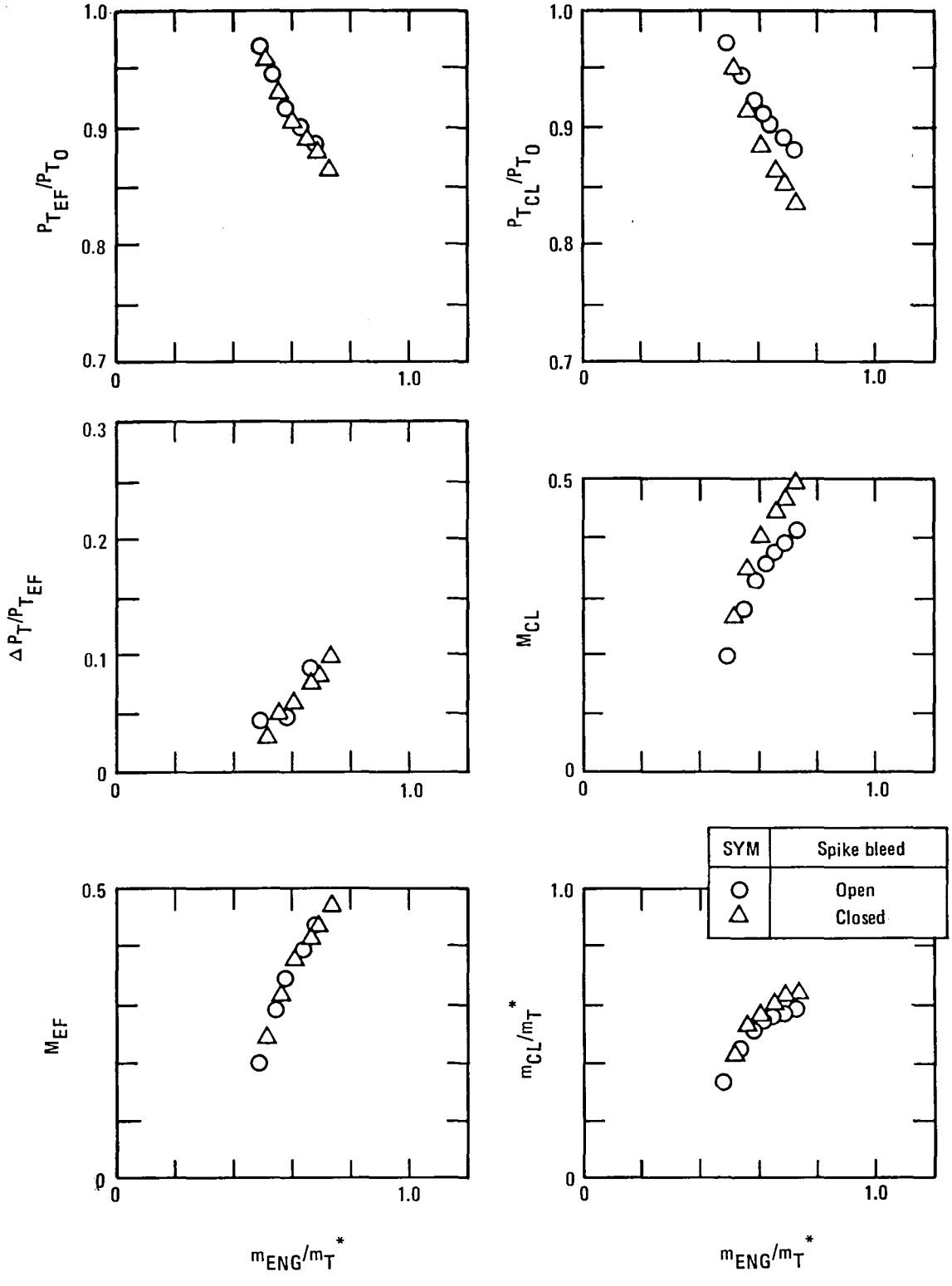


Figure 21. Effect of spike bleed on inlet performance: spike forward and bypass closed.

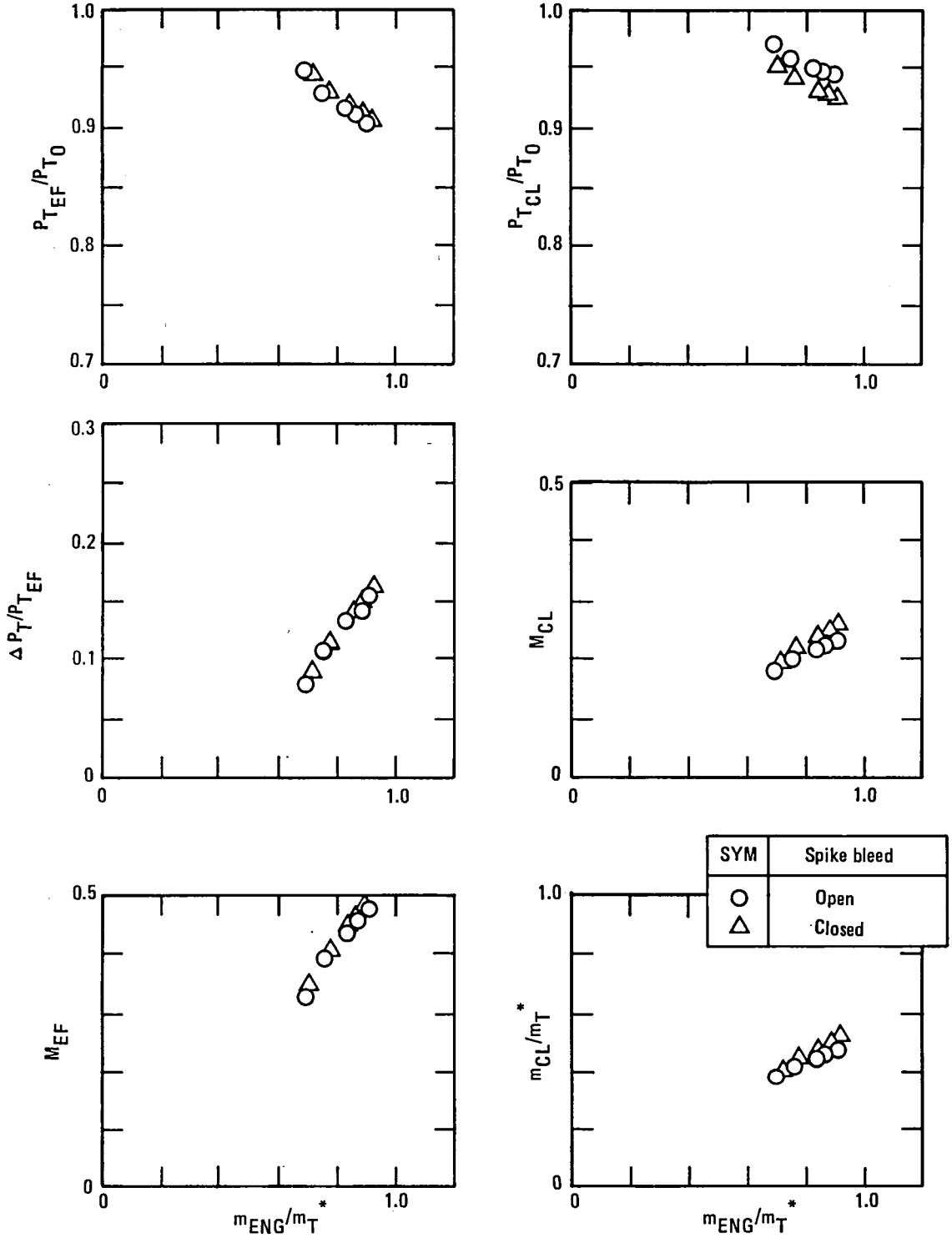


Figure 22. Effect of spike bleed on inlet performance: spike midway and bypass open.

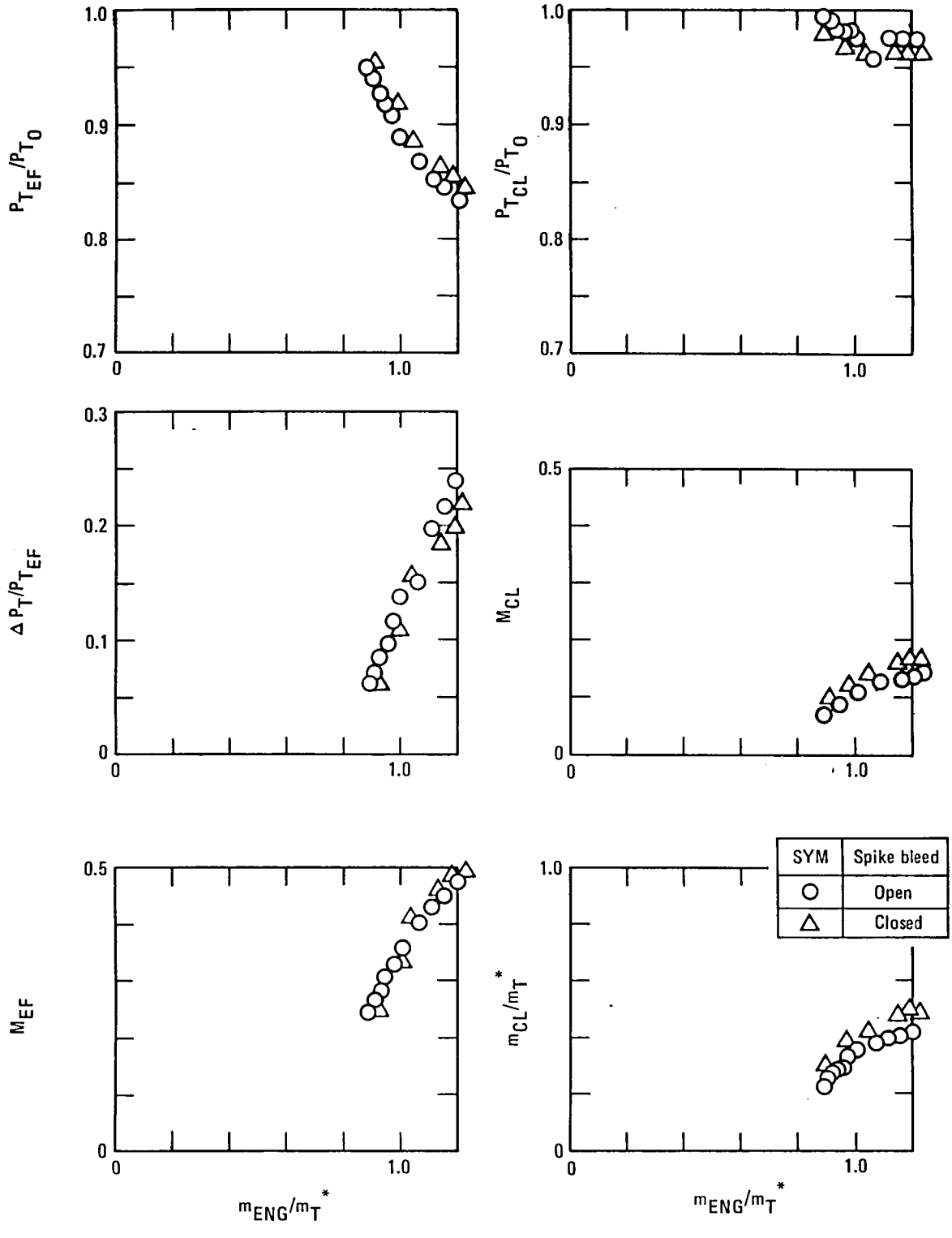


Figure 23. Effect of spike bleed on inlet performance: spike aft and bypass open.

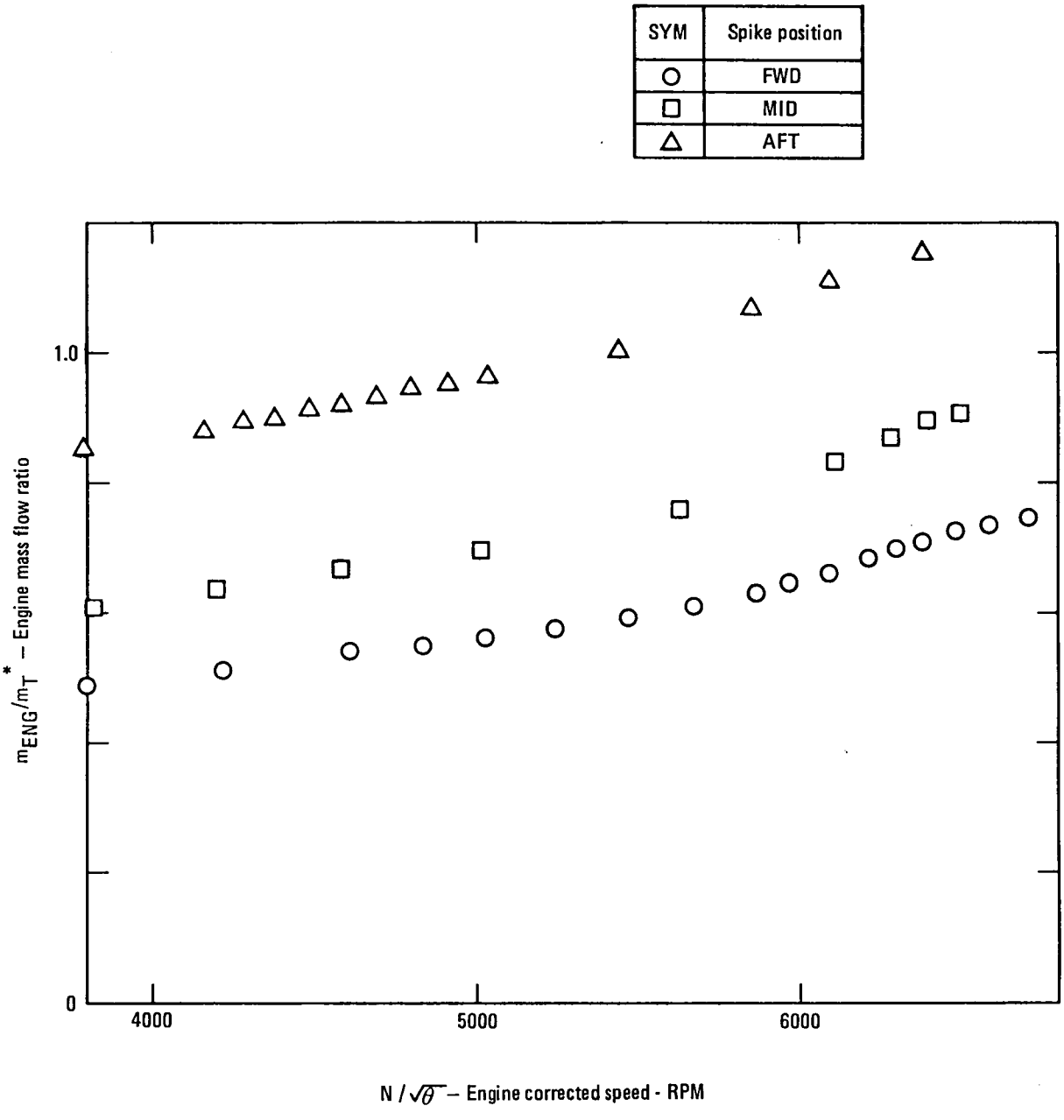


Figure 24. Engine mass flow ratio as a function of engine speed for the three spike positions.

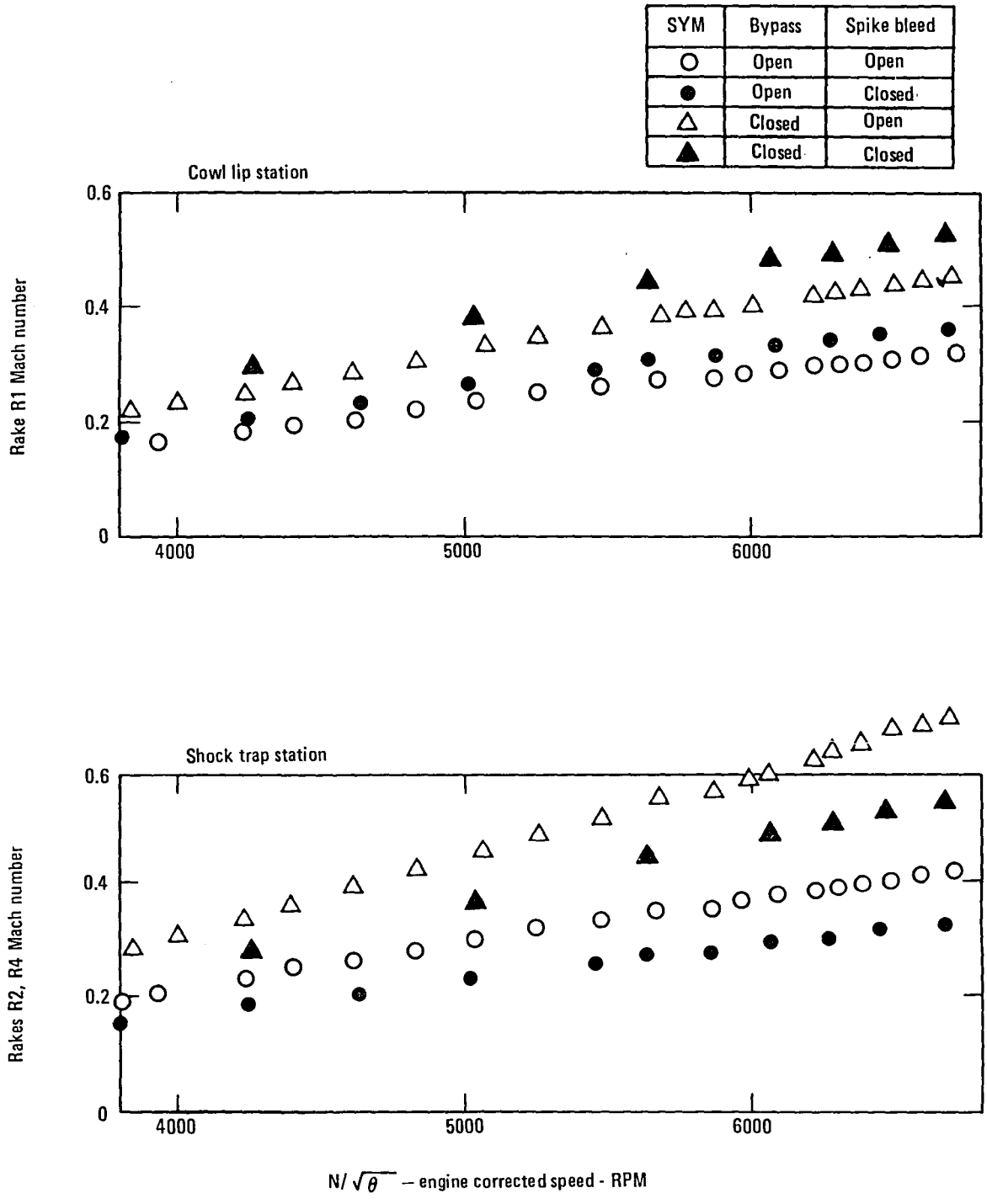


Figure 25. Mach numbers at the cowl lip and shock trap stations.

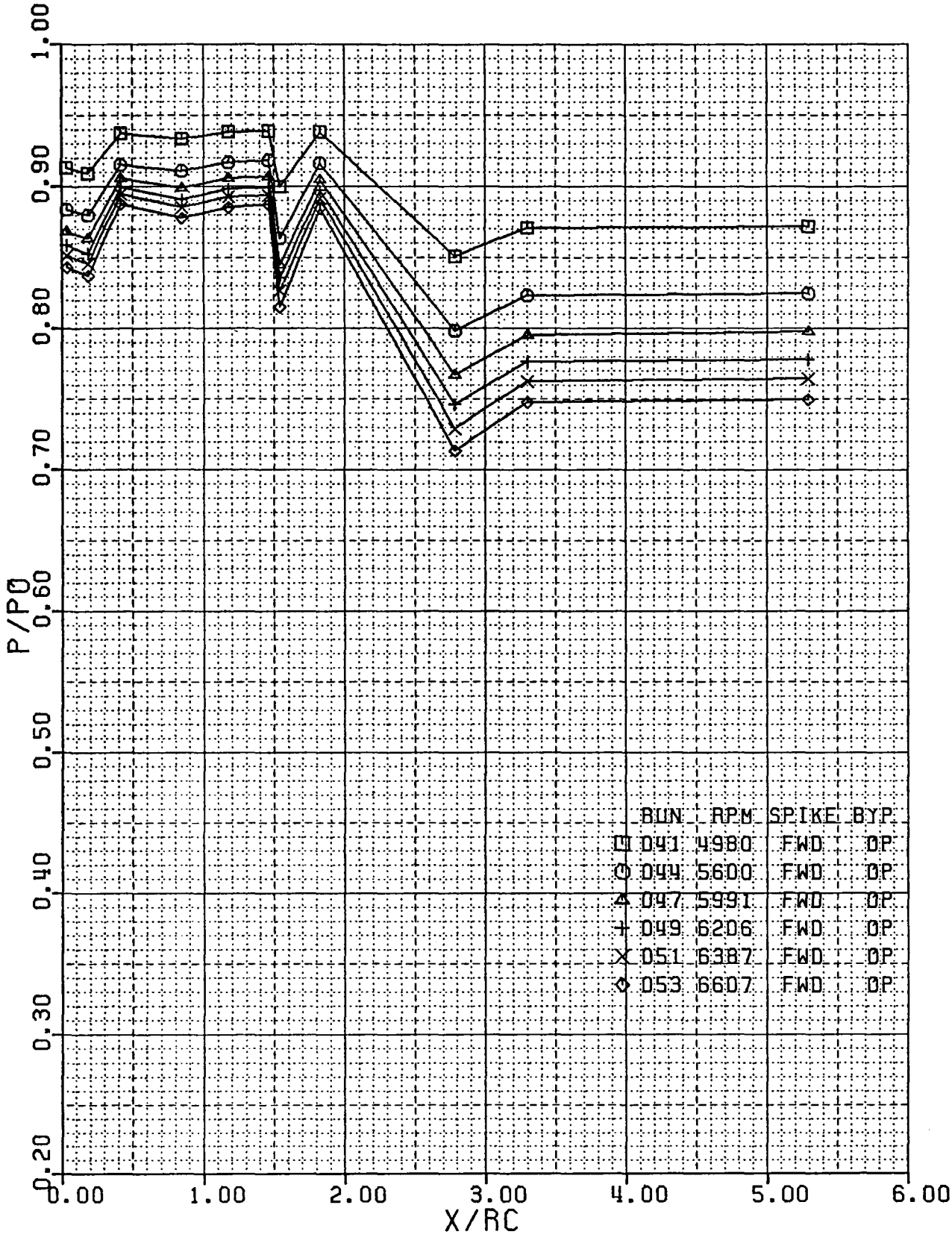


Figure 26a. Cowl static pressure distribution for different engine speeds: spike forward, bypass open, and spike bleed open.

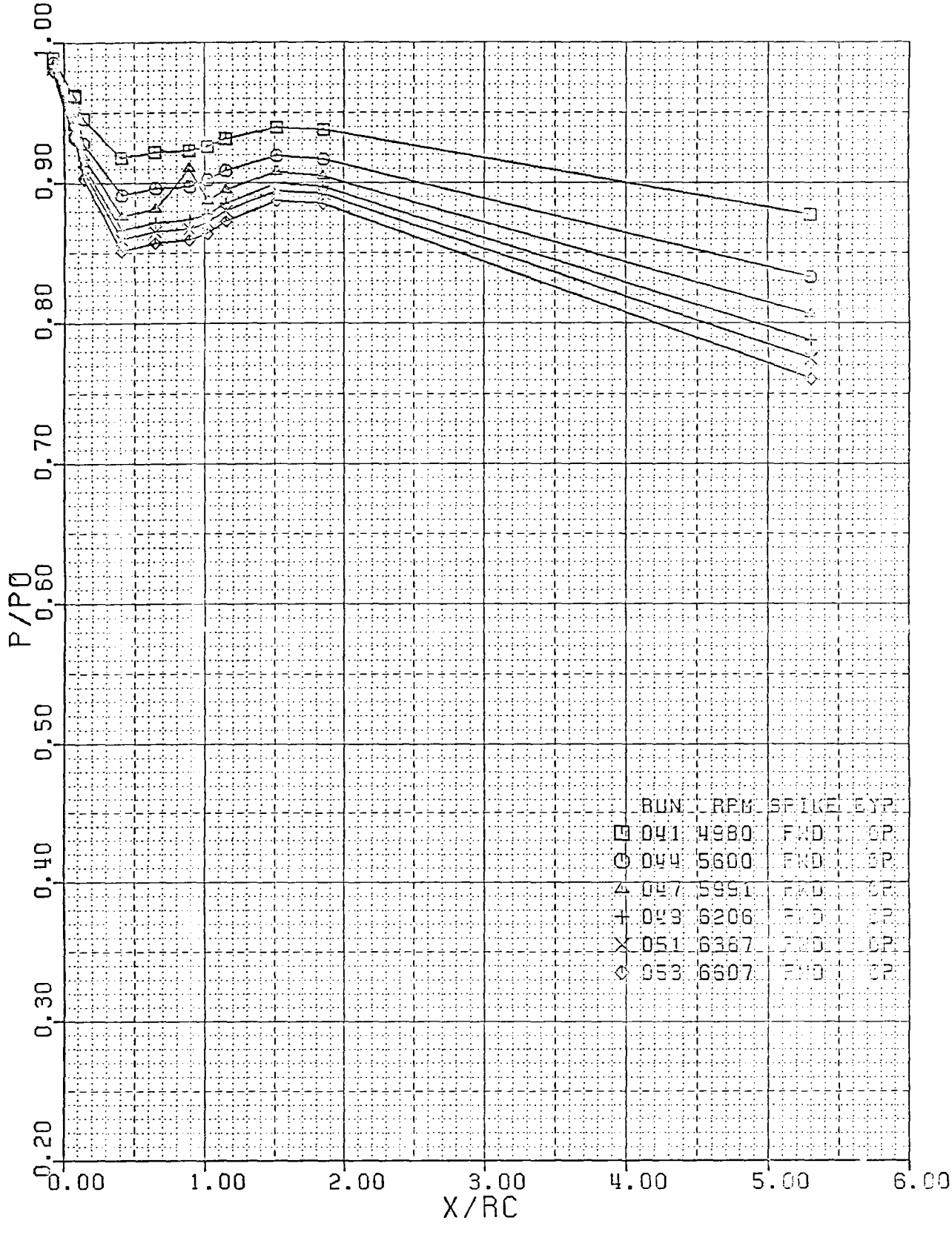


Figure 26b. Spike static pressure distribution for different engine speeds: spike forward, bypass open, and spike bleed open.

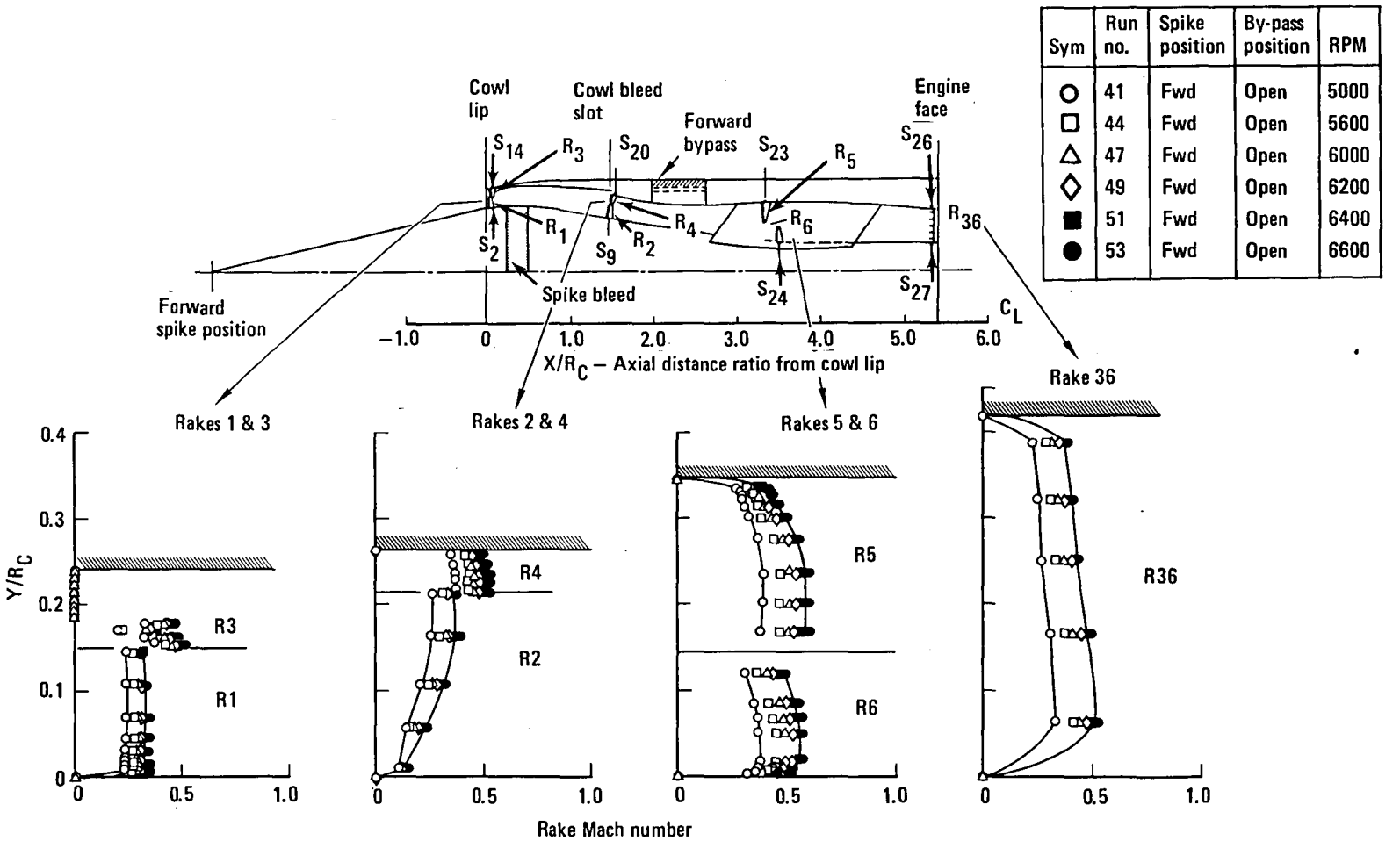


Figure 26c. Rake Mach number profiles for different engine speeds: spike forward, bypass open, and spike bleed open.

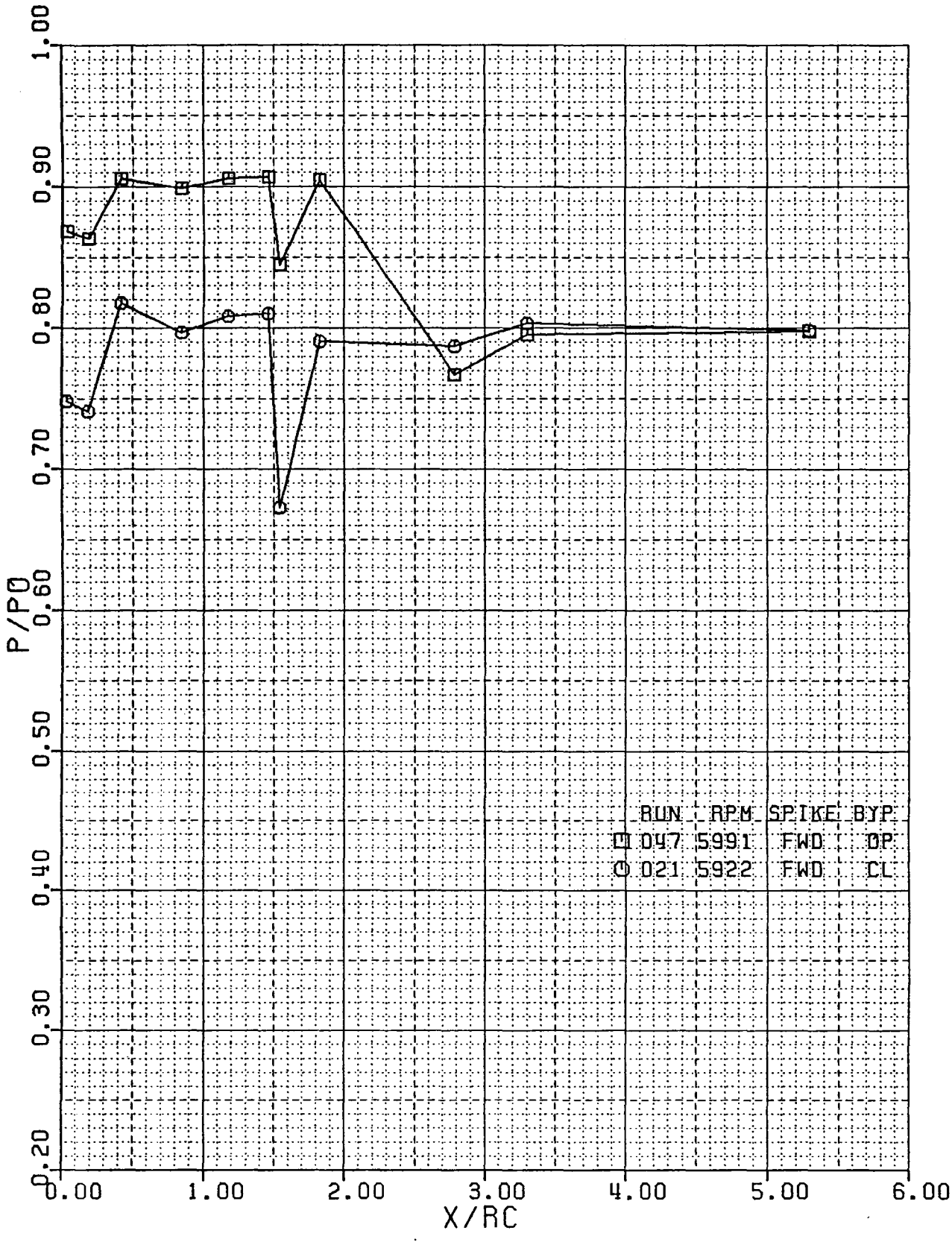


Figure 27a. Cowl static pressure distribution for bypass open and closed: spike forward, spike bleed open, and 6000 rpm.

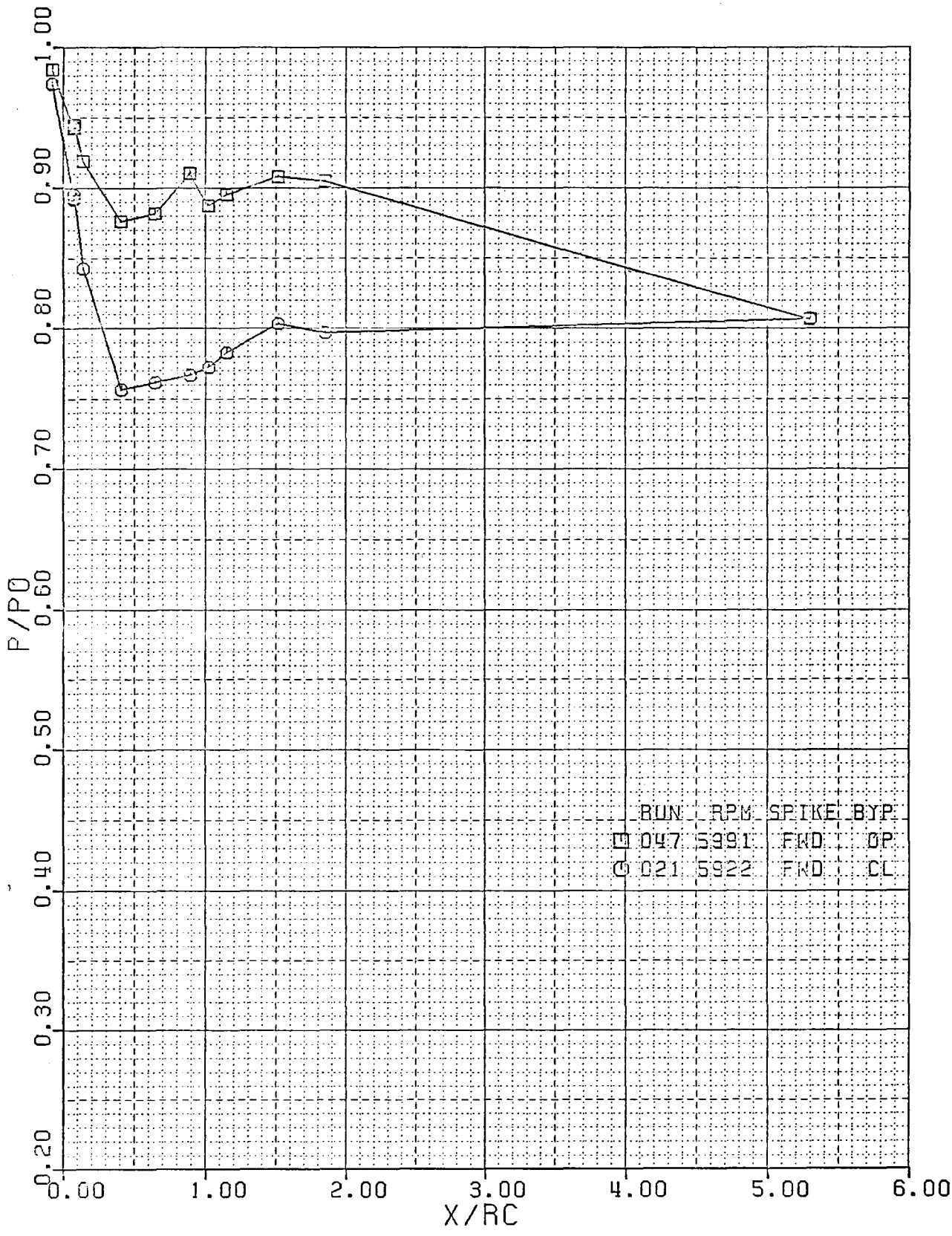


Figure 27b. Spike static pressure distribution for bypass open and closed: spike forward, spike bleed open, and 6000 rpm.

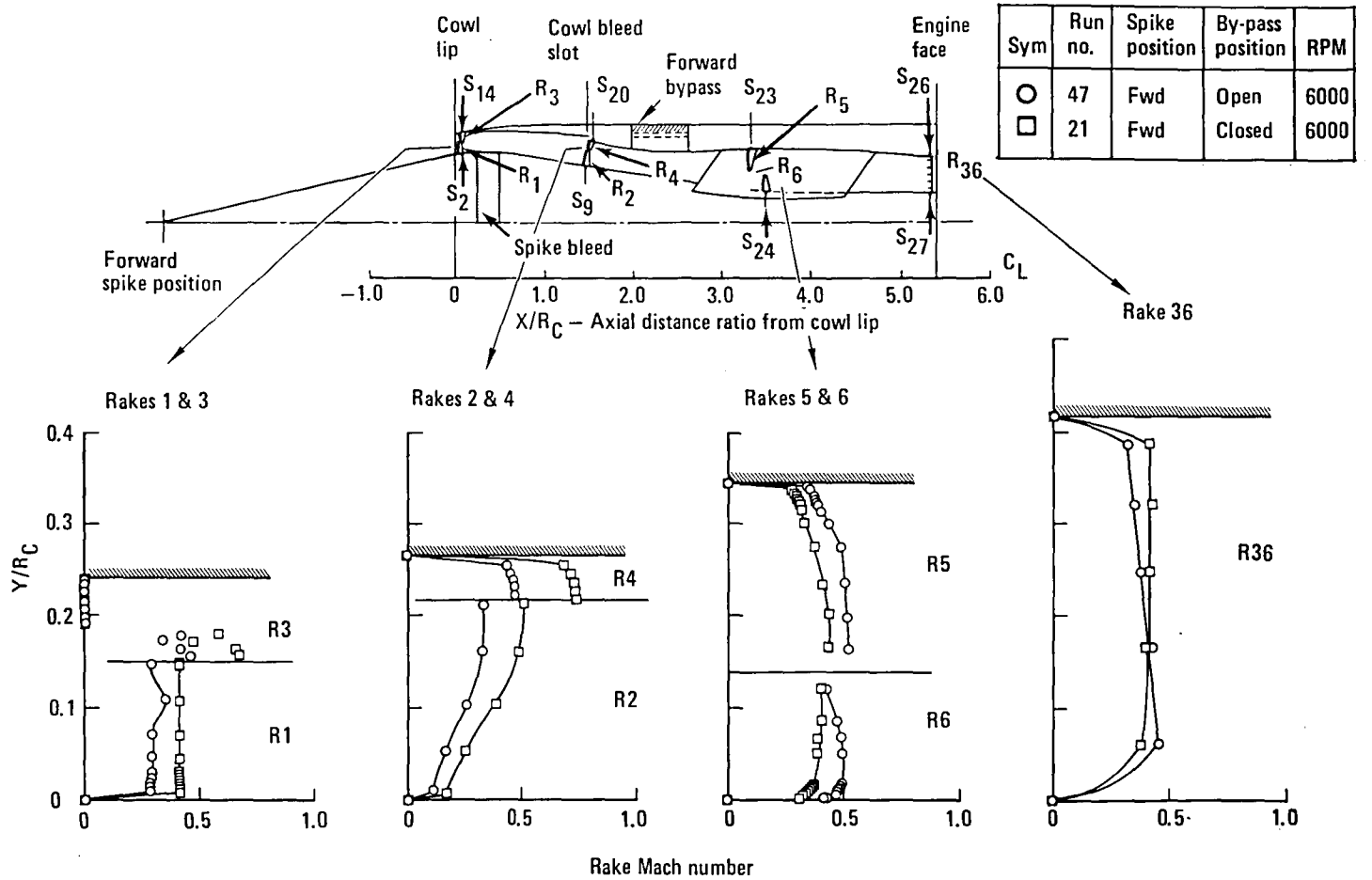


Figure 27c. Rake Mach number profiles for bypass open and closed: spike forward, spike bleed open, and 6000 rpm.

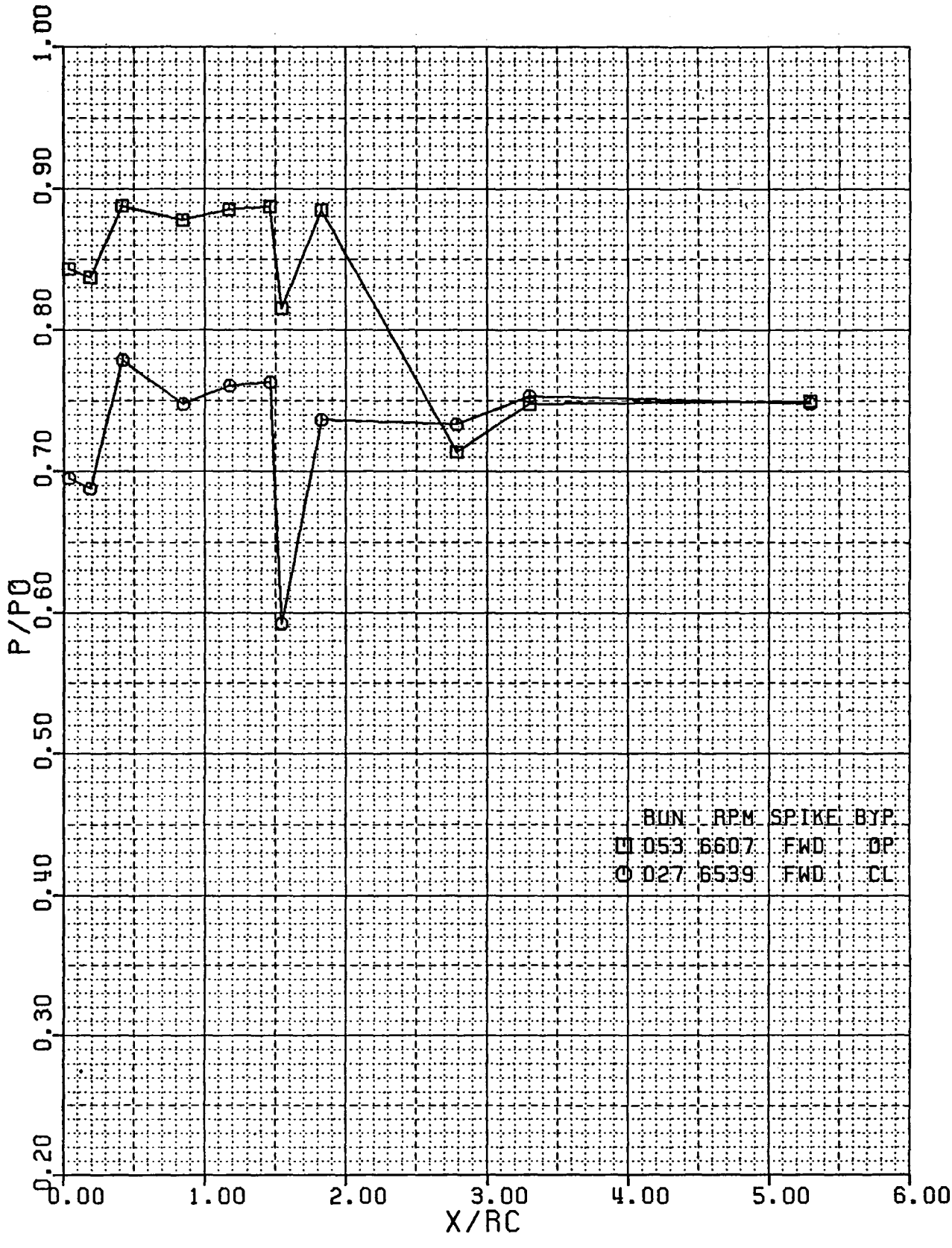


Figure 28a. Cowl static pressure distribution for bypass open and closed: spike forward, spike bleed open, and 6600 rpm.

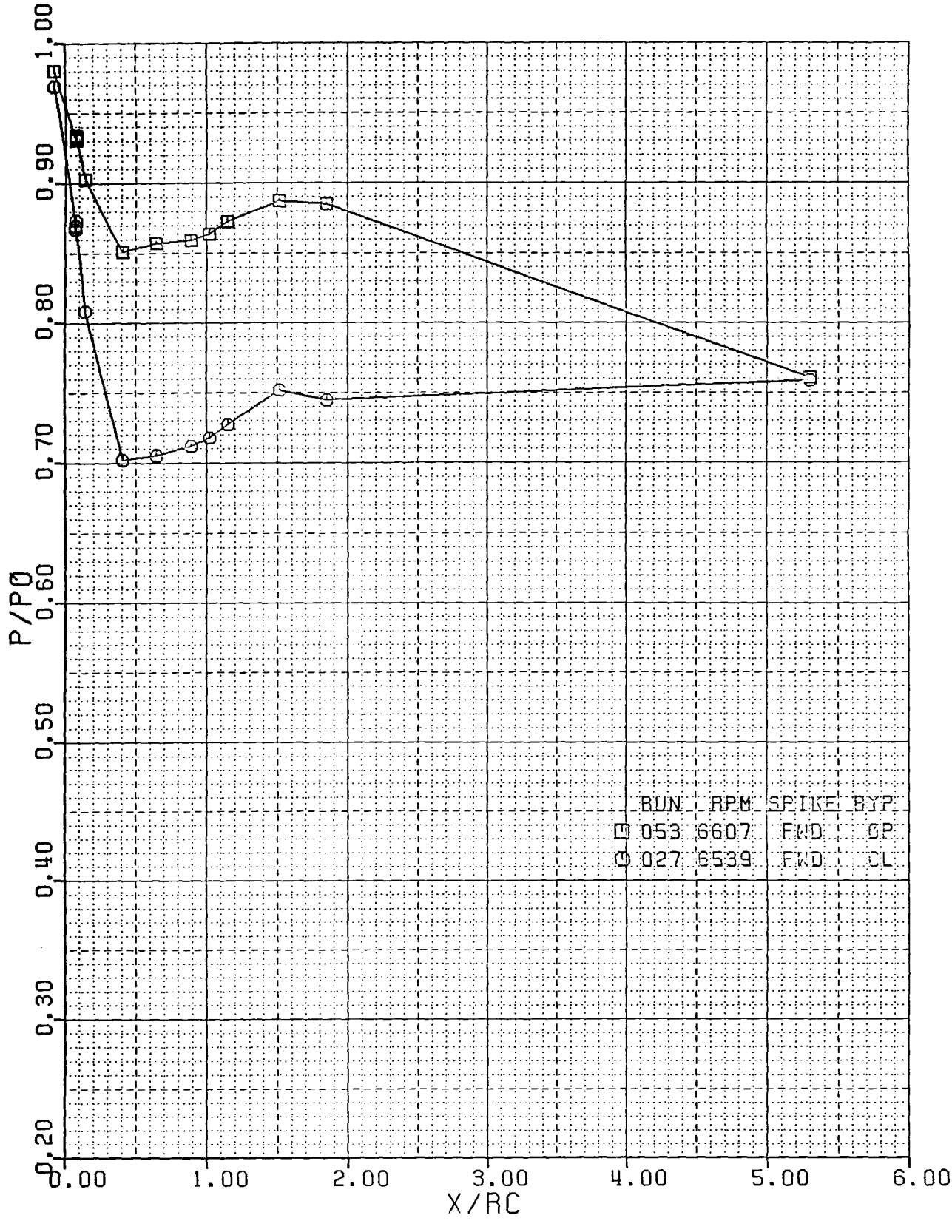


Figure 28b. Spike static pressure distribution for bypass open and closed: spike forward, spike bleed open, and 6600 rpm.

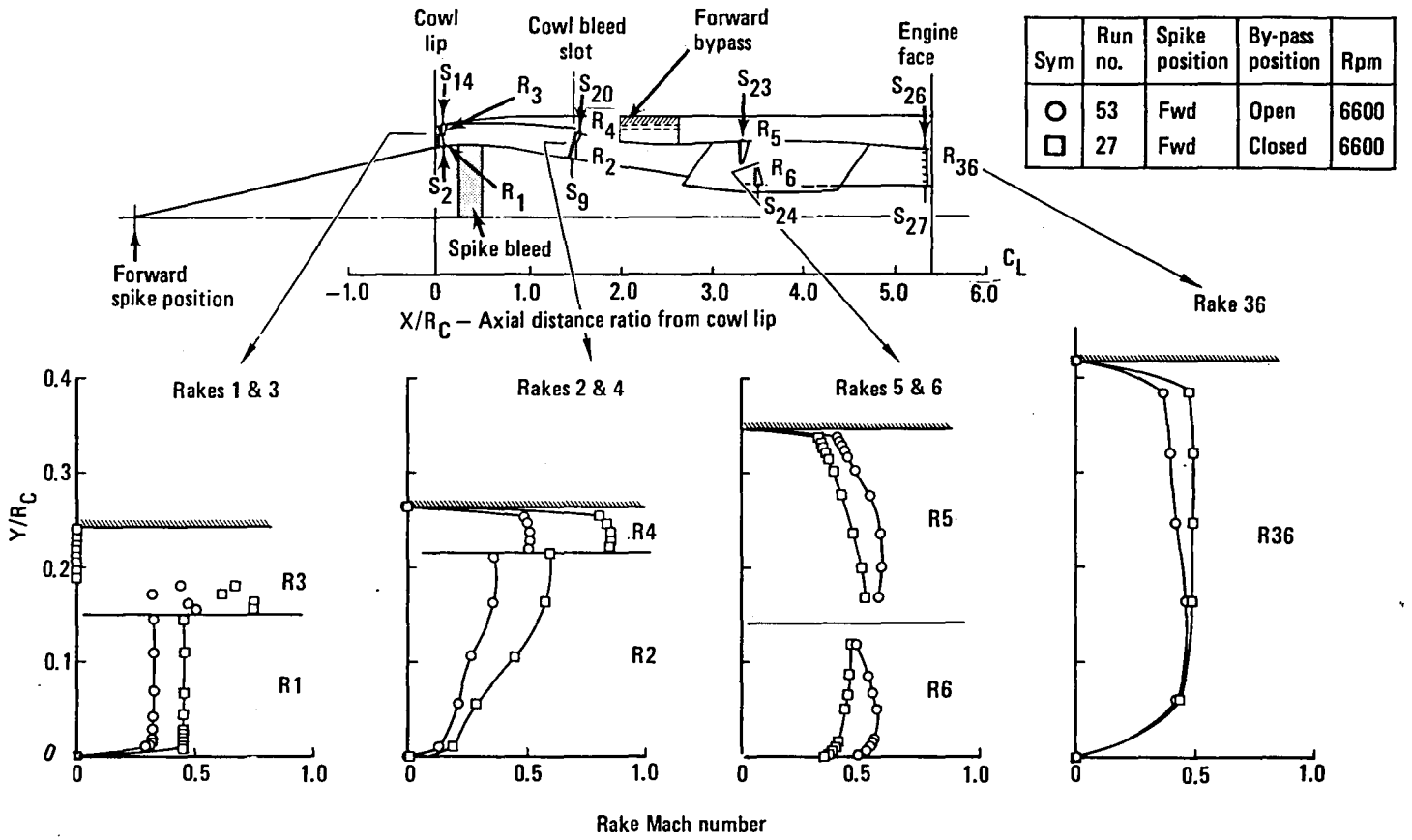


Figure 28c. Rake Mach number profiles for bypass open and closed: spike forward, spike bleed open, and 6600 rpm.

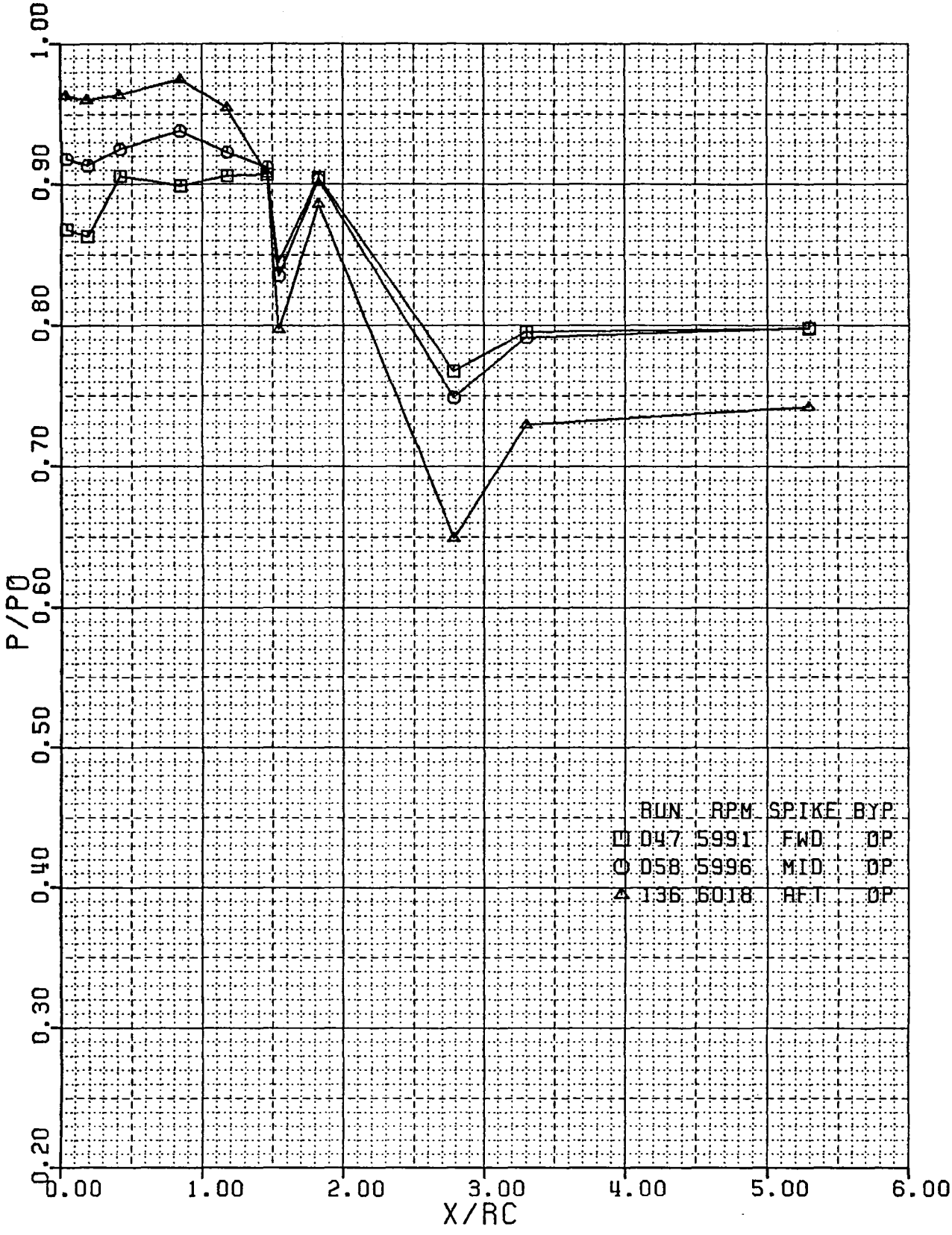


Figure 29a. Cowl static pressure distribution for spike forward, midway, and aft: bypass open, spike bleed open, and 6000 rpm.

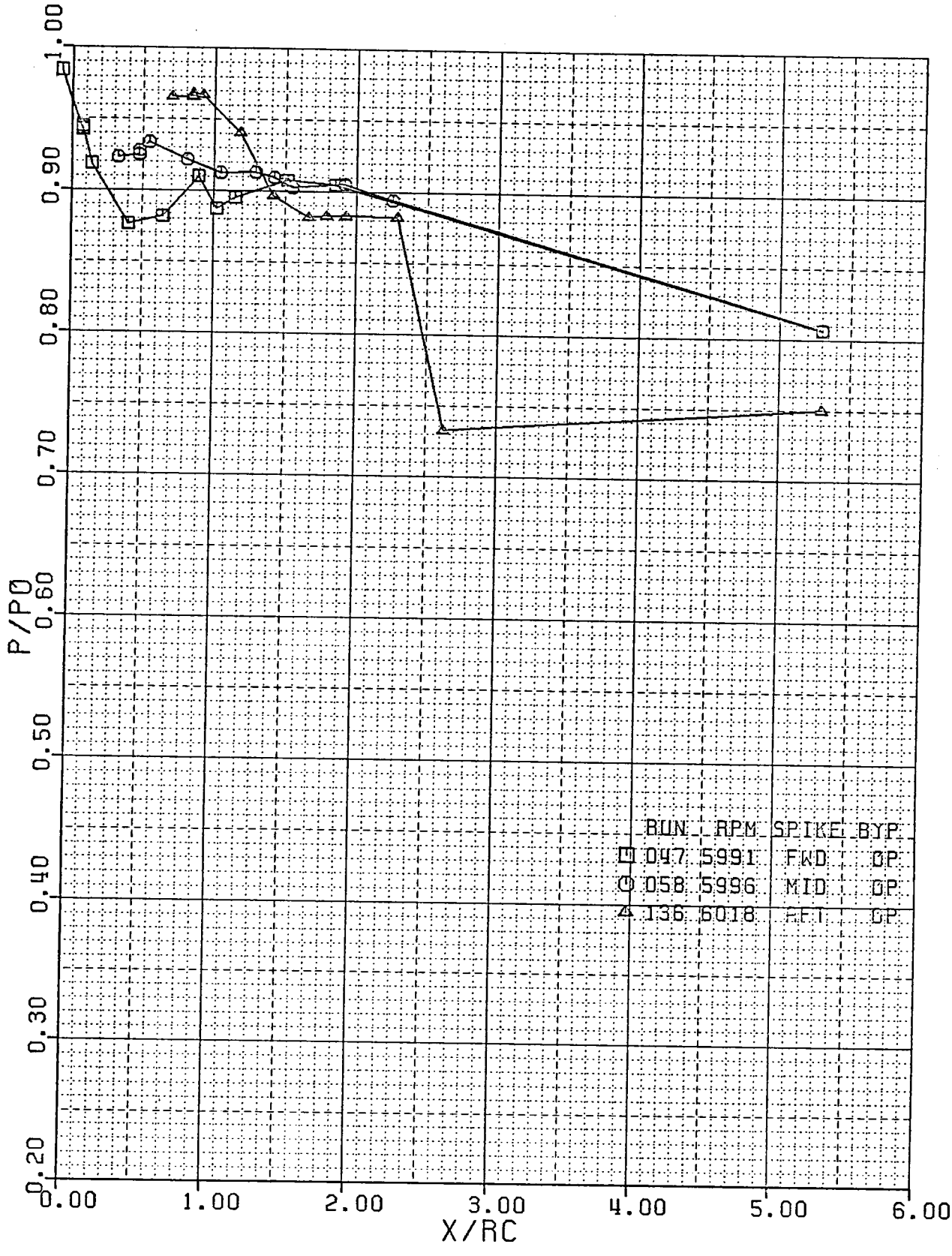


Figure 29b. Spike static pressure distribution for spike forward, midway, and aft: bypass open, spike bleed open, and 6000 rpm.

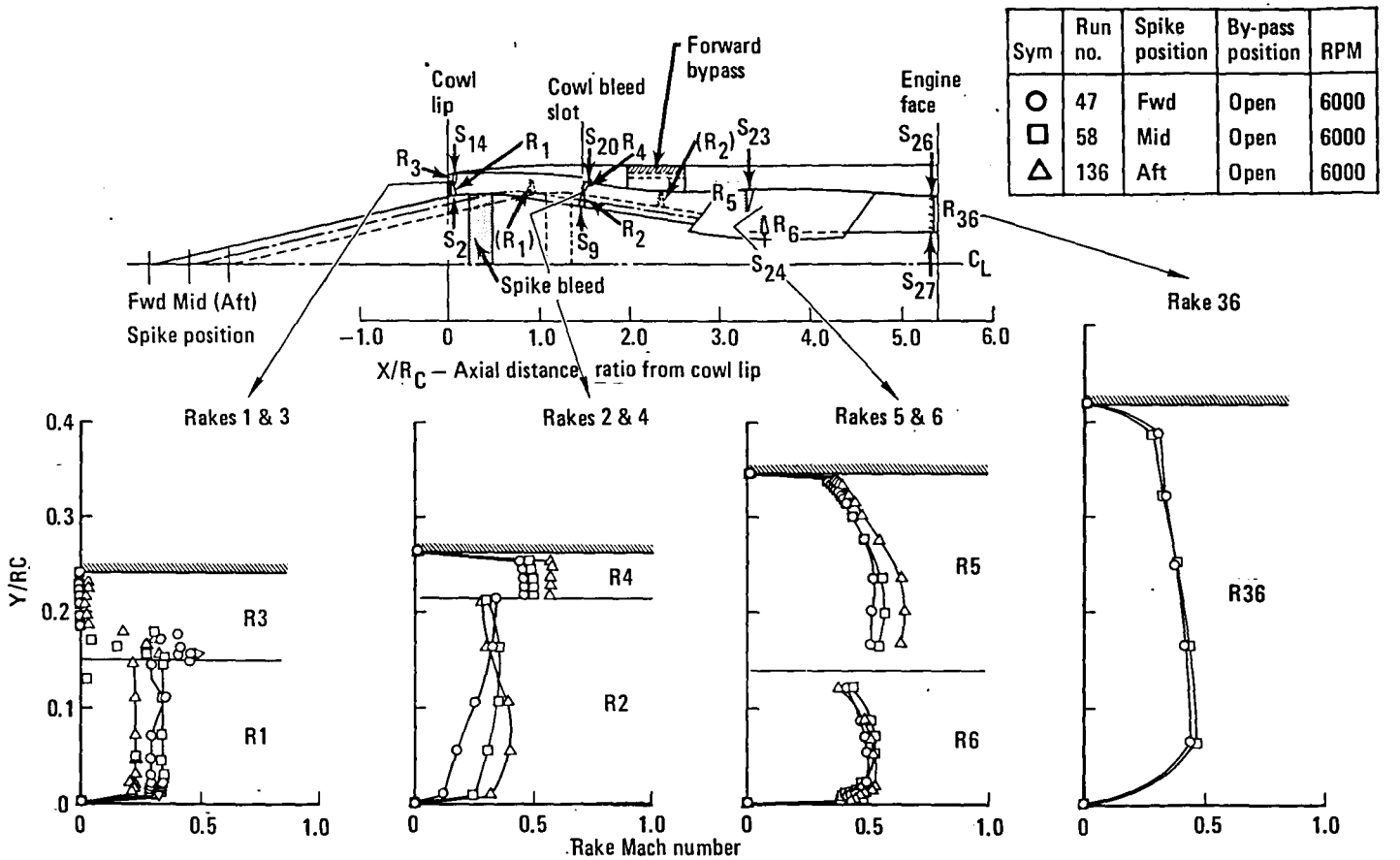


Figure 29c. Rake Mach number profiles for spike forward, midway, and aft: bypass open, spike bleed open, and 6000 rpm

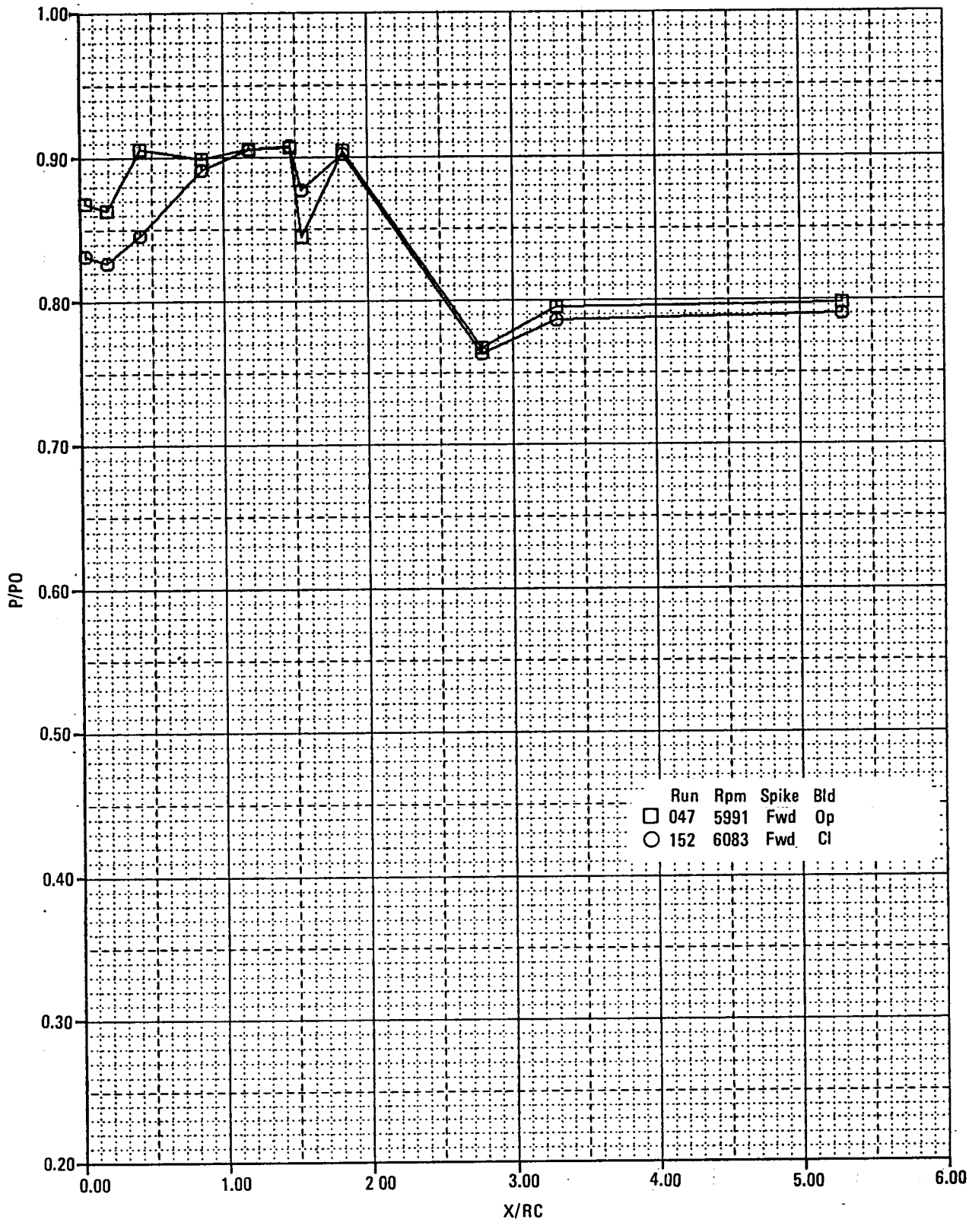


Figure 30a. Cowl static pressure distribution with spike bleed open and closed: spike forward, bypass open, and 6000 rpm.

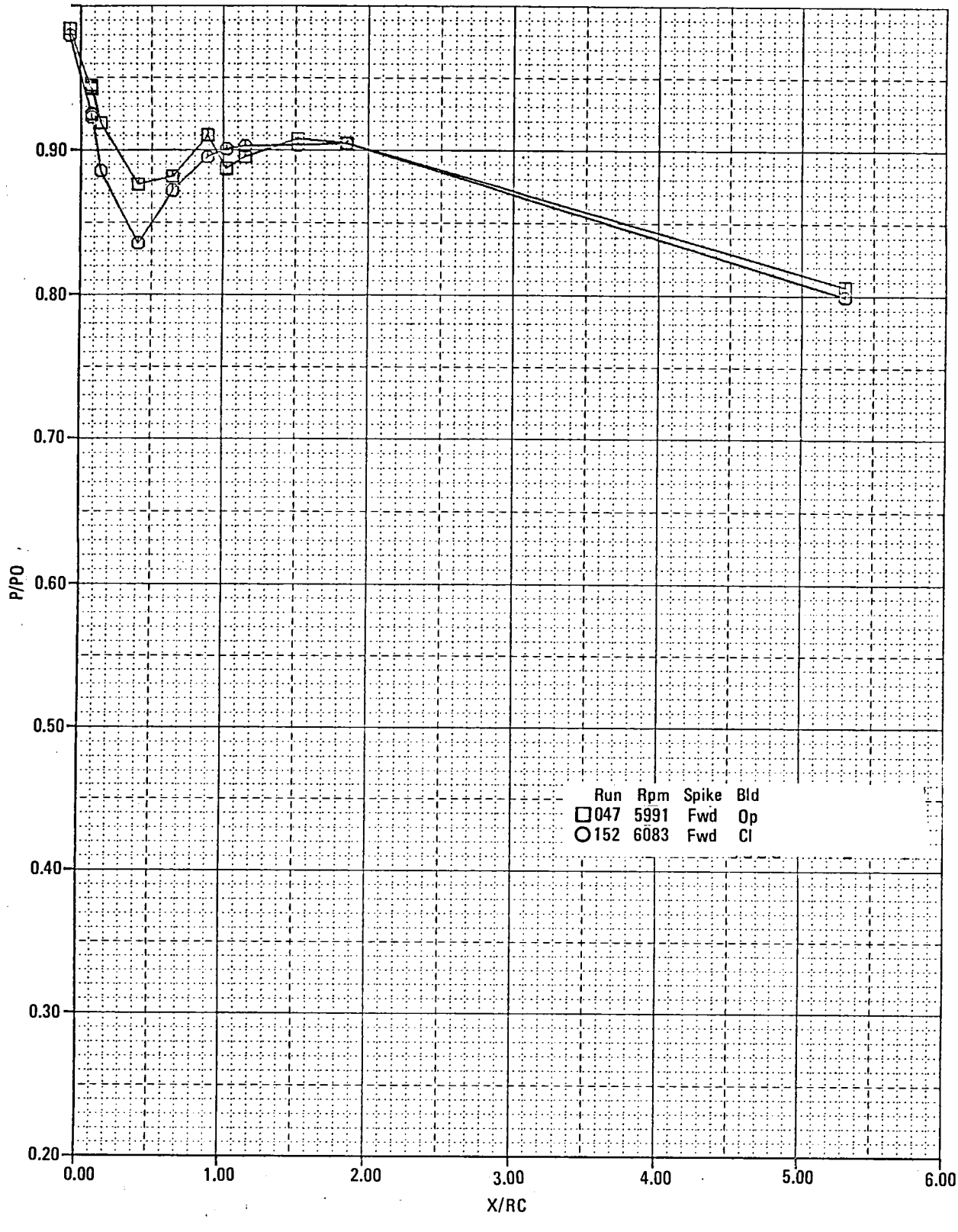


Figure 30b. Spike static pressure distribution with spike bleed open and closed: spike forward, bypass open, and 6000 rpm.

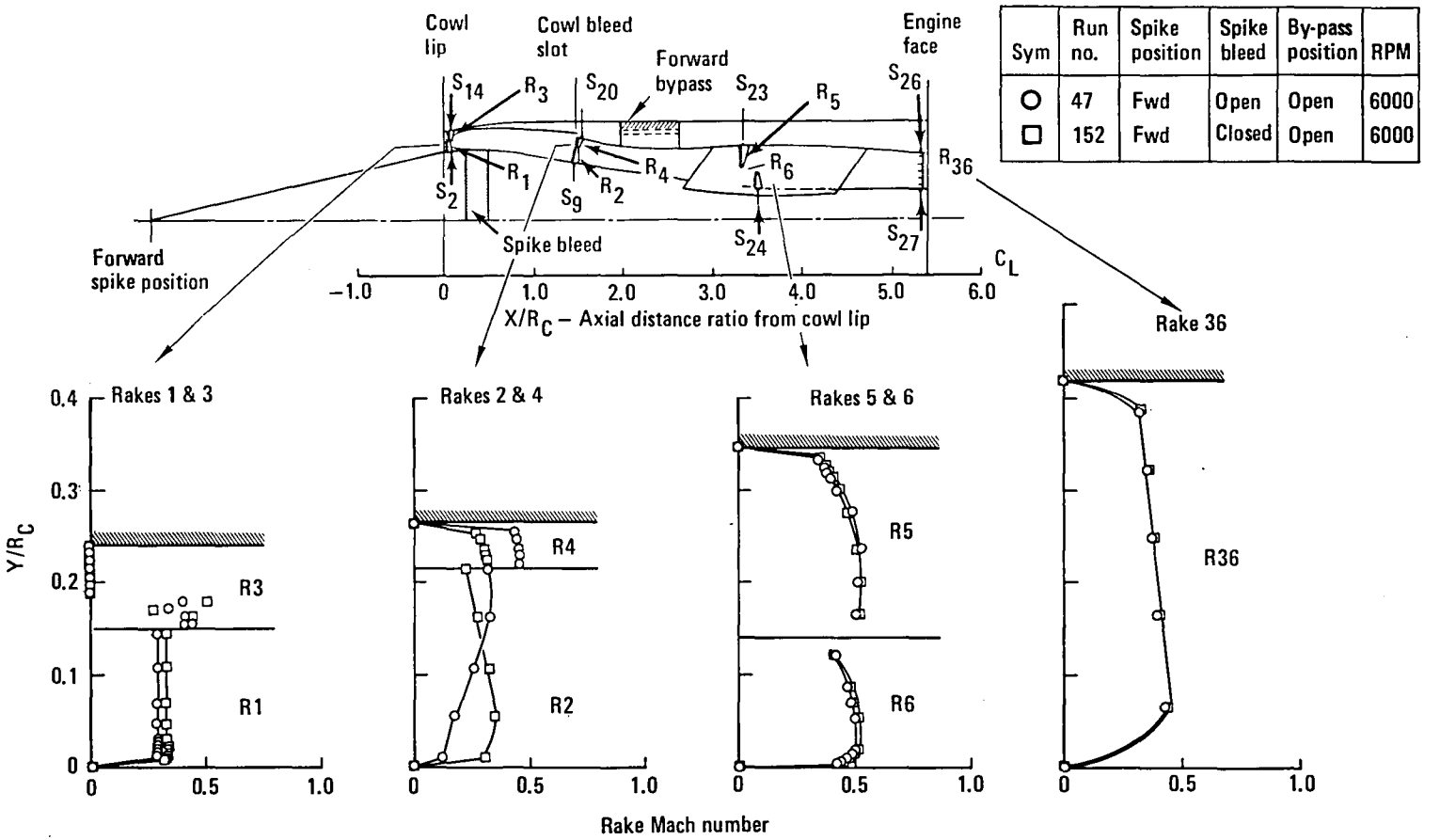


Figure 30c. Rake Mach number profiles with spike bleed open and closed: spike forward, bypass open, and 6000 rpm.

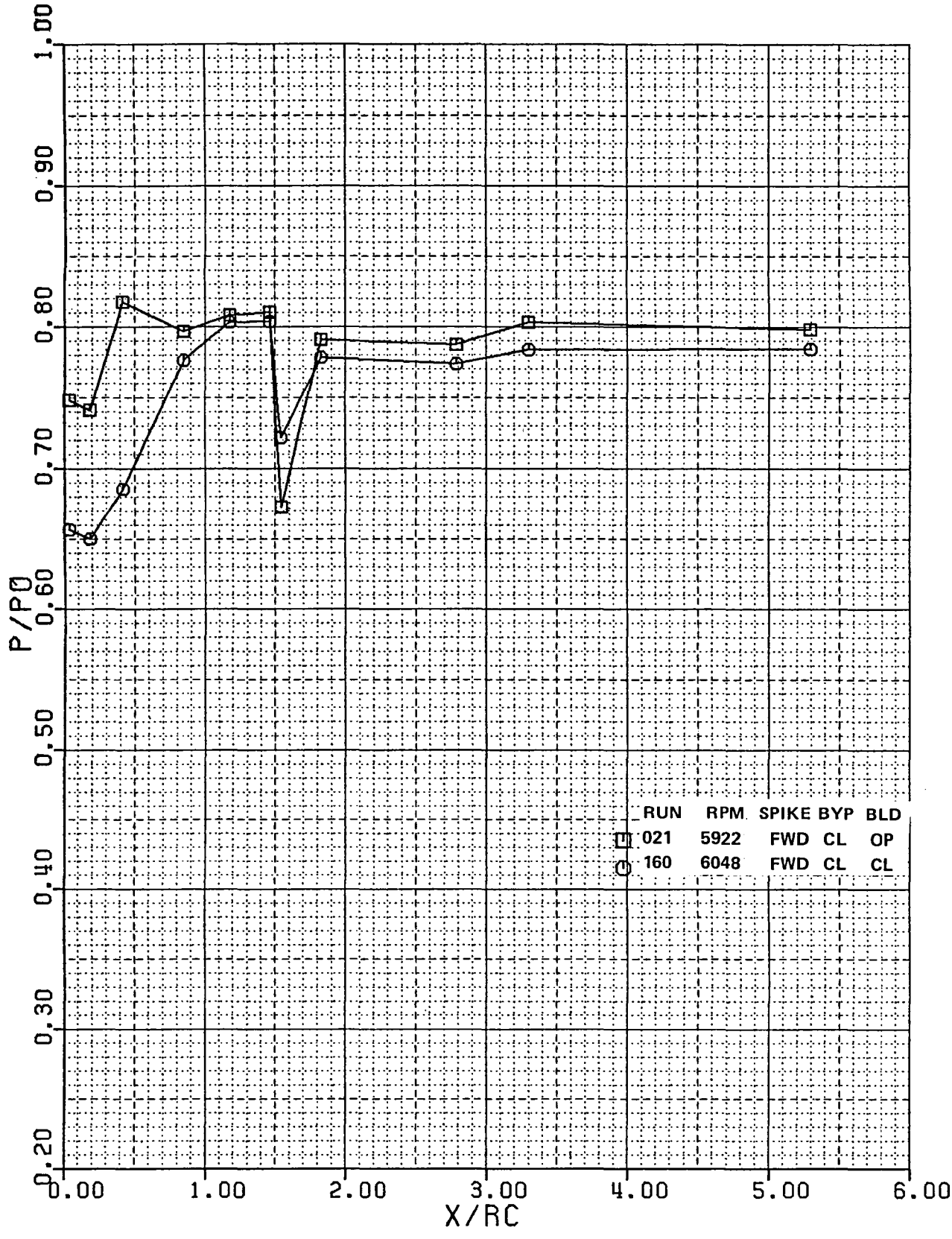


Figure 31a. Cowl static pressure distribution with spike bleed open and closed: spike forward, bypass closed, and 6000 rpm.

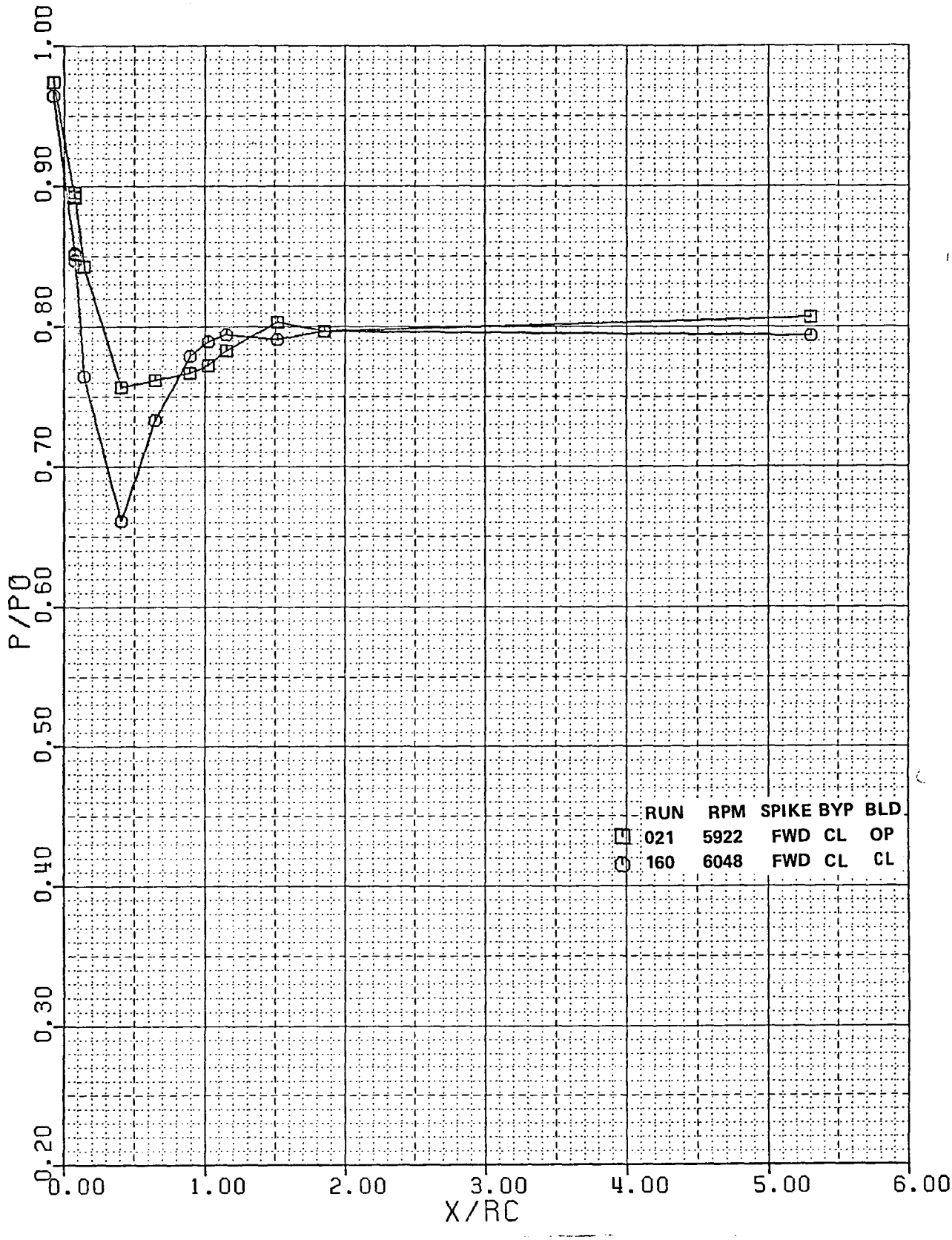


Figure 31b. Spike static pressure distribution with spike bleed open and closed: spike forward, bypass closed, and 6000 rpm.

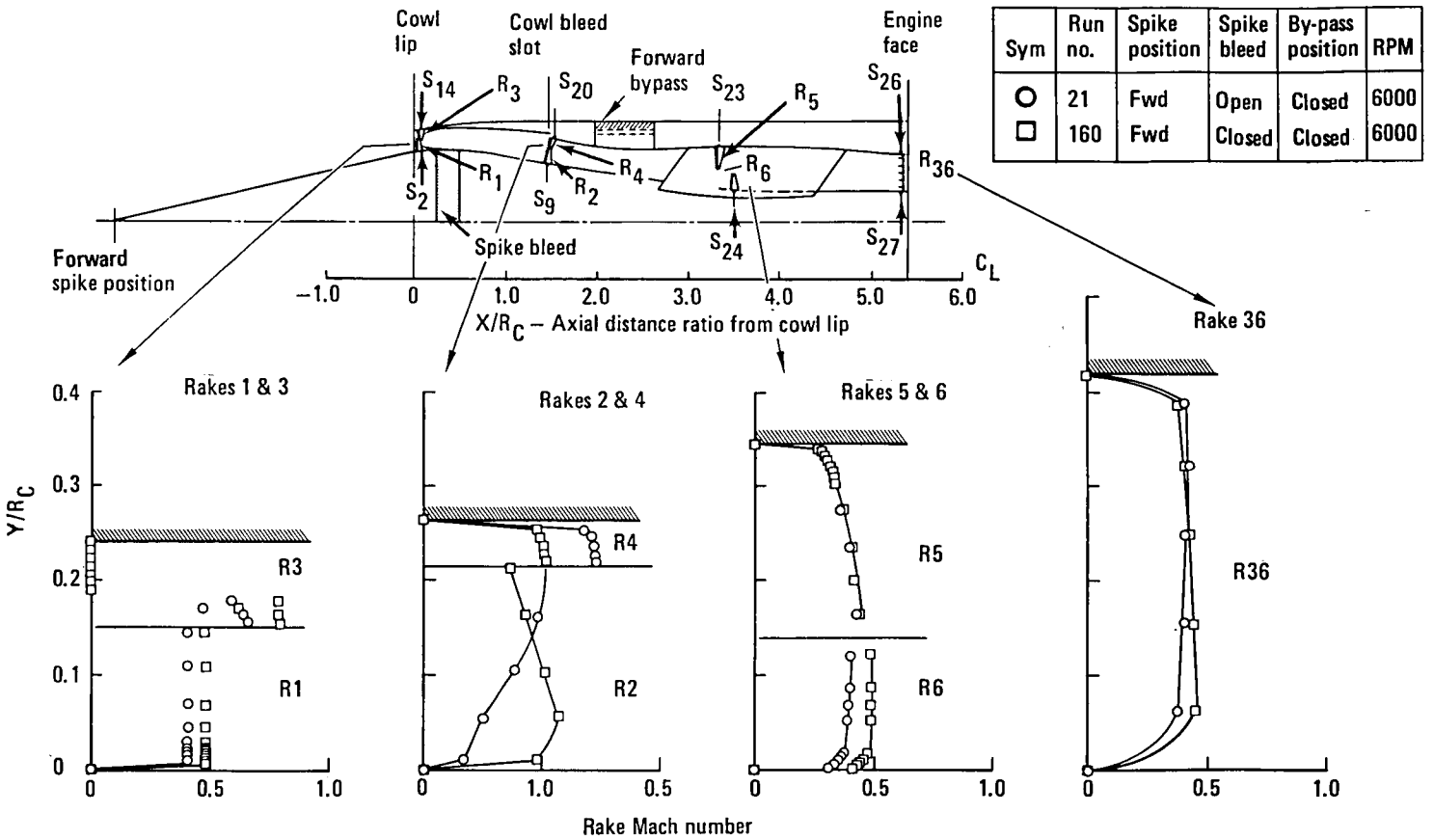


Figure 31c. Rake Mach number profiles with spike bleed open and closed: spike forward, bypass closed, and 6000 rpm.

Inlet Acoustic Behavior

Noise Source. - The J-58 engine had a three-stage compressor with inlet guide vanes. Spacing ratios (gap/chord) between the components were approximately one. Hub to tip ratio was 0.50. The blade and vane count is given below.

J58 - Number of Stators and Vanes

Inlet Guide Vanes	20
First Stage Blades	34
First Stage Vanes	78
Second Stage Blades	52
Second Stage Vanes	82
Third Stage Blades	76
Third Stage Vanes	114

Based on interpretation of the test data, the primary noise source was the first stage of the compressor. Using the methods of reference 3, the basic noise mechanisms of the first stage compressor were blade-vane interaction, rotor- alone, and multiple-pure-tone. Blade-vane noise was generated by interaction between the rotor and inlet guide vanes and appeared in the test data at blade passing frequency (BPF). Rotor-alone noise was seen at the first harmonic of BPF. The second harmonic of BPF was not significant at any of the test conditions. Multiple-pure-tone noise became significant at engine speeds greater than 6000 rpm in the 1000 Hz to 2000 Hz frequency range.

Tabulations of Acoustic Data. - Appendices B and C contain tabulations of all the reduced acoustic data taken for the YF-12 aircraft and the bellmouth inlet/J58 engine tests, respectively.

Far-Field Perceived Noise Level. - A broad overview of the results of the test program is provided by figure 32 which shows the PNL at zero degrees from the inlet centerline and at about 25m from the engine face versus corrected engine speed. These data were recorded by microphone F1 for the YF-12 inlet and microphone B4 for the bellmouth inlet.

There was some uncertainty about the magnitude of engine speed for the bellmouth data. During the bellmouth tests, the tachometer signal was not recorded. In figure 32, the bellmouth data from microphone B4 are shown at the nominal engine speed set during the tests. By contrast, engine speed for the YF-12 microphone F1 data represents the average value over the 30 second measurement interval, as determined from the recorded tachometer signal.

Microphone B4 was 25m from the engine face in the bellmouth inlet tests. Microphone F1 was 22.9m (75.0 ft) from the plane of the YF-12 inlet cowl lip. Thus, these two microphones were at approximately the same distance from the engine face. No distance corrections were applied to these measurements.

In comparing the results for the bellmouth inlet with those of the YF-12 inlet in its normal low-speed configuration (spike forward, bypass open, spike bleed open), the differences in PNL varied with engine speed. At 5000 rpm, the bellmouth case was roughly one PNdB higher. This difference increased to about 5 PNdB at 6000 rpm. Above 6000 rpm, the difference was 3 to 5 PNdB, with some uncertainty caused by the scatter in the bellmouth inlet data. The other YF-12 inlet configurations produced even lower noise levels. The greatest reductions were provided by the case with spike forward, bypass closed, and spike bleed closed. From 6000 rpm to 6700 rpm, this configuration gave noise levels about 11 PNdB lower than the bellmouth inlet.

As engine speed increased to about 6000 rpm, there was a general increase in PNL. Further increases in engine speed produced rather steep decreases in PNL, however. The details varied with inlet configuration, as is evident from figure 32. These changes in PNL with engine speed were apparently related to changes in engine source noise, as obtained from the bellmouth data and from measurements at K14 and K12.

Closing the bypass door resulted in a significant decrease in PNL. For spike forward and spike bleed open, the PNL difference increased from about one PNdB at 5000 rpm, to about 3 PNdB at 6000 rpm, to about 4 PNdB at 6700 rpm. The bypass door effect was much larger with the spike bleed closed. Then the differences were about 2, 6, and 7 PNdB at 5000, 6000, and 6700 rpm, respectively. With the spike midway, the behavior was similar to that with the spike forward.

Closing the spike bleed perforations resulted, in general, in a decrease in PNL, with a greater effect with the bypass closed than with the bypass open. For bypass doors open, the difference was of the order of one PNdB over the entire engine speed range. For bypass doors closed, however, the difference was about 4 PNdB at speeds above 6000 rpm. This strong effect of spike bleed closure appeared to be related to flow acceleration at the cowl lip. Closing the spike bleed forced more air to enter the inlet by flowing past the cowl lip. This in turn increased flow separation and maximum Mach number at the cowl lip station. Figures 25, 30c, and 31c illustrate these effects. The effect was small when the bypass was open, because the bypass was an alternate path for the incoming air.

Moving the spike from the forward to the midway position produced only small changes in PNL. This is illustrated in figure 32 for both bypass-open and bypass-closed cases. Further spike translation from midway to aft position produced a large change in PNL, however. At 5000 rpm the difference was small. It increased to about 6 PNdB near 6000 rpm, and was about 3 PNdB at 6700 rpm.

Comparison of YF-12 and Bellmouth Inlets. - Comparison of the far-field noise data for the YF-12 and bellmouth inlets was of particular interest, as the bellmouth provided a convenient reference condition. To amplify the results shown in figure 32, sample results of PNL and one-third octave band SPL are shown in figures 33 through 36 for nominal engine speeds of 5000, 6000, and 6600 rpm. The YF-12 inlet had spike forward, bypass open, and spike bleed open.

The polar plots of PNL in figure 33 revealed that the YF-12 noise level was greatest at zero degrees from the inlet centerline, while it was greatest at 40 degrees for the bellmouth inlet. Thus, if the maximum values of PNL were compared, the differences between the inlets would be greater than indicated in figure 32. The bellmouth data was from microphones B3, B5, and B6 at 20m from the engine face. Thus, the PNL values for the two inlets in figure 33 are not directly comparable. Adjusting this bellmouth data to 25m would reduce the values by about 2 PNdB, assuming decay by the inverse square of distance from the source.

The far-field spectra at zero degrees revealed little difference near the BPF at 5000 rpm (figure 34). The differences in the spectra of the two inlets increased with engine speed (figures 35 and 36). At 6600 rpm the peak near the BPF had disappeared for the YF-12 inlet, while it was distinct for the bellmouth inlet.

Far-field narrow band spectra for the J58 engine with the bellmouth inlet are shown in figure 37. These measurements were at 25 m, zero degrees, and at engine speeds of 5000, 6000, and 6600 rpm. They thus correspond to the one-third octave band results in figures 34, 35, and 36. These spectra illustrate the increase in SPL near the BPF as engine speed increased from 5000 to 6000 rpm, followed by the decrease in SPL as engine speed increased to 6600 rpm. These narrow band spectra also show the presence of MPT's at 6000 rpm and above.

Effects of Engine Speed. - Some of the effects of engine speed on the YF-12 inlet acoustics are summarized here for the case of spike forward, bypass open, and spike bleed open. Corresponding inlet pressures and Mach numbers were given in figure 26. Figure 38 shows far-field PNL. The zero degree data were also shown in figure 32. The corresponding spectra for zero degrees are shown in figure 39. Again note the loss of the peak near the BPF at 6600 rpm.

One-third octave band spectra for the inlet are compared with far-field microphone F1 at zero degrees for 5000 rpm in figure 40a. These spectra have similar shapes above 1000 Hz, and exhibit peaks near the BPF. Narrow band spectra for the inlet are given in figure 40b. The relatively large decrease in SPL at the BPF from K14 to K5 is apparent.

One-third octave band and narrow band spectra for 6000 rpm are shown in figures 41a and 41b, respectively. The trends in the one-third octave band spectra were similar to those at 5000 rpm. The narrow band spectra show distinct peaks near the BPF for K14 and K12 and corresponding broader peaks for K5, K3, and K1. The high-frequency spectrum for K10 was relatively flat, however. Figure 41b also shows MPTs in K14 and K12. These were more pronounced for K12, probably because it was closer to the compressor blade tips. (See figures 4 and 5.) It is interesting that the MPTs were much less for K10, which was just upstream of the struts. The MPTs were also weaker for K5, K3, and K1.

At 6600 rpm, there was a significant change in the spectra of K5, K3, K1, and F1 above 1000 Hz. This is illustrated in figure 42a for the one-third octave band spectra. Narrow-band inlet spectra are given in figure 42b. There were distinct peaks near the BPF only for K14 and K12. Again MPTs virtually disappeared across the struts from K12 to K10, and were less distinct for K5, K3, and K1.

There was a large change in SPL near the BPF from K14 to K5 at all engine speeds. Also, for the spike Kulites, the peak in SPL near the BPF first disappeared between K14 and K5. This was the region of the inlet that contained the spike support struts and the bypass doors. There was thus a suggestion that the change in spectrum shape was related to an effect of the struts and/or an effect of the open bypass. To provide some clarification of this point, one-third octave band inlet spectra for spike forward, bypass closed, and spike bleed open at 6600 rpm are shown in figure 43. Again the peak near the BPF disappeared between K14 and K5, suggesting that this effect was related to the presence of the struts. This was supported by the spectra for K12 and K10 in figures 41b and 42b. The open bypass seems to have caused a greater reduction in SPL from K14 to K5 than a change in spectrum shape. It is not yet known whether this was related to the bypass inflow or to noise radiated out through the open bypass. Also, note that the spectra for K3 and K1 were much flatter above 1000 Hz with the bypass closed. A possible cause was the higher throat Mach numbers that were present with the bypass closed. (See figures 25 and 28c.)

Effects of Bypass Door Opening. - Figure 44 shows the directional variation in far-field PNL at 6000 rpm for the bypass open and closed, the spike forward, and the spike bleed open. The data at zero degrees were also shown in figure 32. The angular distributions were similar.

The spectra at 6000 rpm and zero degrees in figure 45 show similar shape for bypass open and closed.

Corresponding inlet pressure and Mach number data were shown in figure 27.

Inlet spectra at 6000 rpm with the bypass closed are shown in figures 46a and b. These figures can be compared with figures 41 in which the bypass was open. The principal differences in the one-third octave band spectra seem to be in the relative SPL. Thus, with the bypass closed there was a more gradual decrease of SPL near the BPF from K14 to K1. With the bypass open, there was a large drop in SPL from K14 to K5, followed by a much smaller drop from K5 to K1. This behavior was consistent with that at 6600 rpm described in the Effects of Engine Speed section.

The narrow band spectra for K12 and K10 were most strongly affected by closing the bypass, probably because they were closest to it. Comparing figures 46b and 41b, the peak in K12 near the BPF was lower with the bypass closed, but the MPTs seemed stronger. K10 showed more energy at high frequencies with the bypass closed.

Effects of Spike Bleed Opening. - The angular variation of far-field PNL at 6000 rpm is shown in figure 47 for spike forward, bypass open, and spike bleed open and closed. The data at zero degrees were given in figure 32. As pointed out in the Far-Field Perceived Noise Level section, the effect of spike bleed opening was rather small when the bypass was open.

The far-field spectra at 6000 rpm and zero degrees, shown in figure 48, have similar shapes and rather small differences in SPL.

Corresponding inlet pressure and Mach number data are shown in figure 30.

Inlet spectra at 6000 rpm with spike forward, bypass open, and spike bleed closed are shown in figure 49. These spectra can be compared with those in figure 41a for which the spike bleed was open. The spectra are generally similar, confirming the far-field results that indicated a small effect of spike bleed opening when the bypass was open. This was also consistent with the small increase in maximum Mach number near the cowl lip for this case.

The effect of spike bleed opening was greater with the bypass closed, as noted previously in the Far-Field Perceived Noise Level section. Figure 50 shows the far-field PNL at 6000 rpm for spike forward, bypass closed, and spike bleed open and closed. The data at zero degrees were shown in figure 32. The peak at 20 degrees with the bleed closed is presently unexplained. The greatest difference caused by spike bleed closure was at zero degrees. The far-field spectra at 6000 rpm and zero degrees are shown in figure 51. The spectrum with spike bleed closed did not have a peak near the BPF, thus accounting for the rather large difference in PNL.

Corresponding inlet pressure and Mach number data are shown in figure 31.

The corresponding inlet spectra at 6000 rpm for spike forward, bypass closed, and spike bleed closed are shown in figure 52. These spectra can be compared with those of figure 46a, in which the spike bleed was open. The main effect of closing the spike bleed was to produce a large drop in SPL near the BPF from K3 to K1. These are the Kulites on either side of the spike bleed. Also notable was that the peak in the K1 spectrum near the BPF was nearly gone. This behavior suggests a relationship between the higher local Mach numbers near the cowl lip and the change in spectrum and SPL from K3 to K1. Although the flow was not choked, there was a strong local acceleration which may have affected the sound propagation.

If the preceding relationship is valid, then spike bleed closure may have a smaller effect when the aircraft has forward speed. The required flow turning would be less, and the pressure difference across the bleed system would be smaller.

Figures 46a and 52 each show that with the bypass closed, the reduction in SPL near the BPF from K14 to K5 was much less than with the bypass open. This was again consistent with the behavior described in the Effects of Engine Speed section.

Effects of Spike Position. - It was indicated previously in the Far-Field Perceived Noise Level section that translating the spike from the forward to the midway position had a small effect on far-field PNL. Further translation to the aft position produced significant changes, however. Figure 53 amplifies these results by showing the angular variation of PNL at 6000 rpm for bypass open and spike bleed open. The data at zero degrees were shown in figure 32.

Corresponding spectra at zero degrees and 6000 rpm are shown in figure 54. Again, the spectra for spike forward and spike midway were similar. The spectrum for spike aft had no peak near the BPF and a lower SPL above 1000 Hz.

Corresponding inlet pressure and Mach number data are shown in figure 29.

Inlet spectra at 6000 rpm, for spike aft, bypass open, spike bleed open are given in figure 55. K1, K3, and K5 here had different axial positions from the spike-forward cases. Referring to figures 5 and 7, K1 was upstream of the throat and opposite K6. K3 was downstream of the throat and opposite K8. K5 was just downstream of the bypass and near the leading edge of the struts. K5 was also opposite K10. The spectrum for K14 was very similar to that for the spike-forward case, shown in figure 41a. The spectral shapes for K5, K3, K1, and F1 changed from the spike-forward case, however. In particular, the peak near the BPF was missing.

The aerodynamic data (figure 29) reveal that when the bypass was open, the minimum wall static pressure was at x/r_c of 2.8, just downstream of the bypass. With the spike aft, this minimum pressure was significantly less than for spike forward or midway. Although choking was not indicated, this strong local acceleration may have affected the sound propagation characteristics.

There may also be a relationship between the change in duct area distribution with spike position and the sound propagation characteristics.

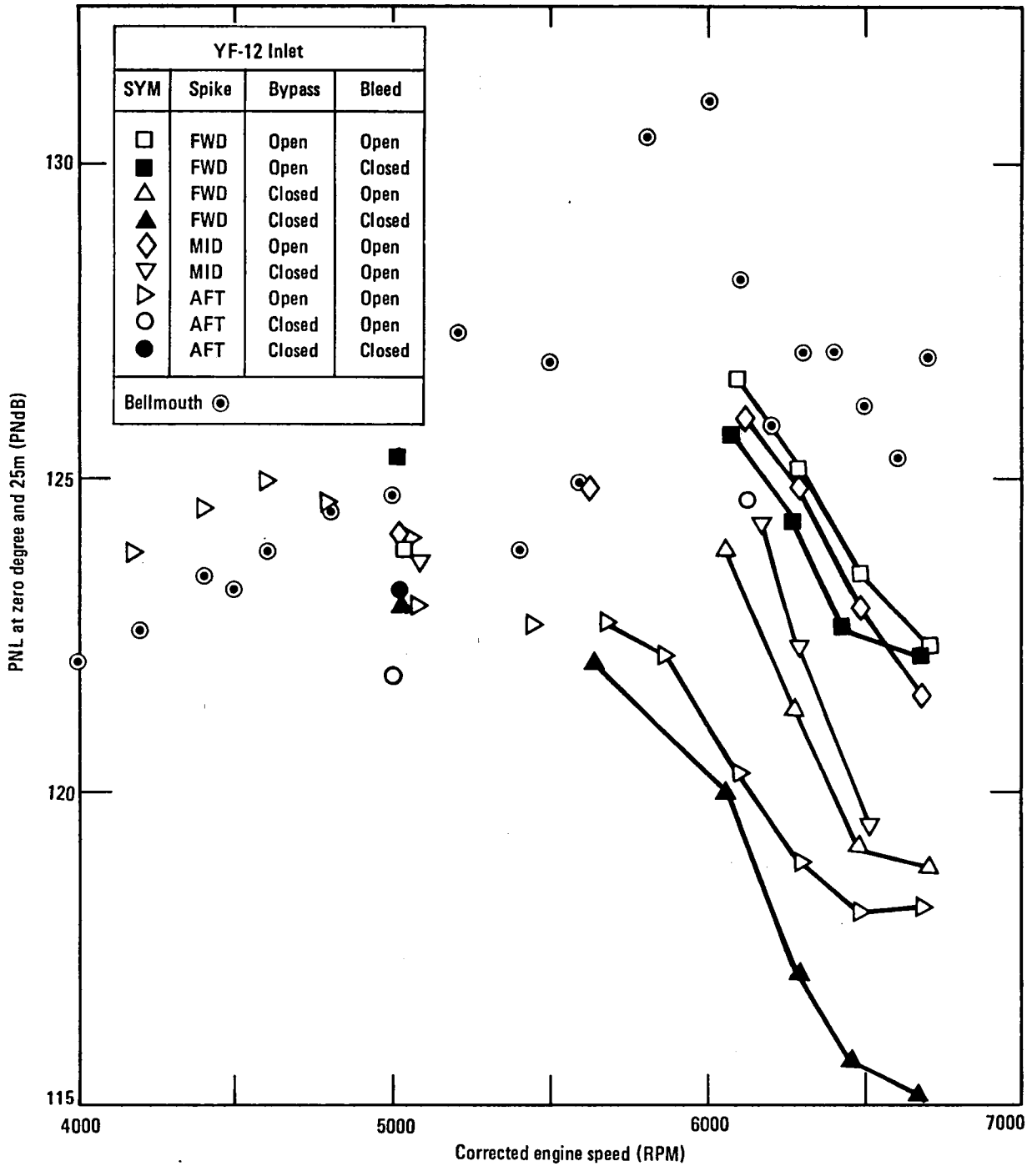


Figure 32. Far-field perceived noise level at zero degrees from inlet centerline and 25 m for YF-12 and bellmouth inlets.

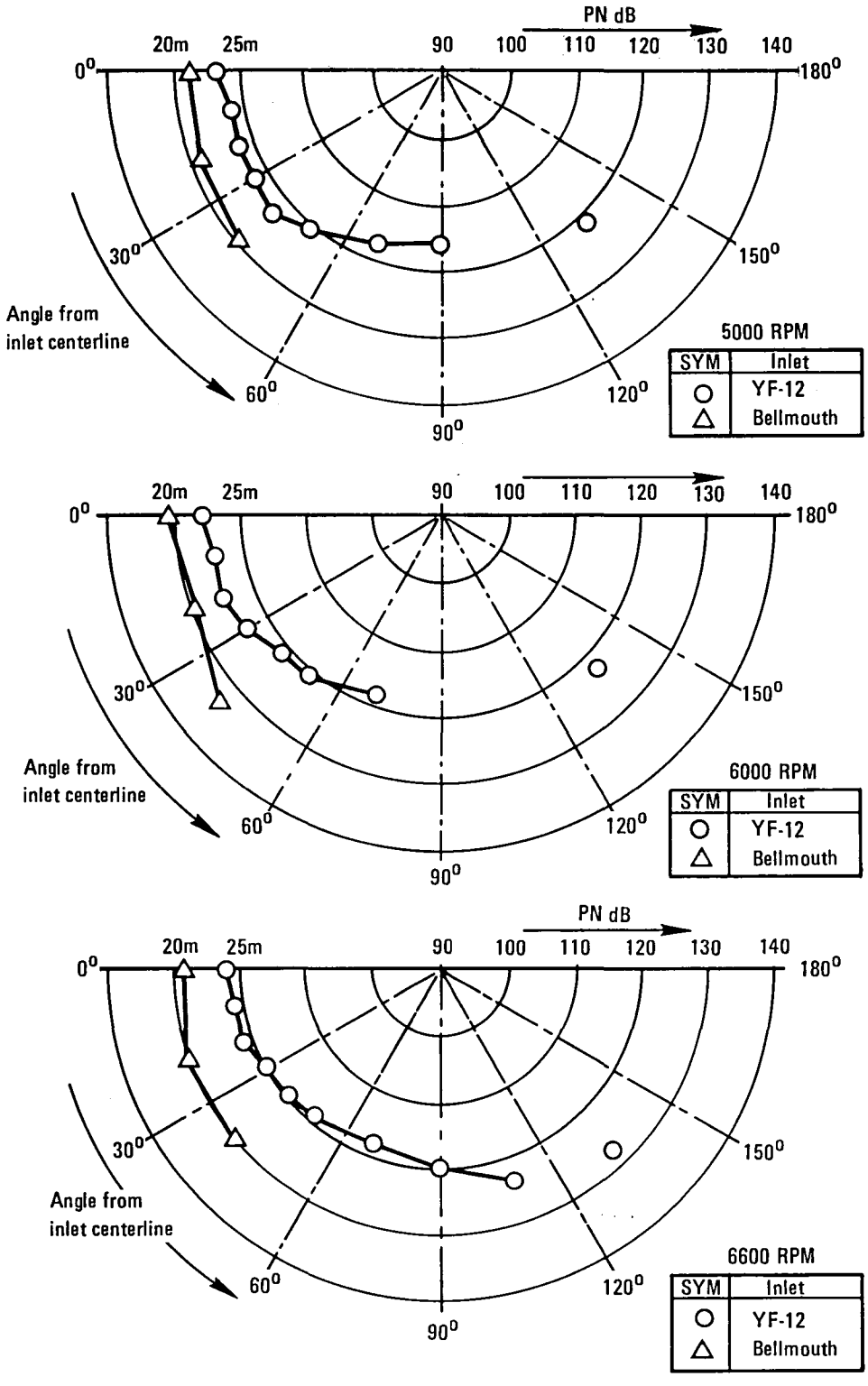


Figure 33. Far-field perceived noise level polars for the YF-12 and bellmouth inlets. YF-12 inlet with spike forward, bypass open, and spike bleed open.

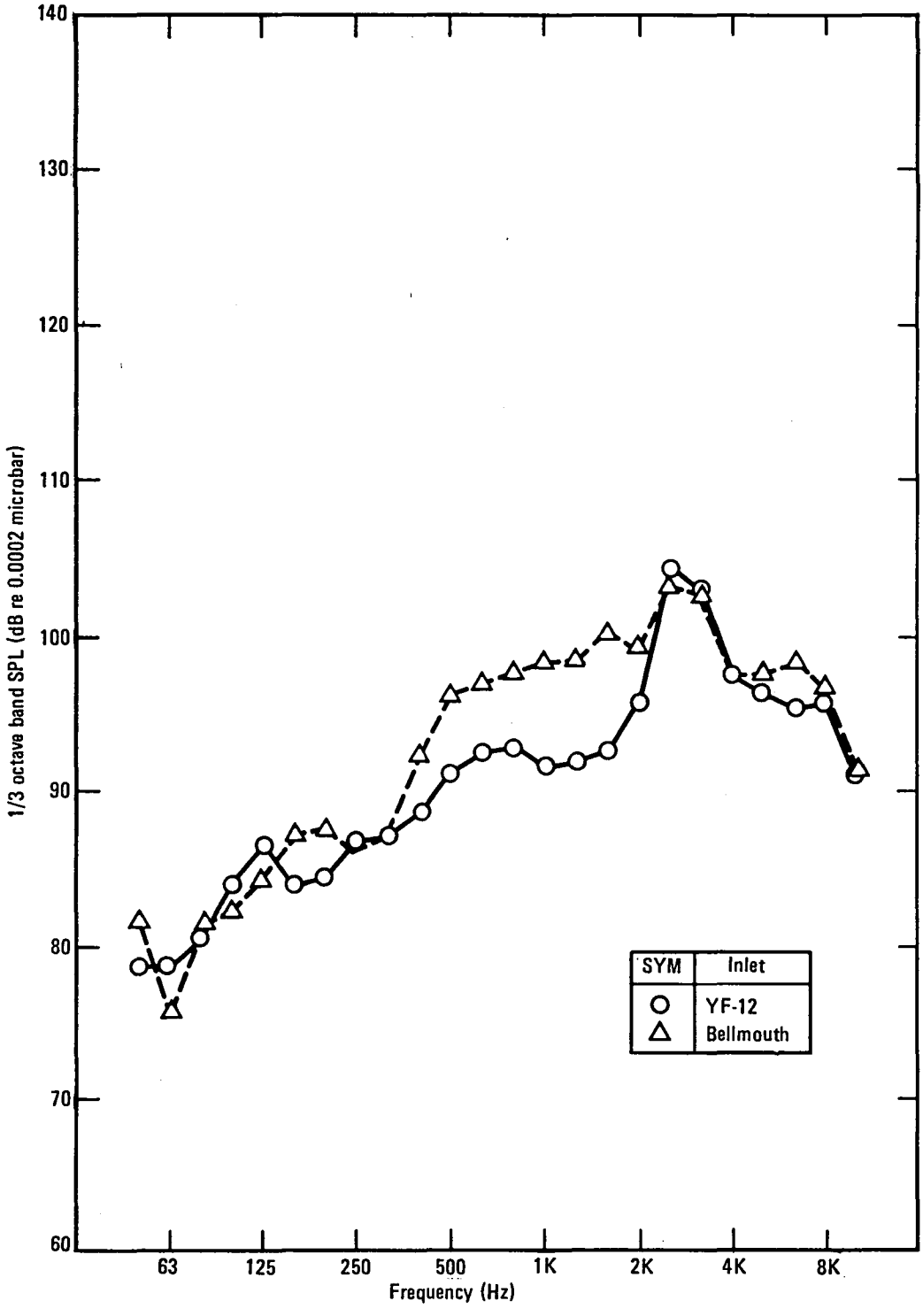


Figure 34. Far-field spectra for YF-12 inlet and bellmouth inlet at zero degrees and 5000 rpm. YF-12 inlet with spike forward, bypass open, and spike bleed open.

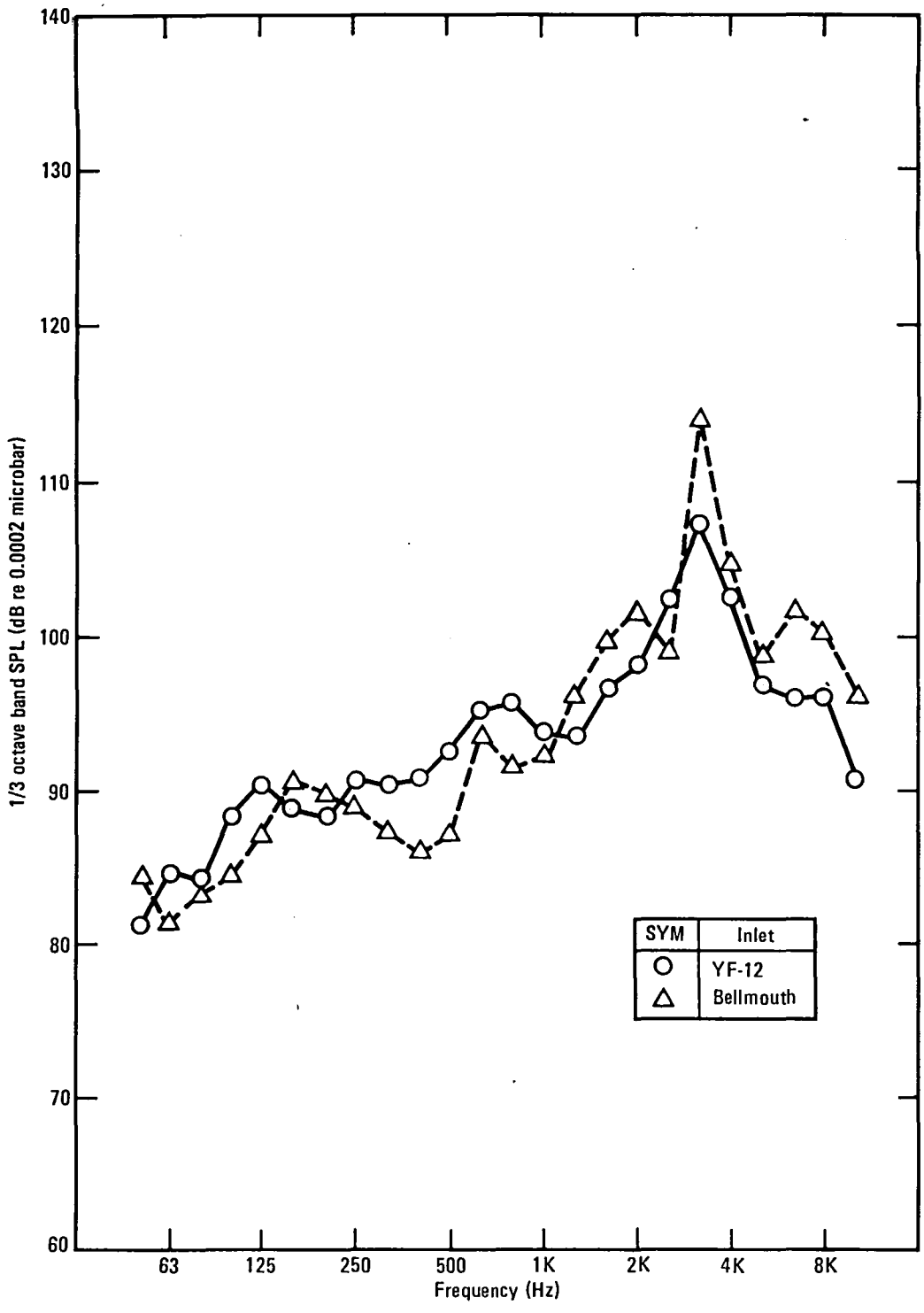


Figure 35. Far-field spectra for YF-12 inlet and bellmouth inlet at zero degrees and 6000 rpm. YF-12 inlet with spike forward, bypass open, and spike bleed open.

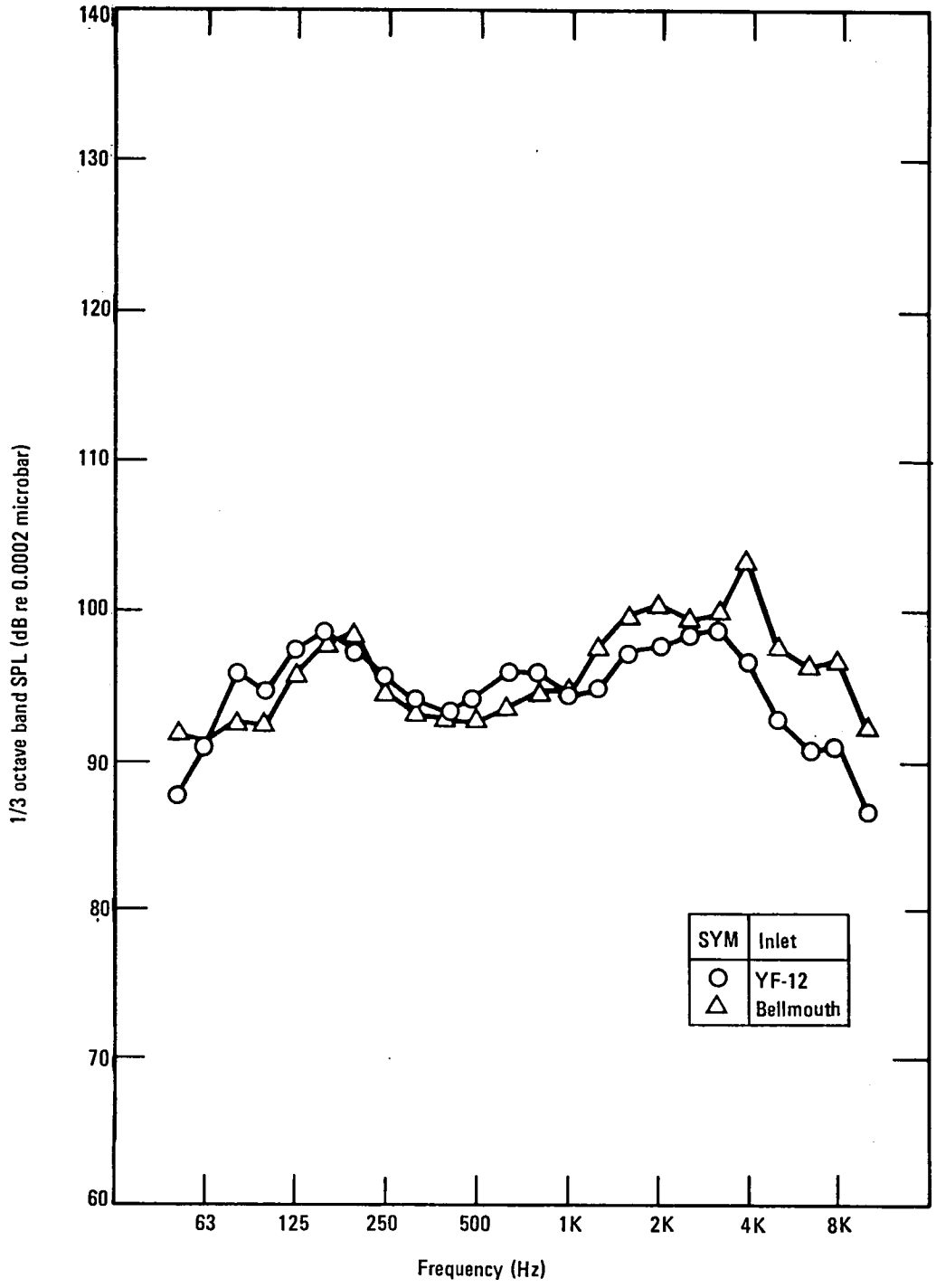


Figure 36. Far-field spectra for YF-12 inlet and bellmouth inlet at zero degrees and 6600 rpm. YF-12 inlet with spike forward, bypass open, and spike bleed open.

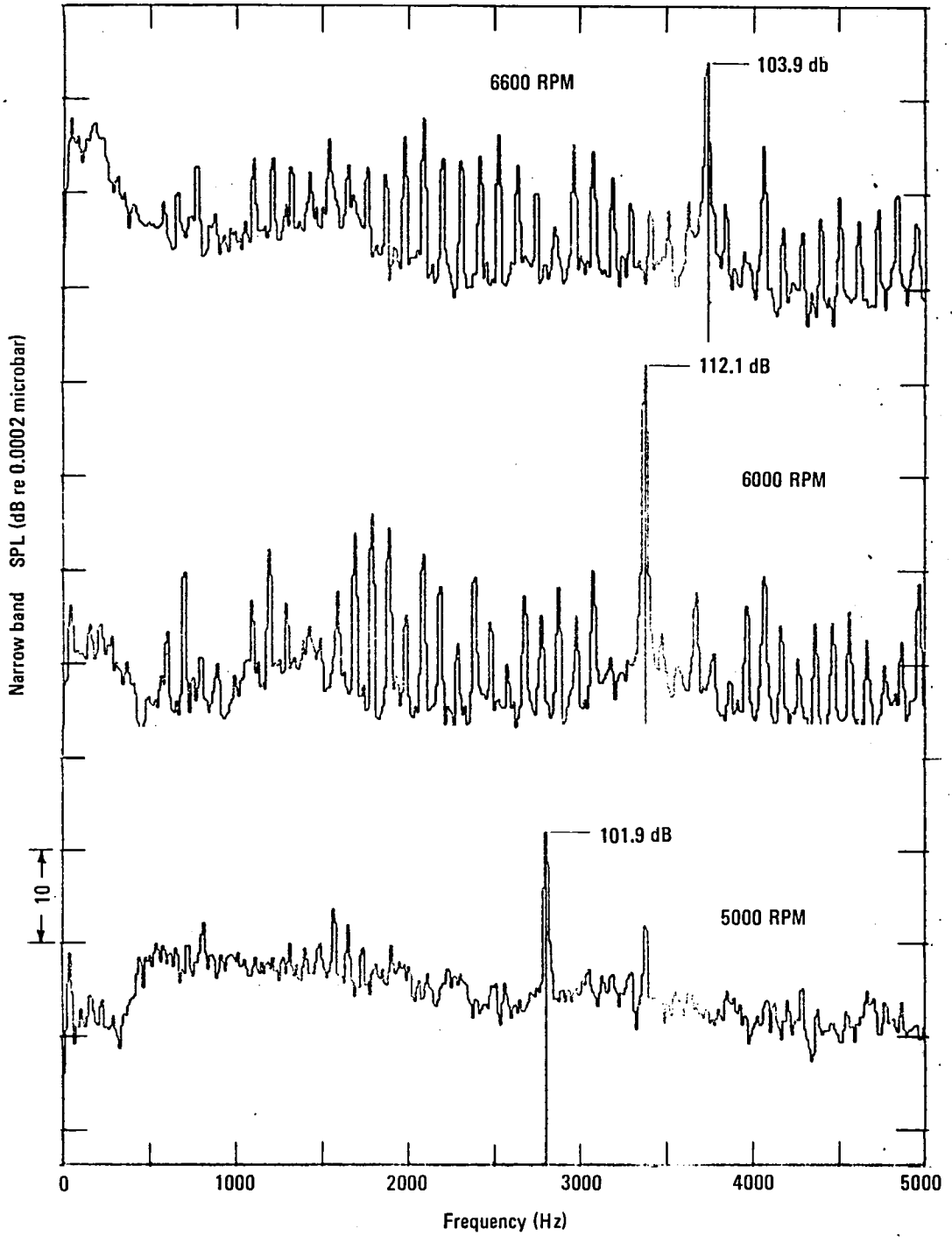


Figure 37. Narrow-band spectra for the bellmouth inlet.

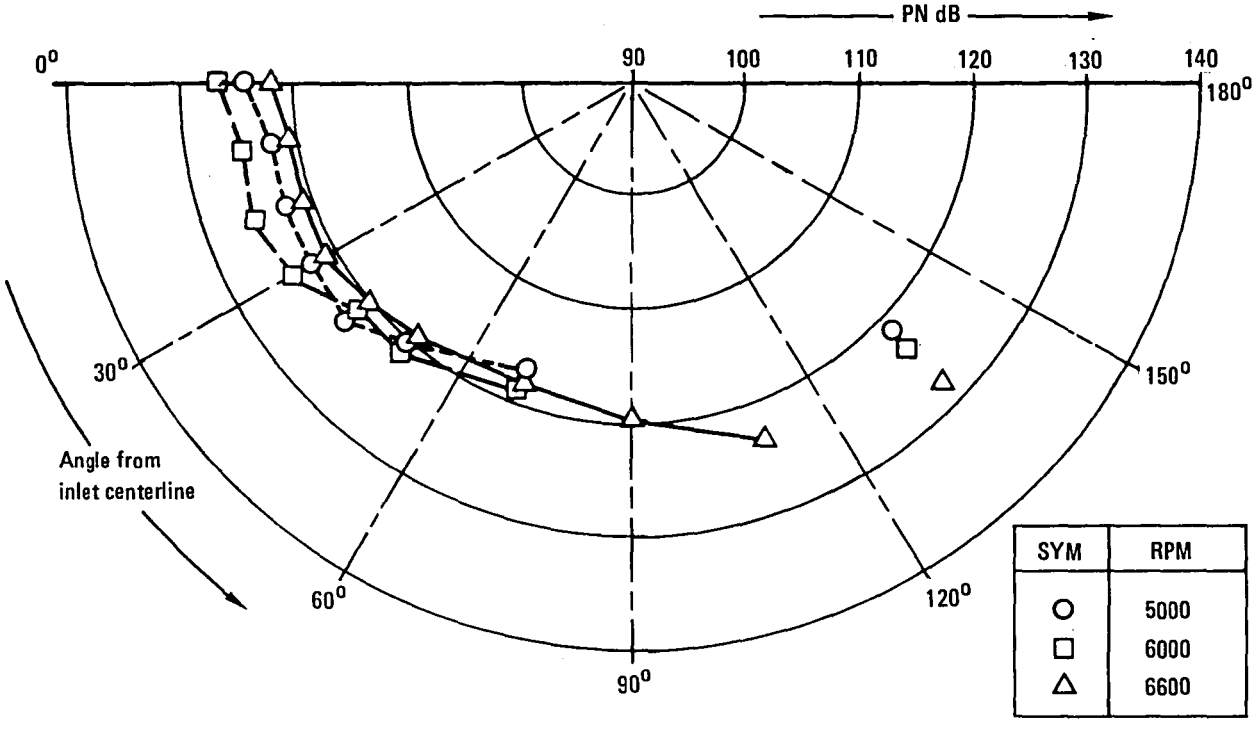


Figure 38. Effect of engine speed on far-field perceived noise level for YF-12 inlet: spike forward, bypass open, spike bleed open.

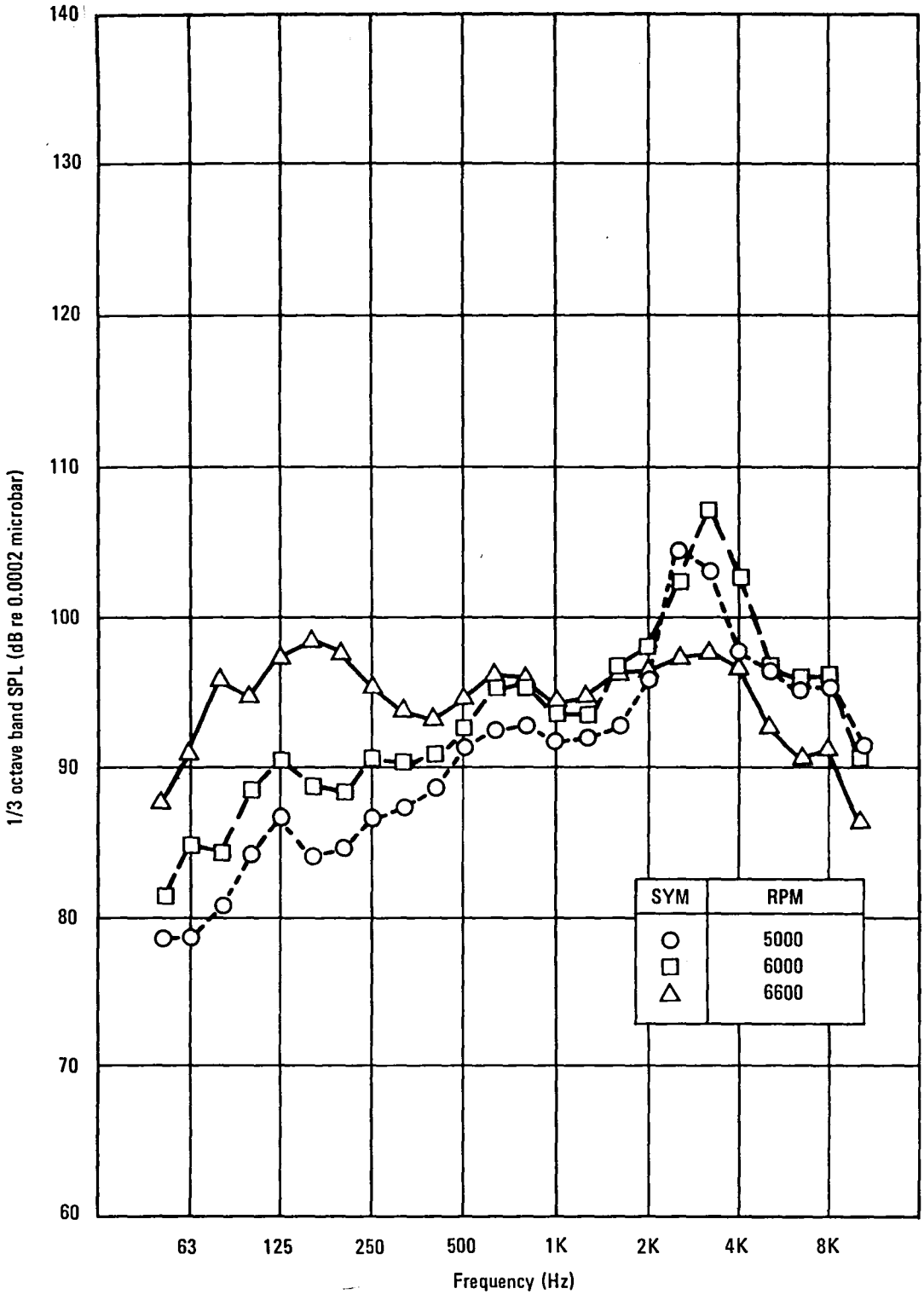


Figure 39. Effect of engine speed on far-field spectra at zero degrees for YF-12 inlet: spike forward, bypass open, spike bleed open.

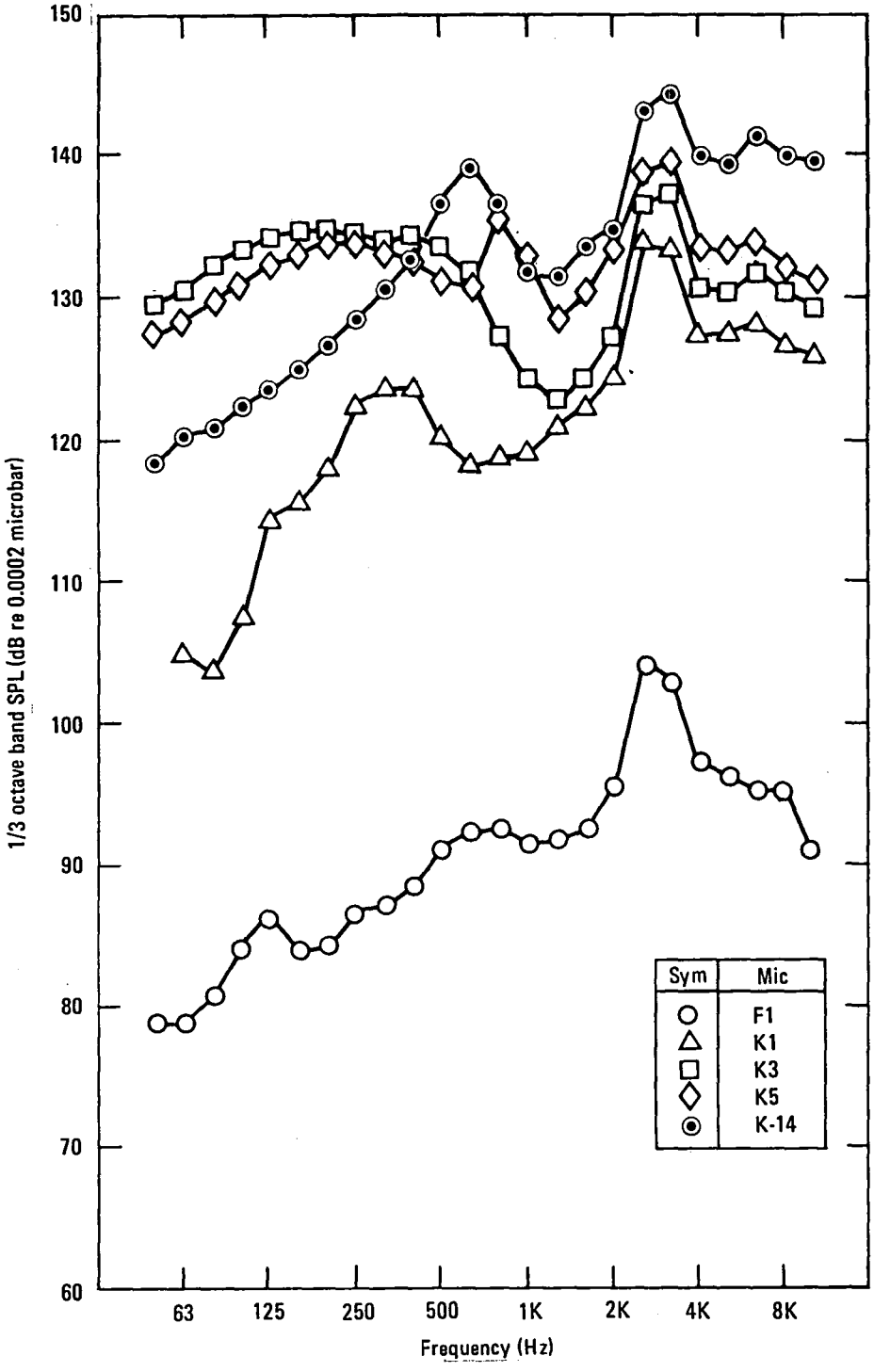


Figure 40a. YF-12 inlet spectra at 5000 rpm, spike forward, bypass open, and spike bleed open: one-third octave band.

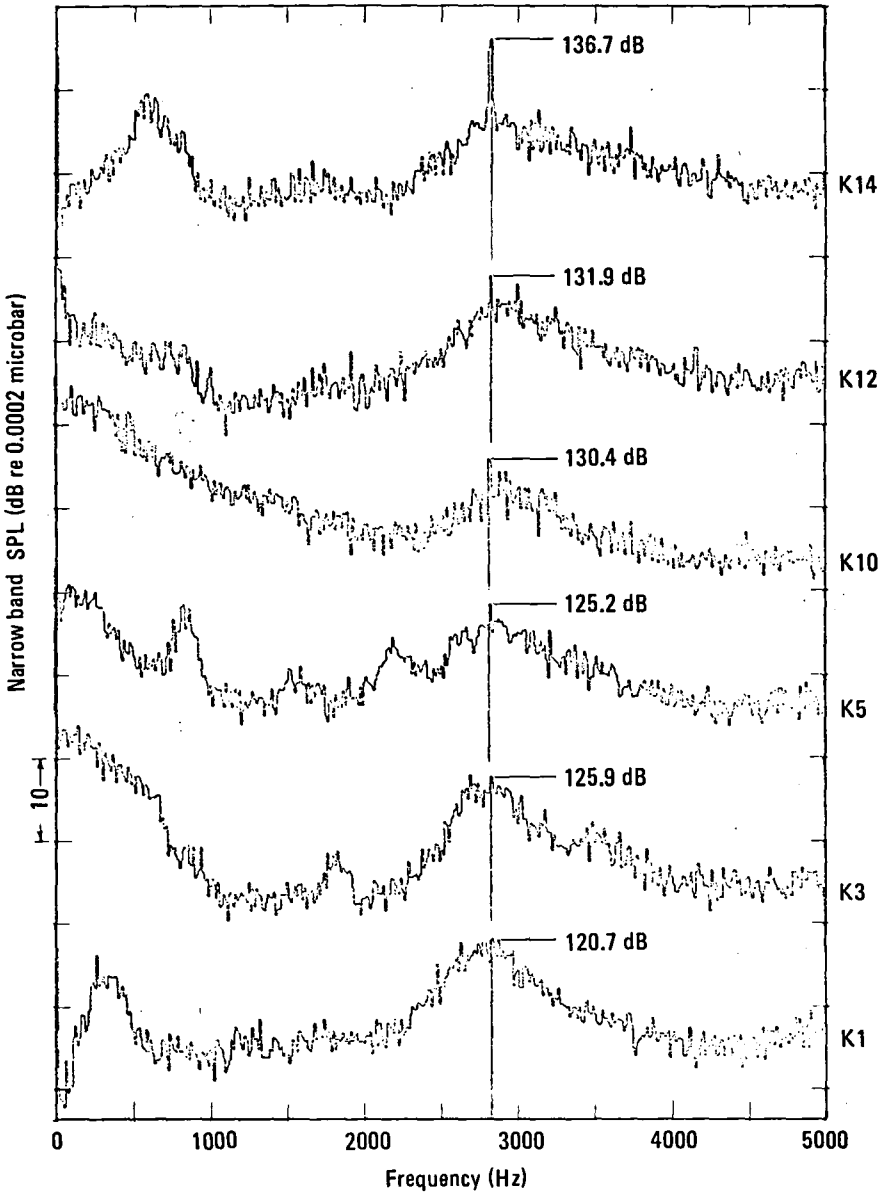


Figure 40b. YF-12 inlet spectra at 5000 rpm, spike forward, bypass open, and spike bleed open: narrow band.

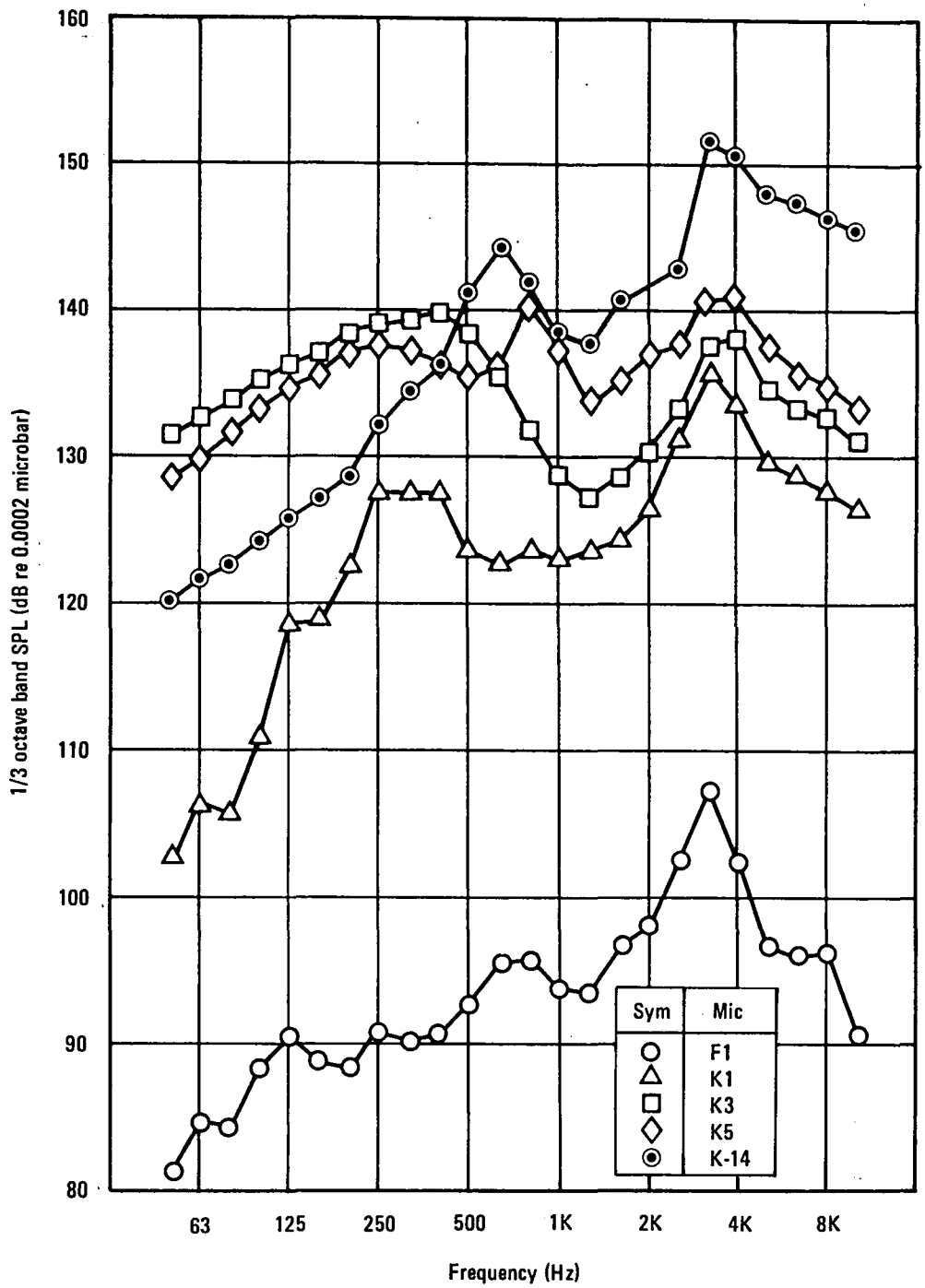


Figure 41a. YF-12 inlet spectra at 6000 rpm, spike forward, bypass open, and spike bleed open: one-third octave band.

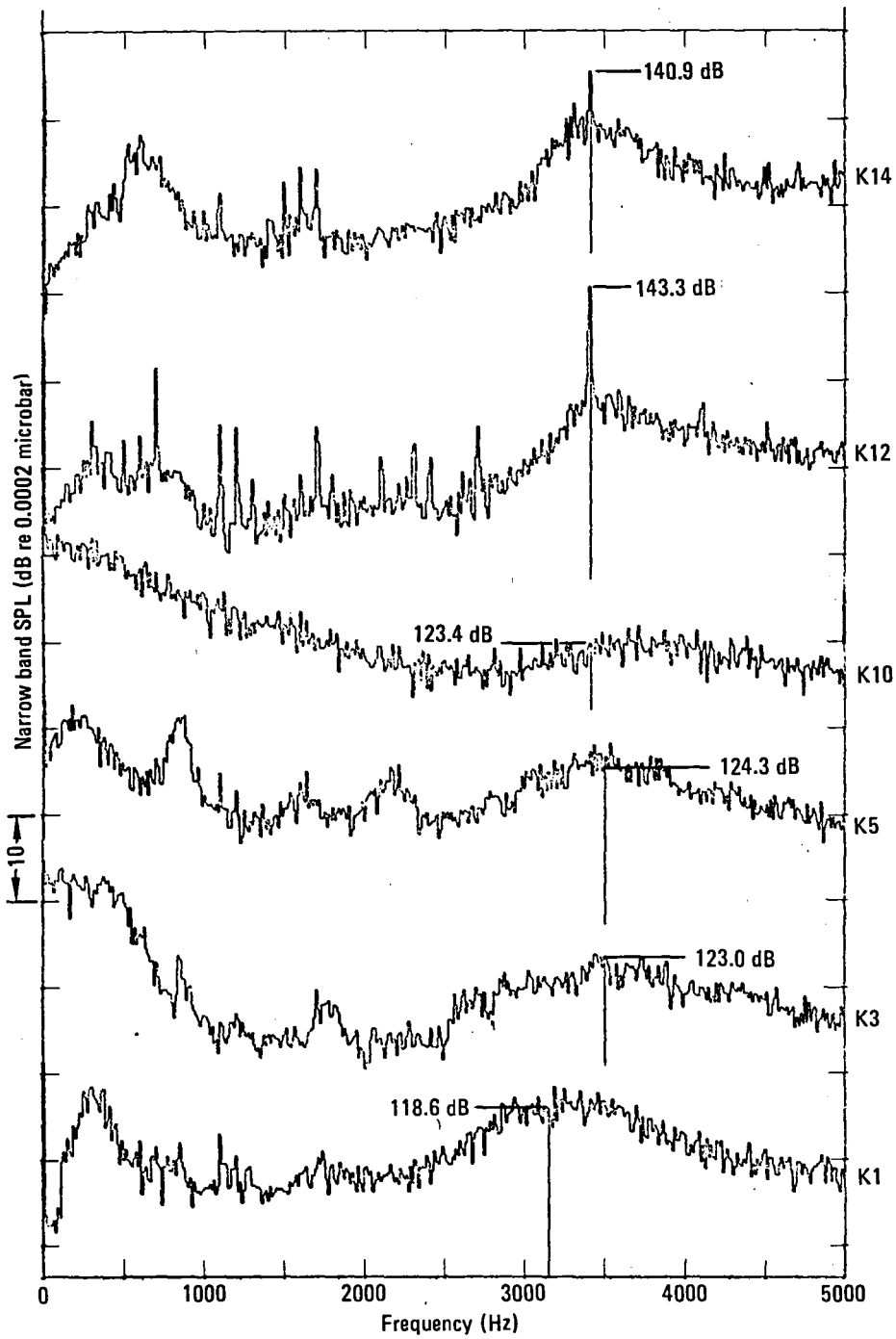


Figure 41b. YF-12 inlet spectra at 6000 rpm, spike forward, bypass open, and spike bleed open: narrow band.

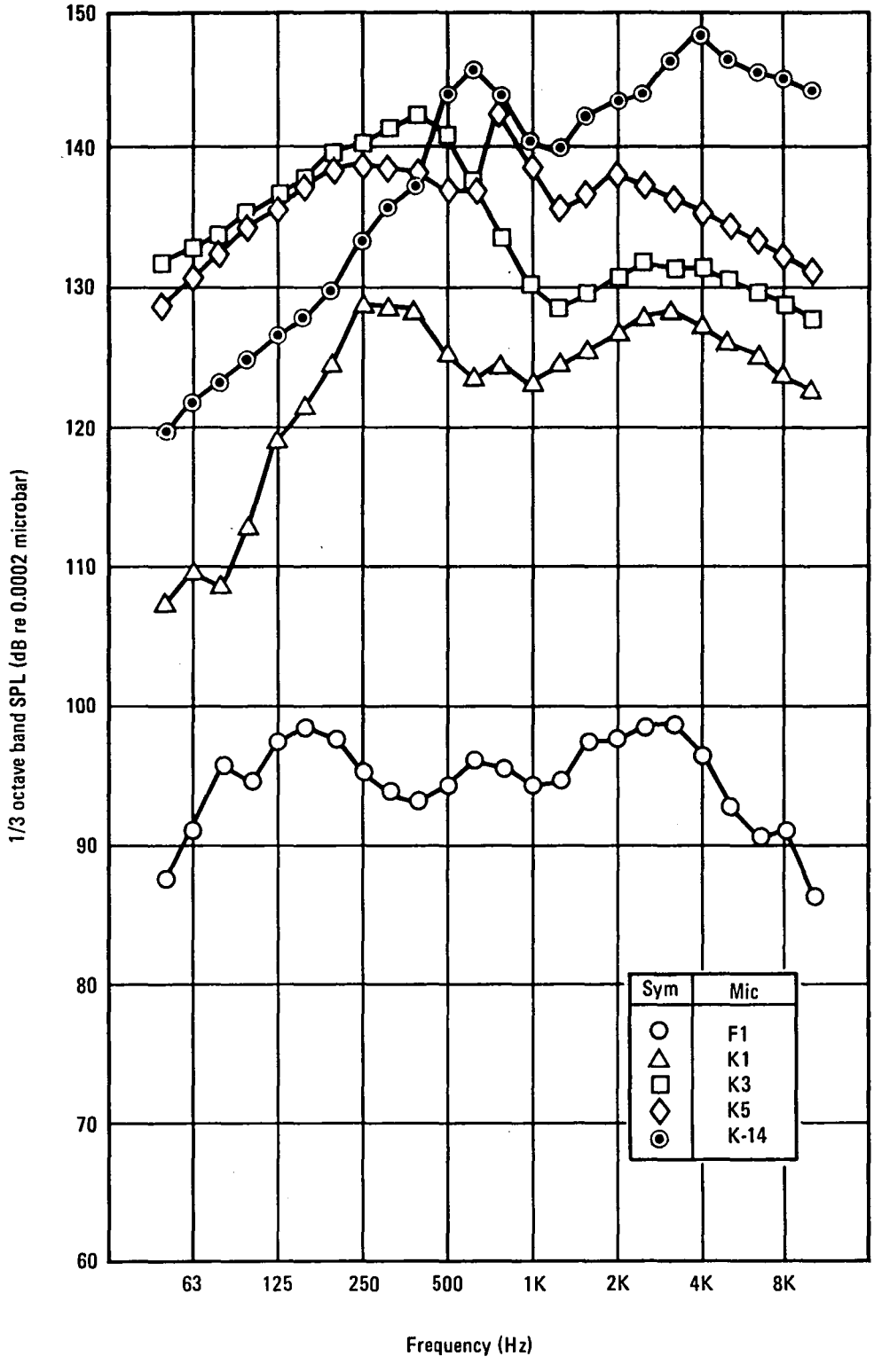


Figure 42a. YF-12 inlet spectra at 6600 rpm, spike forward, bypass open, and spike bleed open: one-third octave band.

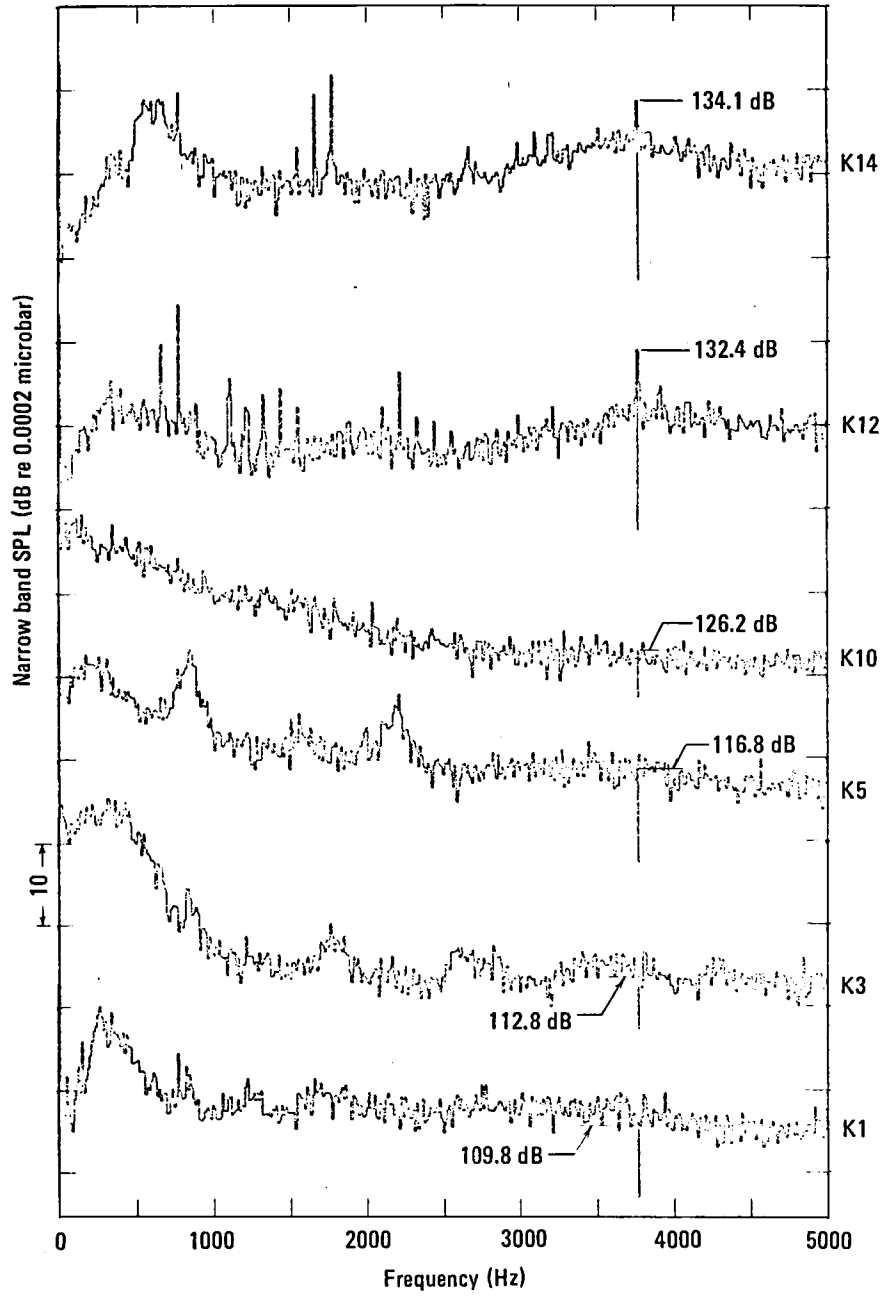


Figure 42b. YF-12 inlet spectra at 6600 rpm, spike forward, bypass open, and spike bleed open: narrow band.

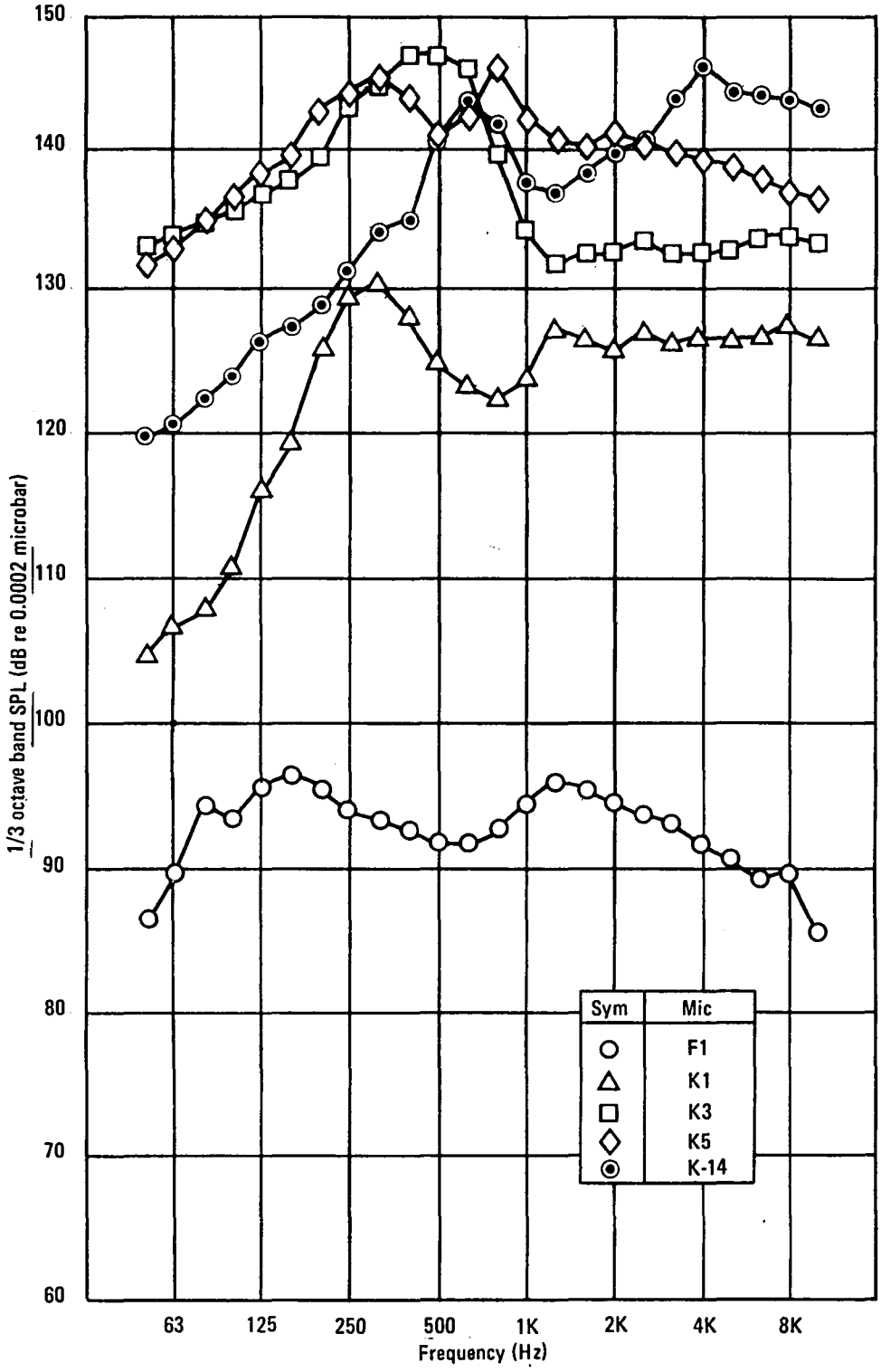


Figure 43. YF-12 inlet spectra at 6600 rpm, spike forward, bypass closed, spike bleed open.

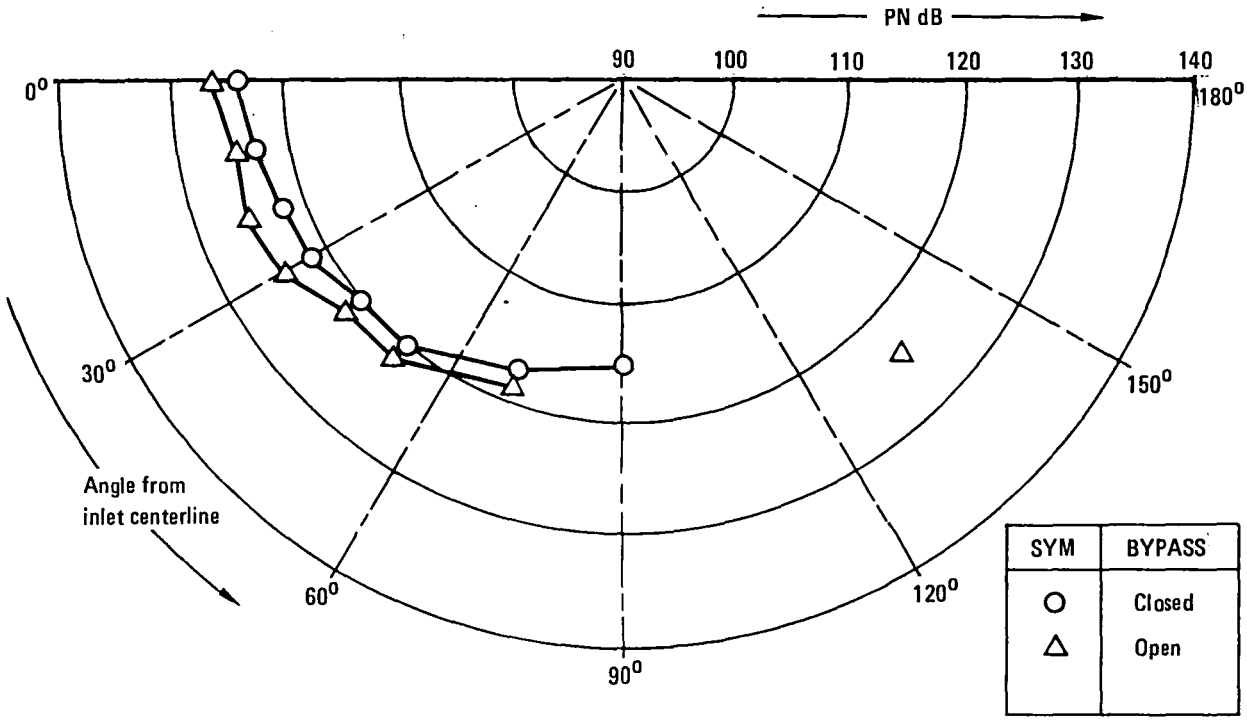


Figure 44. Effect of bypass opening on far-field perceived noise level for YF-12 inlet at 6000 rpm, spike forward, spike bleed open.

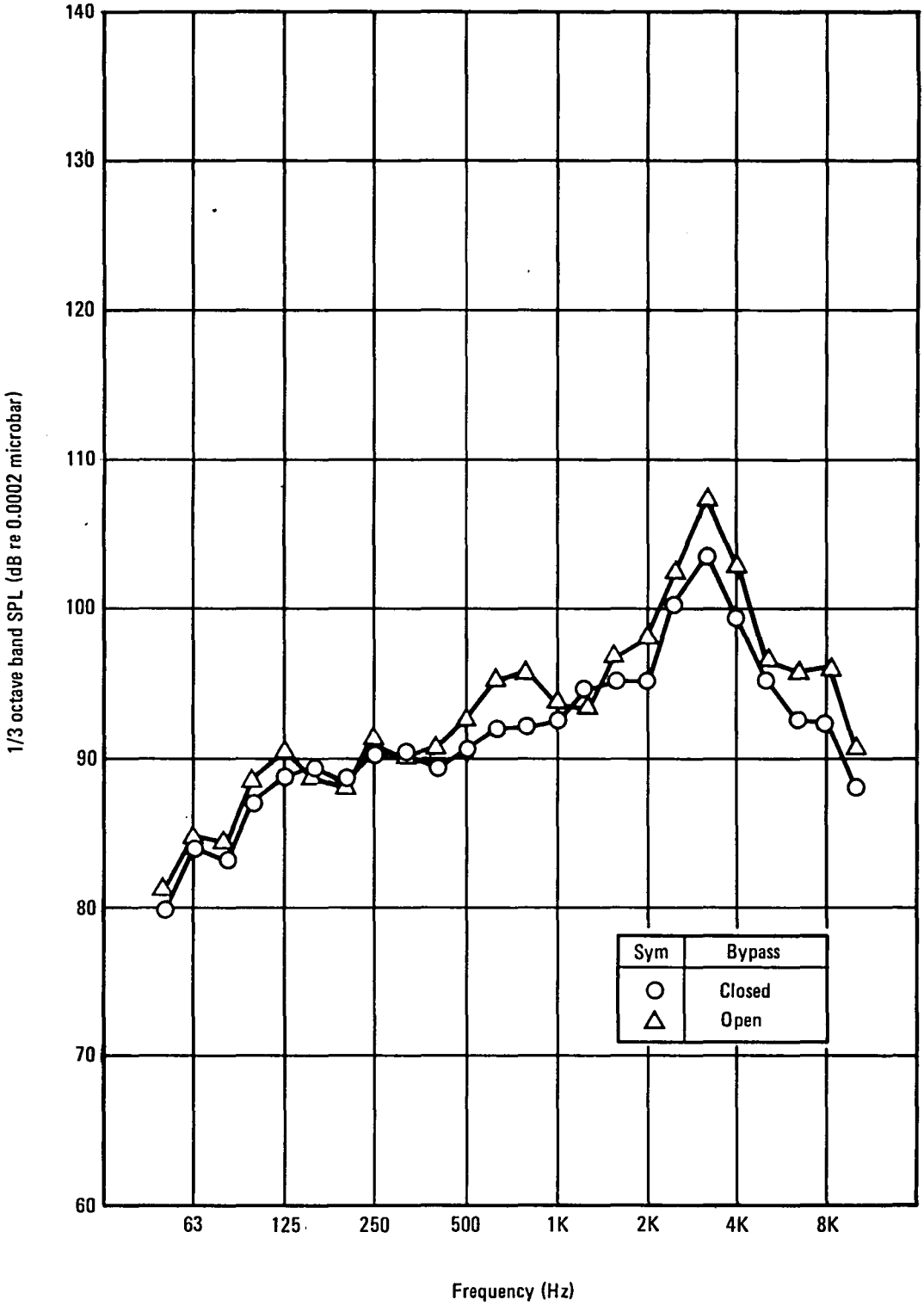


Figure 45. Effect of bypass opening on far-field spectra for YF-12 inlet at zero degrees: 6000 rpm, spike forward, spike bleed open.

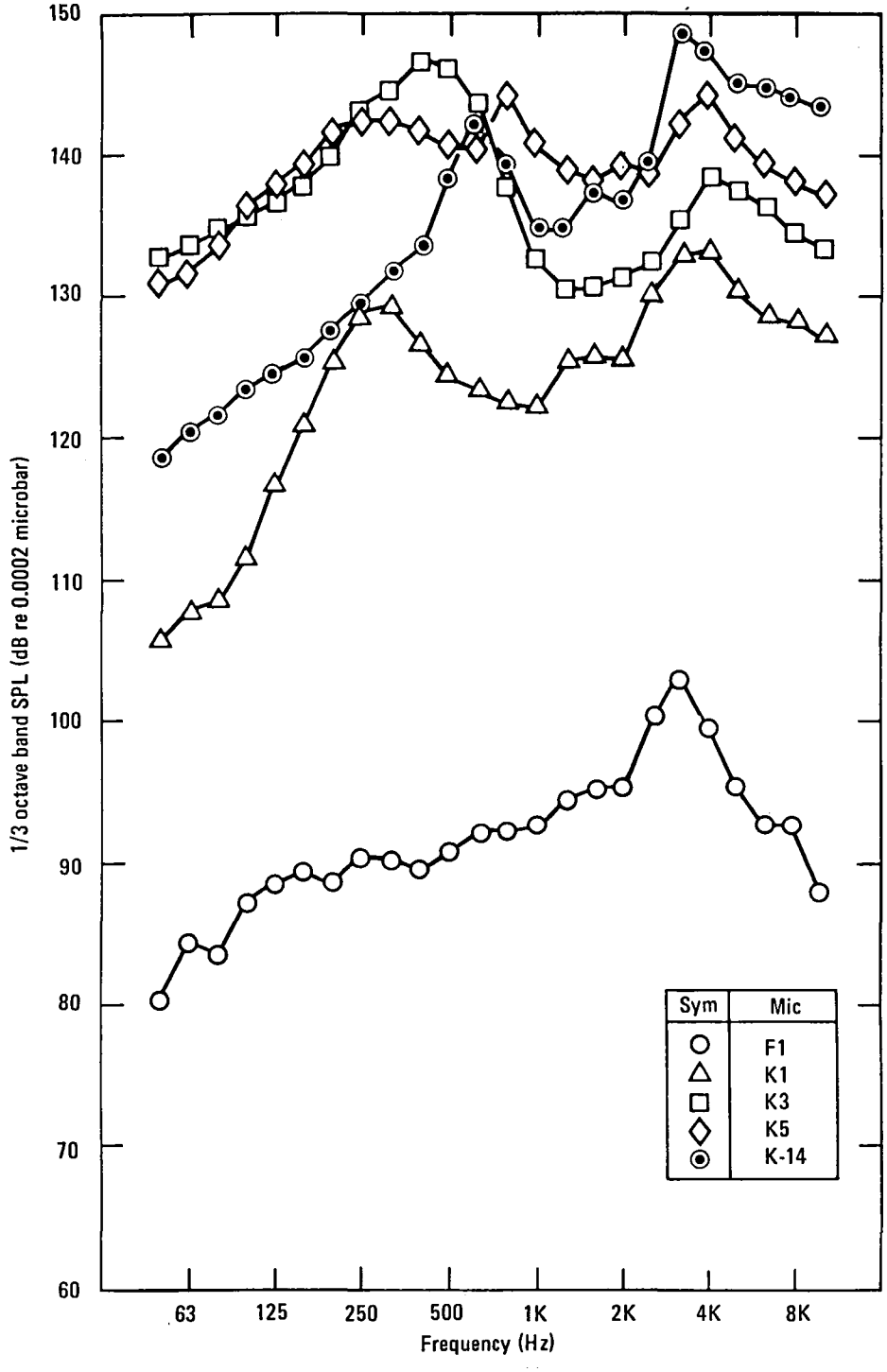


Figure 46a. YF-12 inlet spectra at 6000 rpm, spike forward, bypass closed, and spike bleed open: one-third octave band.

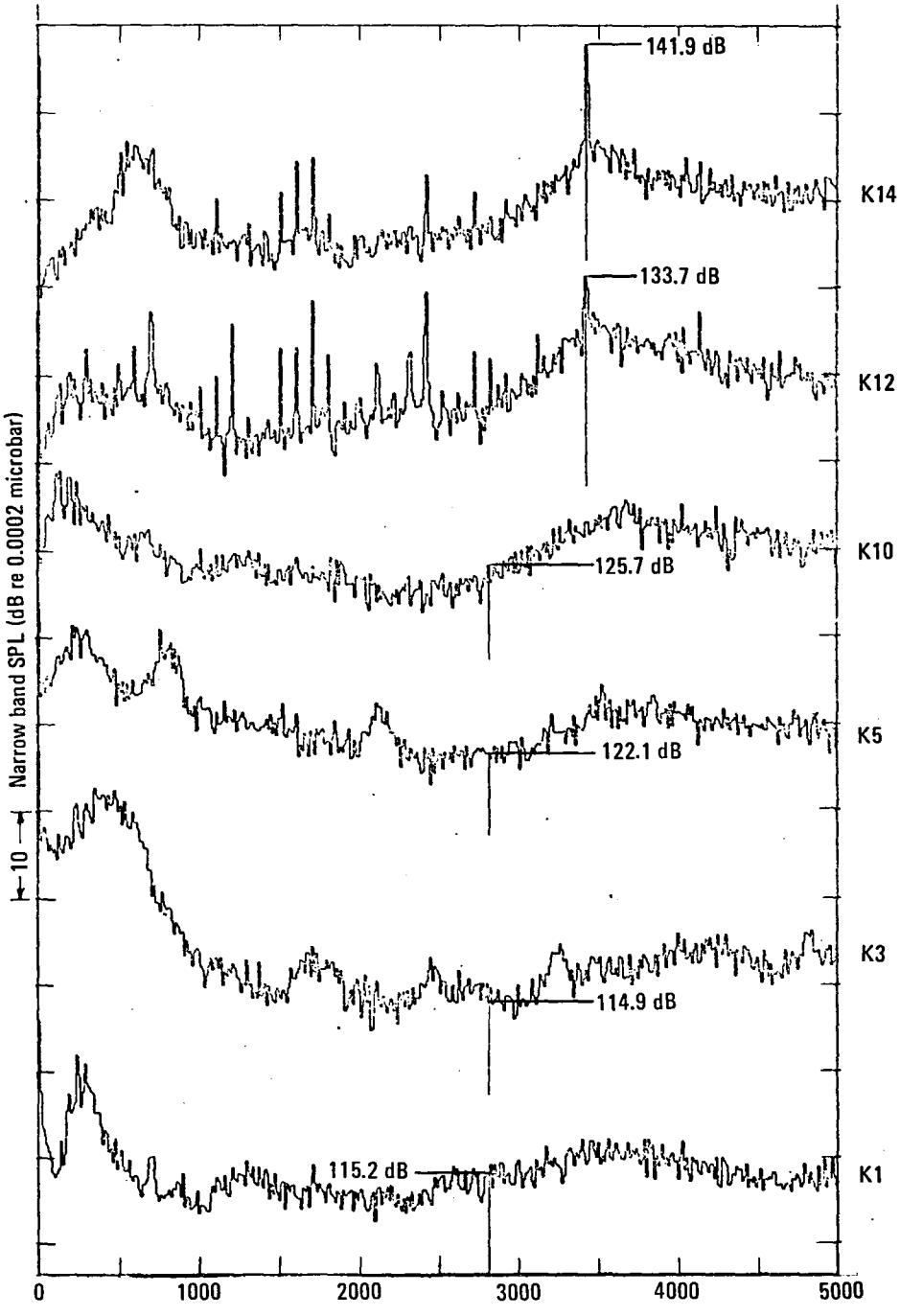


Figure 46b. YF-12 inlet spectra at 6000 rpm, spike forward, bypass closed, and spike bleed open: narrow band.

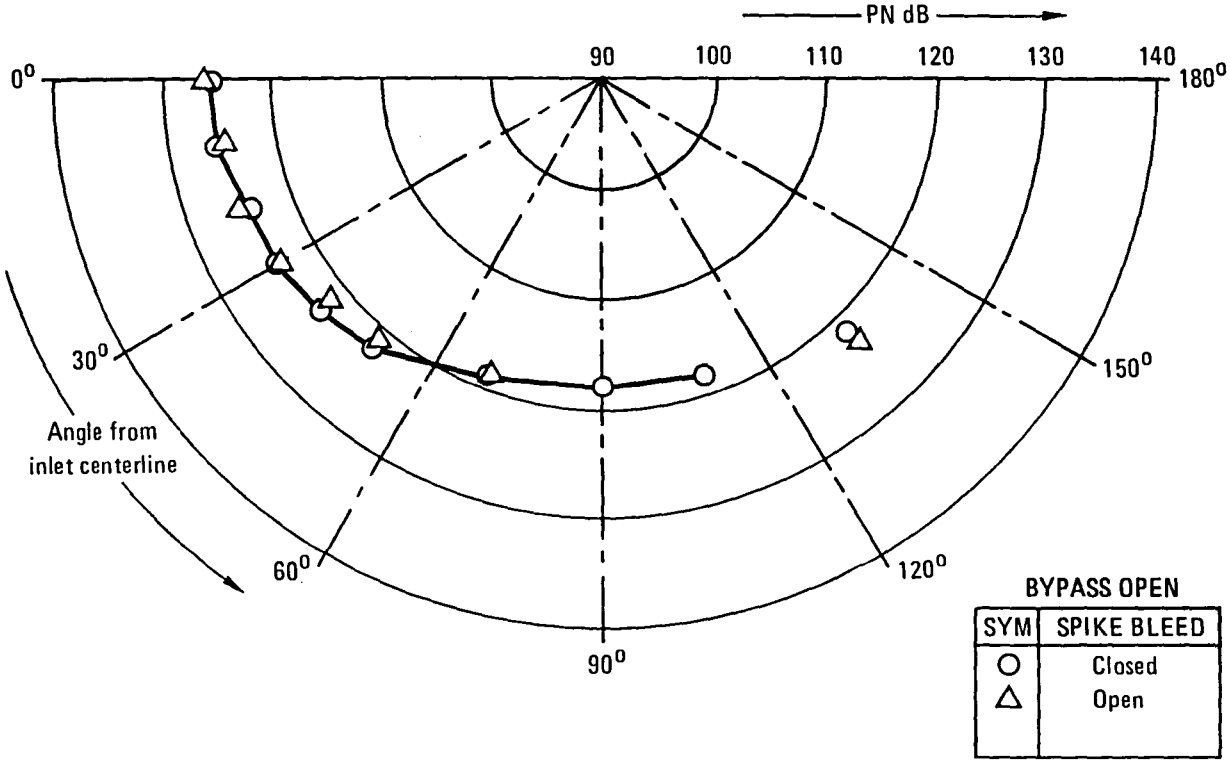


Figure 47. Effect of spike bleed opening on far-field perceived noise level for YF-12 inlet at 6000 rpm, spike forward, bypass open.

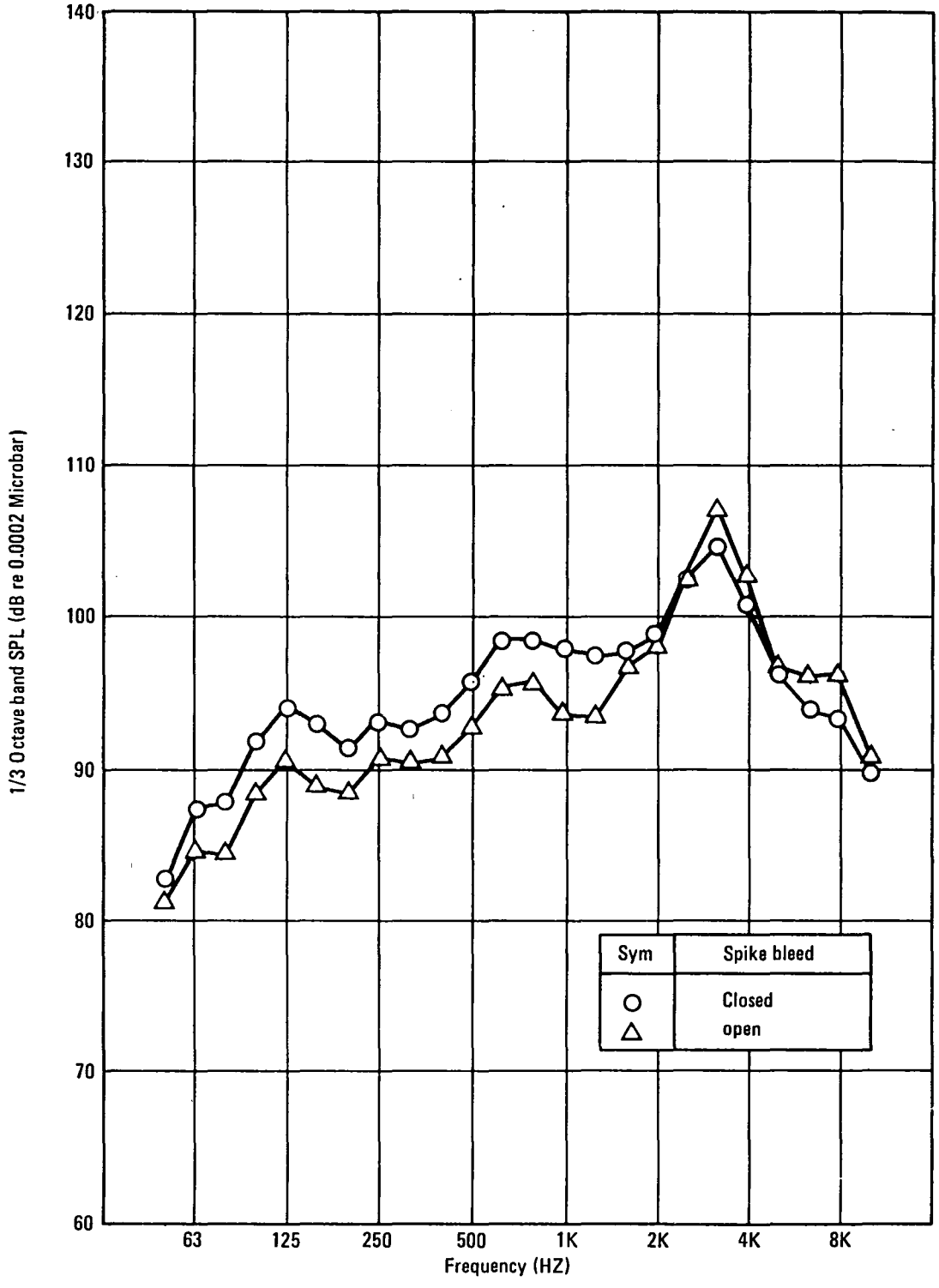


Figure 48. Effect of spike bleed opening on far-field spectra for YF-12 inlet at zero degrees: 6000 rpm, spike forward, bypass open.

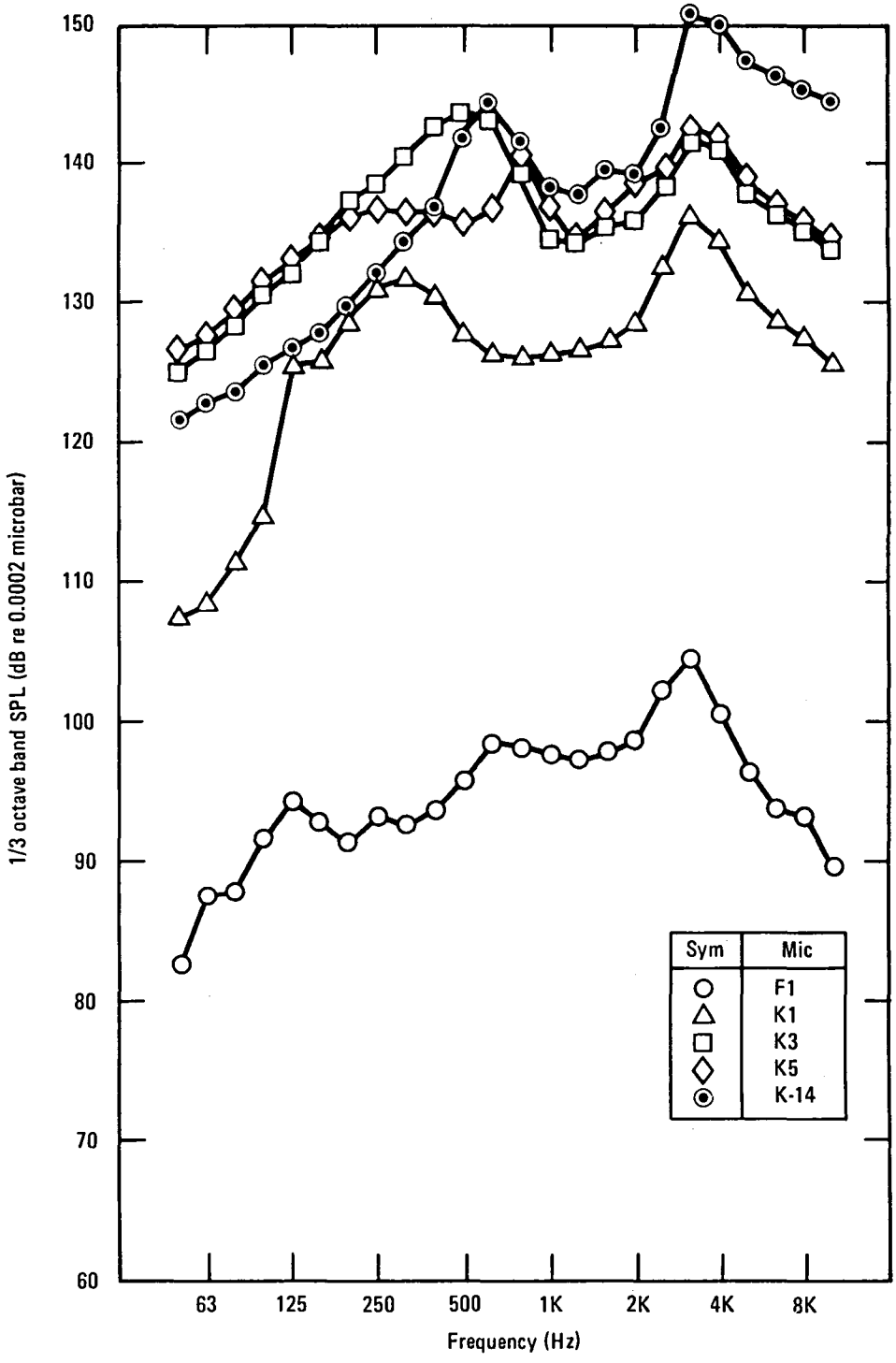


Figure 49. YF-12 inlet spectra at 6000 rpm, spike forward, bypass open, and spike bleed closed.

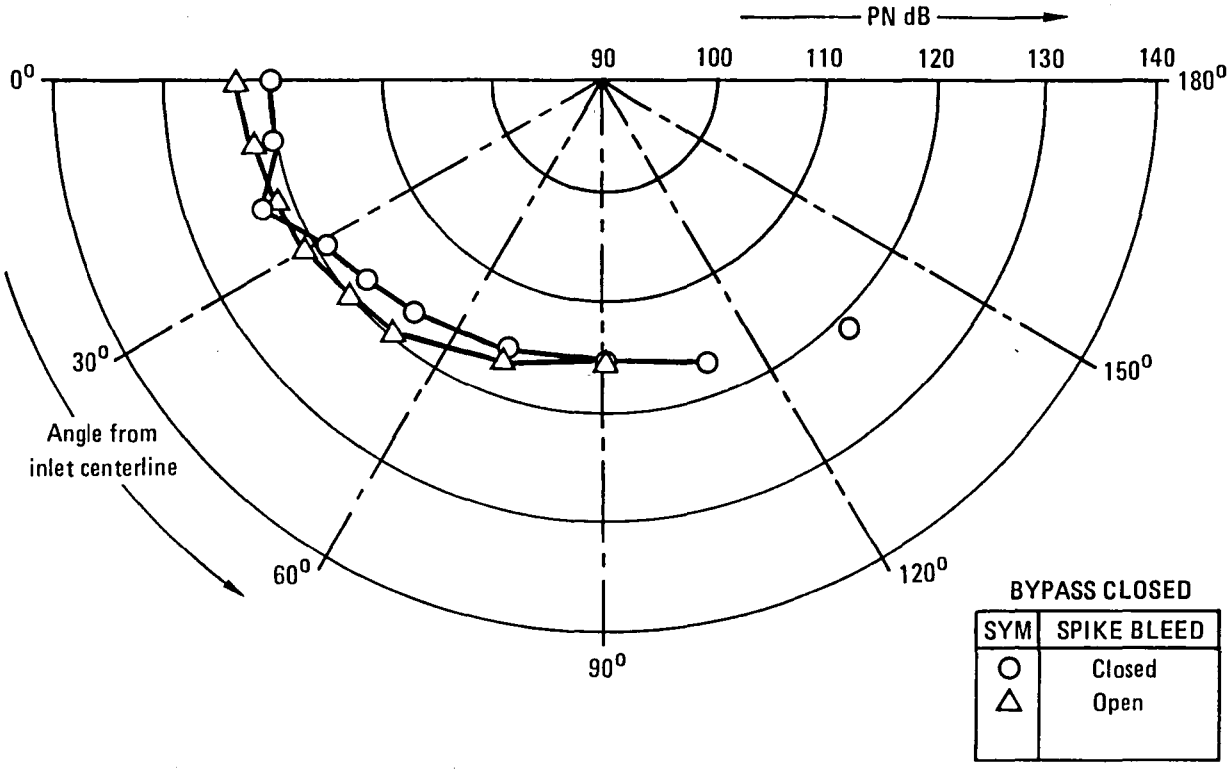


Figure 50. Effect of spike bleed opening on far-field perceived noise level for YF-12 inlet at 6000 rpm, spike forward, bypass closed.

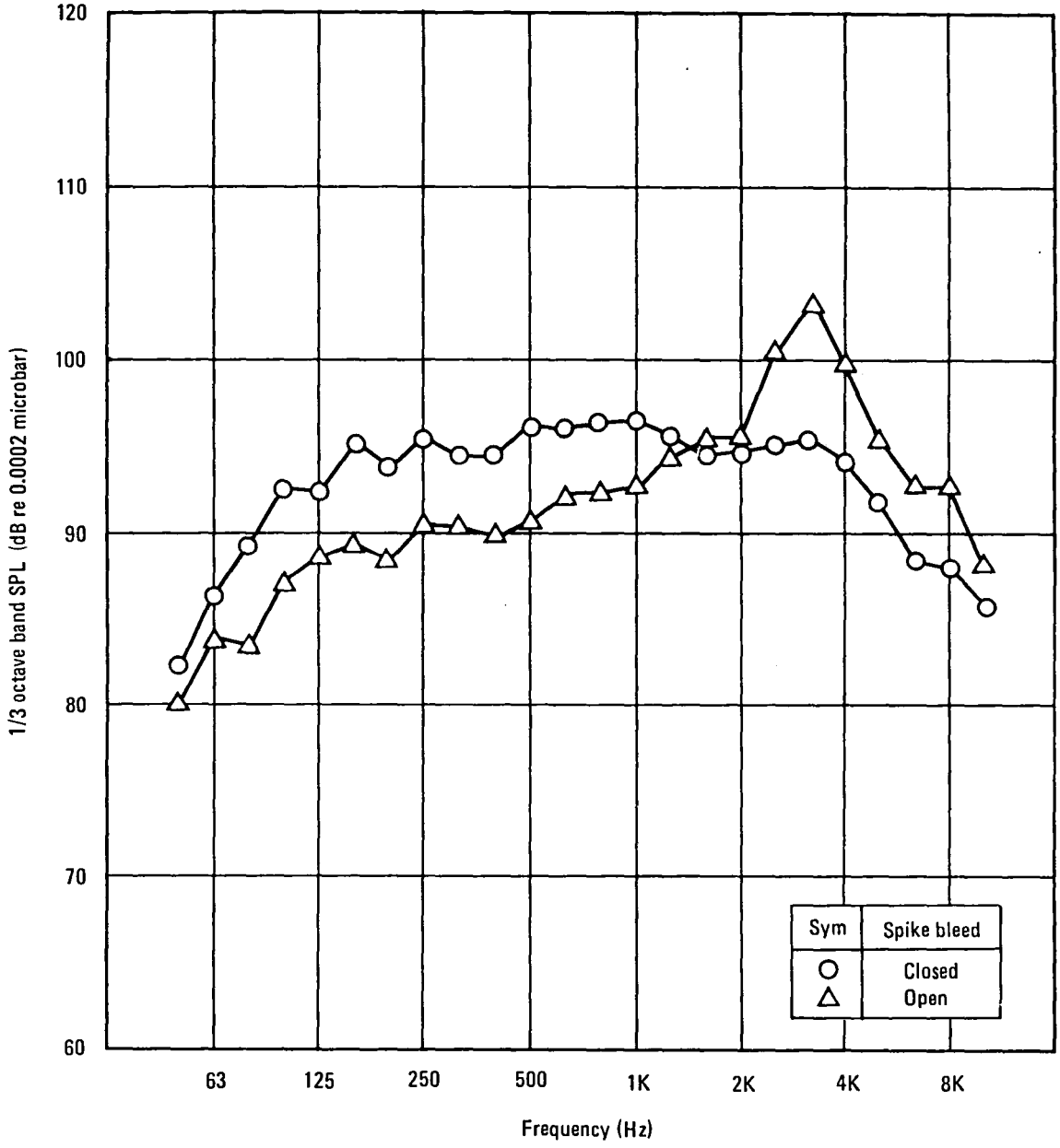


Figure 51. Effect of spike bleed opening on far-field spectra for YF-12 inlet at zero degrees: 6000 rpm, spike forward, bypass closed.

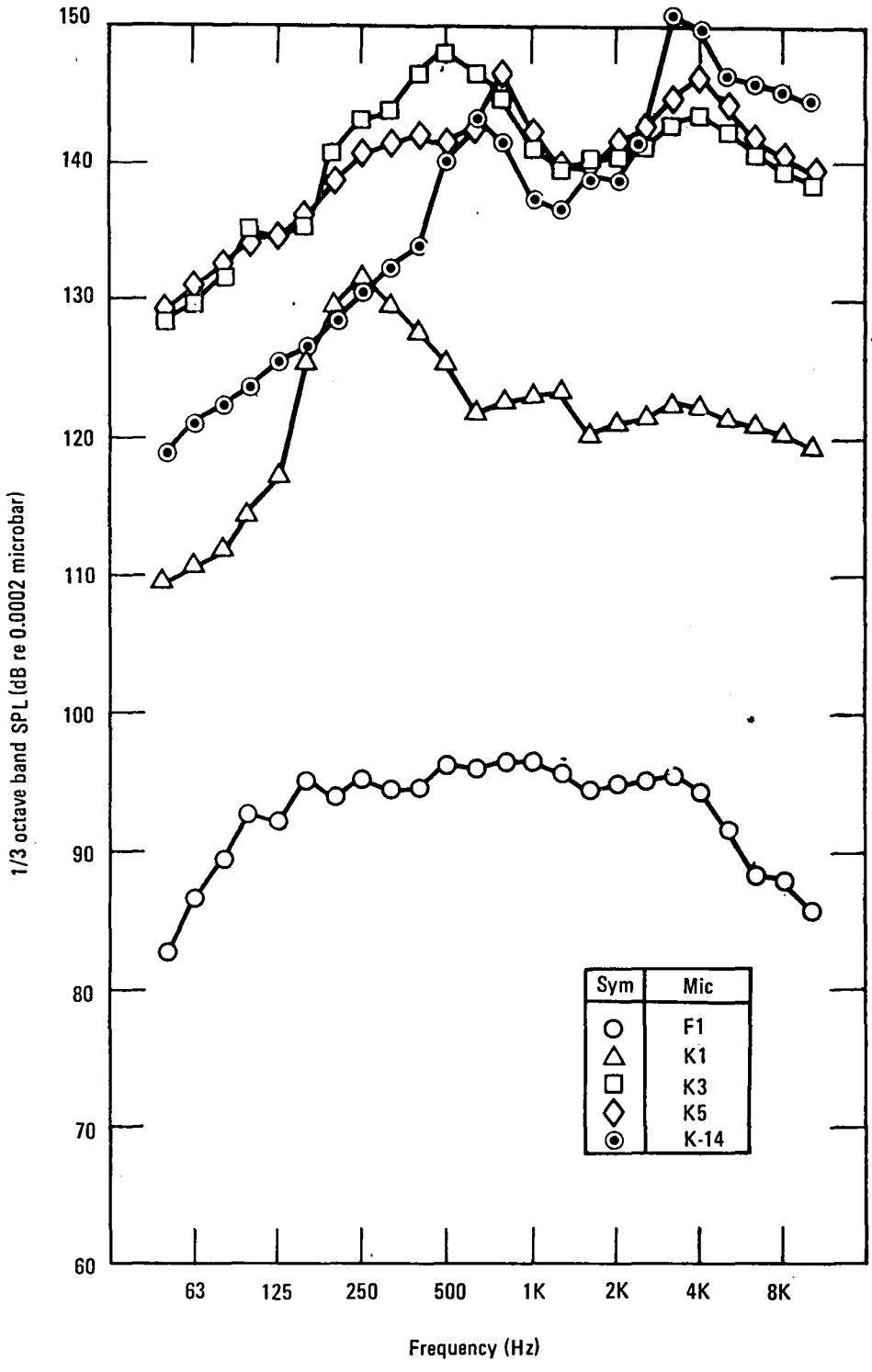


Figure 52. YF-12 inlet spectra at 6000 rpm, spike forward, bypass closed, spike bleed closed.

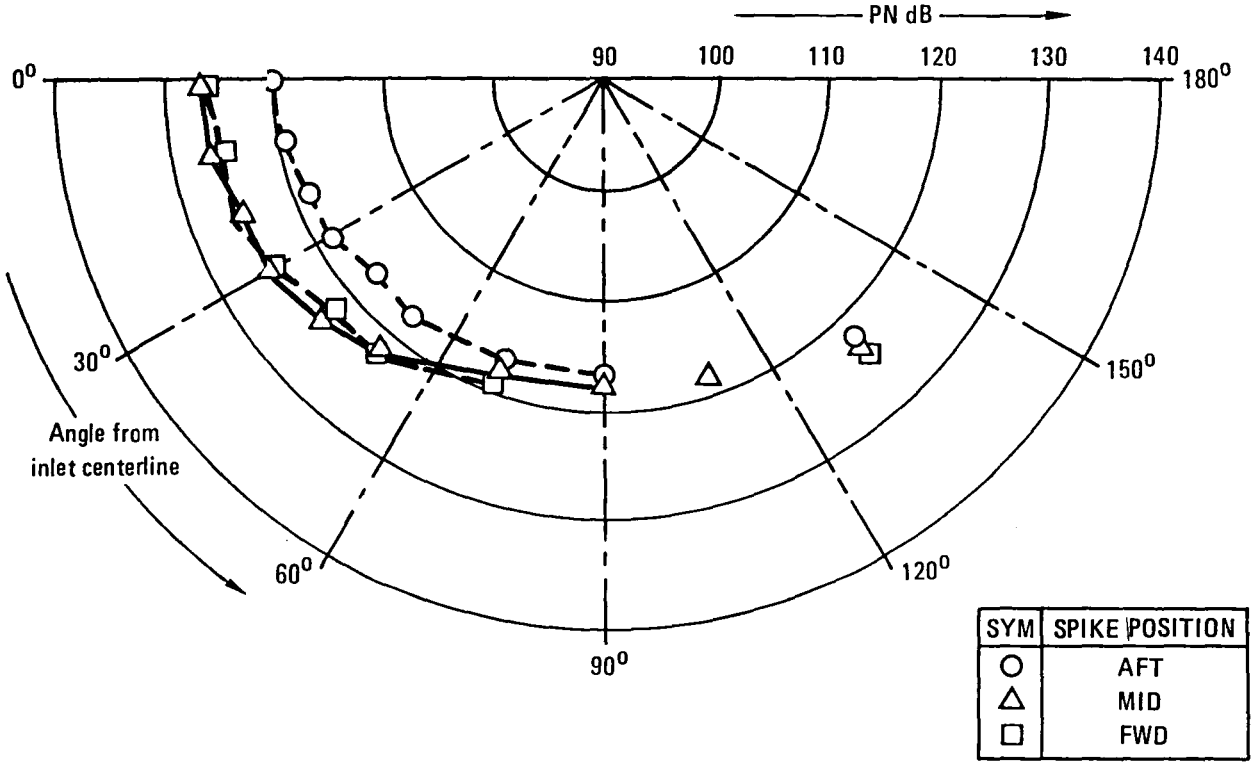


Figure 53. Effect of spike position on far-field perceived noise level for YF-12 inlet at 6000 rpm, bypass open, spike bleed open.

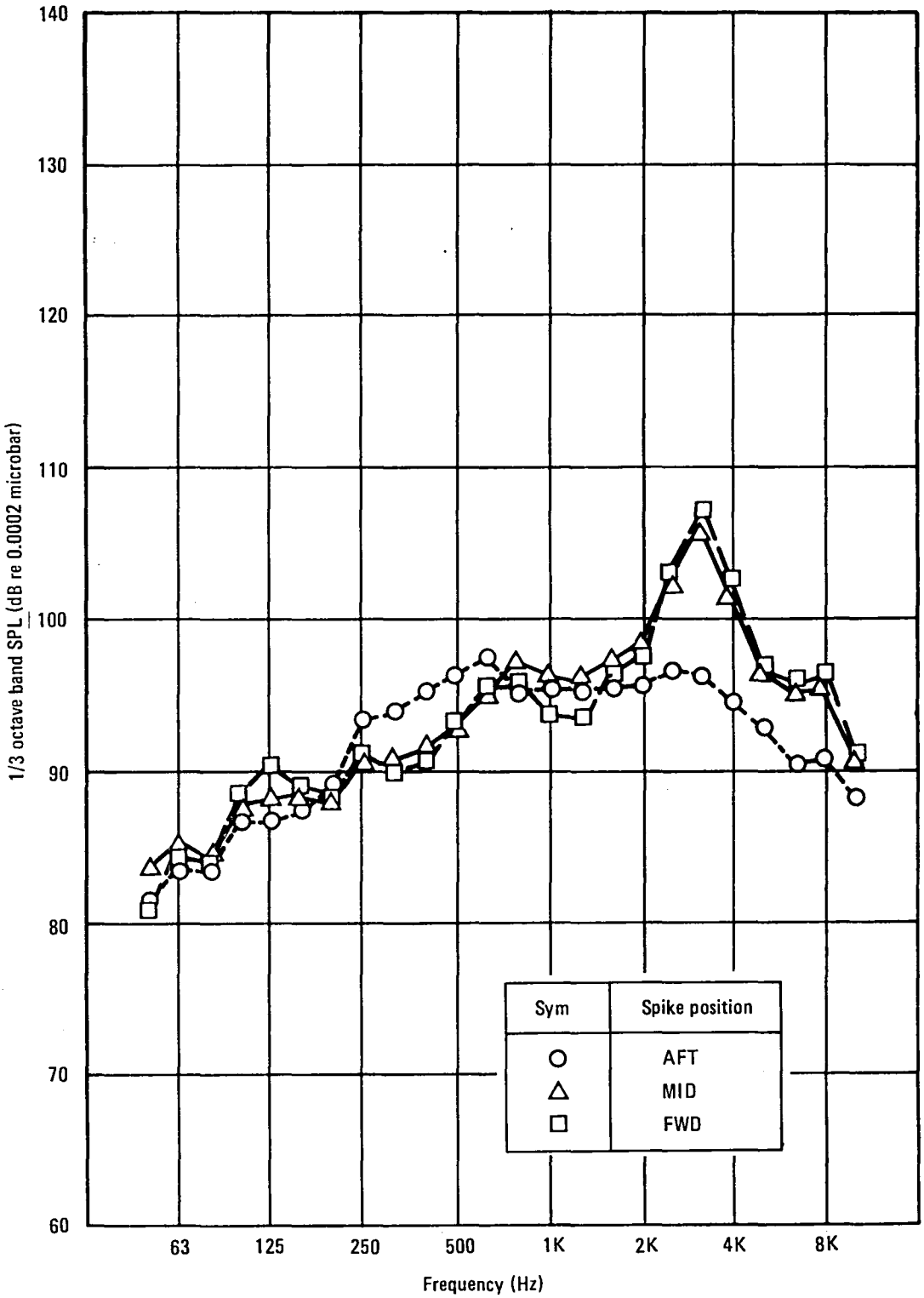


Figure 54. Effect of spike position on far-field spectra for YF-12 inlet at zero degrees: 6000 rpm, bypass open, spike bleed open.

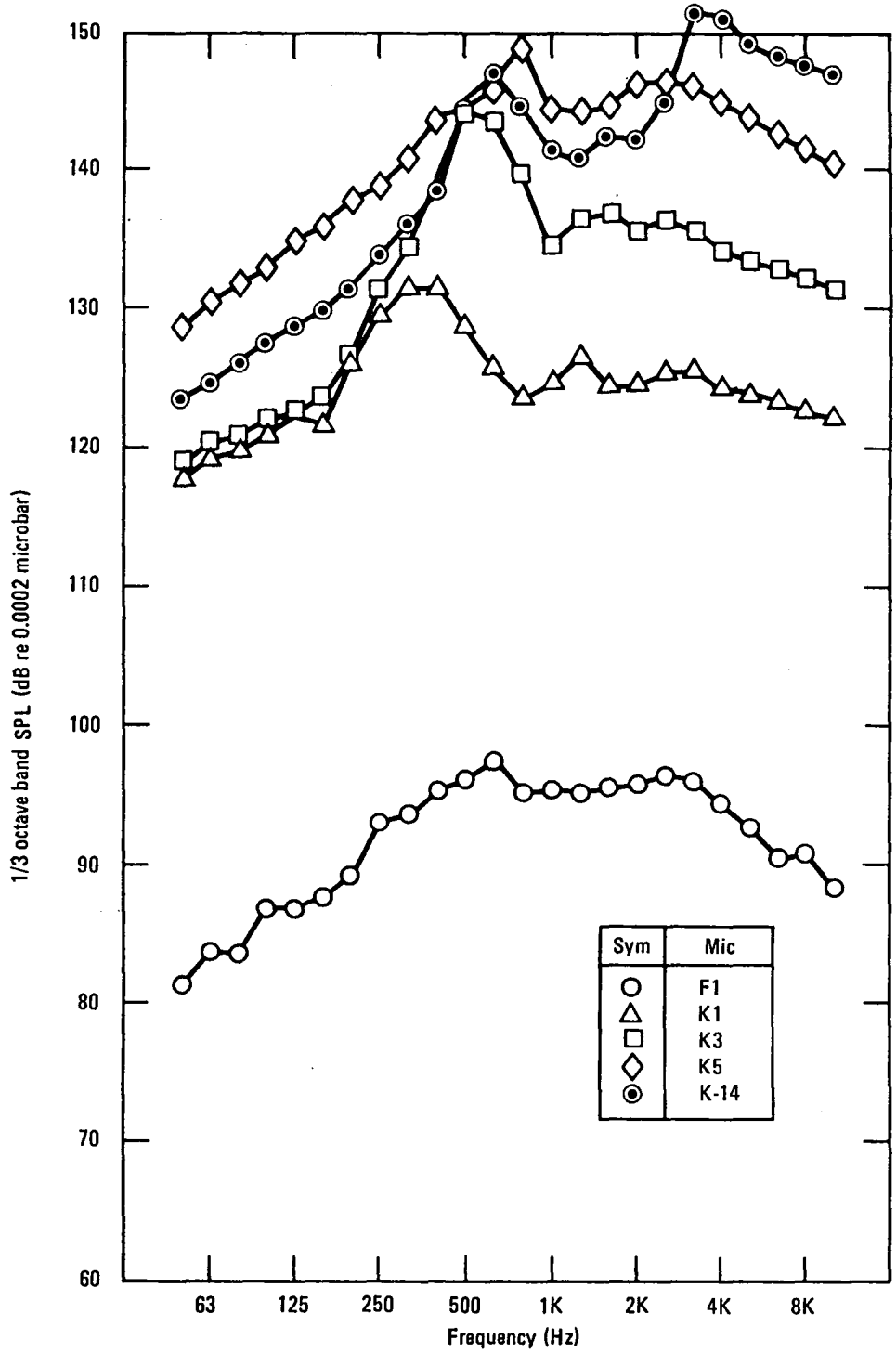


Figure 55. YF-12 inlet spectra at 6000 rpm, spike aft, bypass open, spike bleed open.

CONCLUSIONS

The far-field noise level for the YF-12 inlet was significantly less than for a bellmouth inlet at engine speeds above about 5500 rpm. With spike forward, bypass open, and spike bleed open, differences of up to 5 PNdB were measured at zero degrees and approximately 25 m. At these conditions, the YF-12 inlet was not near choking at any of the engine speeds tested. The spectral peak near the blade-passing frequency disappeared in the region of the spike support struts at engine speeds between 6000 and 6600 rpm, however. Also multiple pure tones were significantly reduced in the region of the spike support struts.

Other YF-12 inlet configurations produced even lower noise levels. For spike forward, bypass closed, and spike bleed closed, differences of up to 11 PNdB were measured at zero degrees and 25 m.

Far-field noise level was significantly lower with the bypass doors closed than open. With the spike forward and the spike bleed open, differences of 3 to 4 PNdB were measured at engine speeds above 6000 rpm. With the spike bleed closed, the differences were 6 to 7 PNdB.

Closing the spike bleed perforations reduced far-field noise by about one PNdB when the bypass was open. When the bypass was closed, however, closing the spike bleed produced a reduction of about 4 PNdB.

The lower noise levels that occurred with the spike bleed closed may have been related to the higher local Mach numbers near the cowl lip. If so, then spike bleed closure would have a smaller effect when the aircraft had forward speed.

Spike translation from forward to midway position produced only small changes in far-field noise with bypass open and spike bleed open. For the spike aft position there was a 4 to 6 PNdB reduction relative to spike forward, however. This reduction may have been related to the strong local flow acceleration near the bypass.

REFERENCES

1. Putnam, T. W.; and Smith, R. H.: XB-70 Compressor Noise Reduction and Propulsion System Performance for Choked Inlet Flow. NASA TN-D-5692, March 1970.

2. Bangert, L. H.; Burcham, F. W., Jr.; and Mackall, K. G.: YF-12 Inlet Suppression of Compressor Noise: First Results. AIAA Paper 80-0099, January 1980.

3. Tyler, J. M.; and Sofrin, T. G.: Axial Compressor Noise Studies. SAE Transactions, Vol. 70, 1962, pp. 309-332.

APPENDIX A

TABULATIONS OF AERODYNAMIC DATA

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APPENDIX A

TABULATIONS OF AERODYNAMIC DATA

This appendix contains tabulations of all of the YF-12 inlet aerodynamic data that was reduced. Table A-1 shows the runs that were reduced.

The tabulated pressure data were normalized by the ambient pressure.

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TABLE A-1. RUN NUMBERS FOR REDUCED YF-12 AERODYNAMIC DATA

ENGINE SPEED (RPM)	SPIKE FORWARD		SPIKE MIDWAY		SPIKE AFT	
	BYPASS OPEN	BYPASS CLOSED	BYPASS OPEN	BYPASS CLOSED	BYPASS OPEN	BYPASS CLOSED
IDLE	35, 145, 187	7, 93	55	70	124	63
4000	36	8, 94				64
4200	37, 146, 188	9, 95, 157	115	71	125, 173, 208	65, 181
4300					126	
4400	38	10, 96			127	66, 182
4500					128	
4600	39, 147, 189	11, 97	116, 200	72	129	183
4700					130	
4800	40	12, 98			131	184
4900					132	
5000	41, 87, 142, 148, 190	13, 99, 158	56, 166, 201	73	133, 174	69, 185
5200	42	15, 100		74		
5400	43, 149, 191	14, 101			134	
5500	143	16, 102		76		
5600	44, 150, 192	17, 103, 159	57, 167, 202	77	175, 211	
5700	144	18, 104				
5800	45, 151, 193	19, 105	118	79	135	
5900	46	20, 106		80		
6000	47, 88, 152, 194	21, 107, 160	58, 168, 203	81	136, 176	
6100	48	22, 108	119	82		
6200	49, 89, 153	23, 109, 161	59, 169, 204	83	137, 177	
6300	50	24, 110	120	84		
6400	51, 90, 154, 196	25, 111, 162	60, 170	85	138, 178	
6500	52	26, 112	122			
6600	53, 91, 155, 197	27, 113, 163	206		139	

Notes: 1. Runs 145-216, spike bleed taped
2. Runs 187-216, bypass louvers removed

YF-12 INLET NOISE SUPRESSION STUDY

RUN	7	FLIGHT DATE	09/12/79	SPIKE POS. DX/RC	.8582	AMBIENT TEMP	299.4	DEG K	MAX-MIN DIST .0430
		FLIGHT NO.	0	BYPASS POS.	CLOSED	AMBIENT PRESS	.9160	ATMOS	K-CIRCUMF. .0775
START	4: 8: 2.000	INTERVAL	1.000	ENG.FACE RECOV	.9711	ENGINE M/M*	.4869		K-RADIAL .0515
STOP	4: 8:31.999	ENG COR RPM	3837.	ENG.FACE MACH NO	.2061	COWL M/M*	.3397		
				COWL LIP RECOV	.9717	ADDITIVE M/M*	.1471		K-DELTA -.0026
				MACH AT COWL LIP	.2012				K-A .0541

SPIKE R1

STAT	XCW/RC= .0728
S2	.9675
R1P1	1.0020
R1P2	1.0024
R1P3	1.0024
R1P4	1.0025
R1P5	1.0024
R1P6	1.0024
R1P7	1.0022
R1P8	1.0021
R1P9	1.0016

COWL R3

STAT	XCW/RC= .0700
S14	.9218
R3P1	.9199
R3P2	.9197
R3P3	.9193
R3P4	.9195
R3P5	.9193
R3P6	.9197
R3P7	.9862
R3P8	.9500
R3P9	.9865
R3P10	1.0020
R3P11	1.0029
R3P12	.9987
R3P13	1.0034
R3P14	1.0034
R3P15	1.0033
R3P16	1.0035

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.9691	A198	.9715
B36	.9724	B198	.9723
C36	.9731	C198	.9792
D36	.9725	D198	.9695
E36	.9711	E198	.9655
90 DEG RAKE		252 DEG RAKE	
A90	.9705	A252	.9683
B90	.9735	B252	1.0023
C90	.9724	C252	.9688
D90	.9704	D252	.9680
E90	.9678	E252	.9646
144 DEG RAKE		324 DEG RAKE	
A144	.9711	A324	.9704
B144	.9731	B324	.9711
D144	.9713	C324	.9710
C144	.9659	D324	.9694
E144	.9605	E324	.9605

SPIKE R2

STAT	XCW/RC= 1.4678
S9	.9452
R2P1	.9528
R2P2	.9587
R2P3	.9716
R2P4	.9846
R2P5	.9876

COWL R4

STAT	XCW/RC= 1.5380
S20	.9062
R4P1	.9779
R4P2	.9850
R4P3	.9866
R4P4	.9873
R4P5	.9880
R4P6	.9872
R4P7	.9877
R4P8	.9873
R4P9	.9866
R4P10	.9864
R4P11	.9862
R4P12	.9856

STATIC PRESSURES

TAP	SPIKE XCW/RC	P/PO	TAP	COWL XCW/RC	P/PO
S1	-.0702	.9925	S14	.0340	.9218
S2	.0728	.9675	S15	.1860	.9186
S11	.0728	.9665	S16	.4150	.9450
S12	.0728	.9670	S17	.8470	.9413
S13	.0728	.9679	S18	1.1740	.9461
S3	.1408	.9519	S19	1.4590	.9456
S4	.4068	.9263	S20	1.5400	.9062
S5	.6428	.9300	S21	1.8270	.9405
S6	.8898	.9305	S22	2.7840	.9389
S7	1.0178	.9342	S23	3.2980	.9437
S8	1.1498	.9394	S26	5.2890	.9410
S9	1.5128	.9452			
S10	1.8488	.9423			
S27	5.3000	.9439			
S28	.6428	.9826			

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.9437
R6P1	.9616
R6P2	.9650
R6P3	.9661
R6P4	.9676
R6P5	.9683
R6P8	.9708
R6P9	.9711
R6P10	.9722
R6P11	.9729

COWL R5

STAT	XCW/RC= 3.3270
S23	.9437
R5P1	.9573
R5P2	.9582
R5P3	.9591
R5P4	.9592
R5P5	.9608
R5P6	.9627
R5P7	.9651
R5P8	.9710
R5P9	.9739
R5P10	.9753
R5P11	.9746

YF-12 INLET NOISE SUPPRESSION STUDY

RUN	8	FLIGHT DATE	09/12/79	SPIKE POS. DX/RC	.8582	AMBIENT TEMP	299.4 DEG K	MAX-MIN DIST	.0482
		FLIGHT NO.	0	BYPASS POS.	CLOSED	AMBIENT PRESS	.9160 ATMOS	K-CIRCUMF.	.0500
START	4:11:48.000	INTERVAL	1.000	ENG.FACE RECOV	.9673	ENGINE M/M*	.4944	K-RADIAL	.0569
STOP	4:12:18.000	ENG COR RPM	3998.	ENG.FACE MACH NO	.2166	COWL M/M*	.3580		
				COWL LIP RECOV	.9684	ADDITIVE M/M*	.1364	K-DELTA	-.0032
				MACH AT COWL LIP	.2134			K-A	.0601

SPIKE R1

STAT	XCW/RC= .0728
S2	.9636
R1P1	1.0026
R1P2	1.0025
R1P3	1.0026
R1P4	1.0028
R1P5	1.0026
R1P6	1.0025
R1P7	1.0027
R1P8	1.0024
R1P9	1.0012

COWL R3

STAT	XCW/RC= .0700
S14	.9127
R3P1	.9104
R3P2	.9103
R3P3	.9102
R3P4	.9103
R3P5	.9100
R3P6	.9102
R3P7	.9842
R3P8	.9455
R3P9	.9902
R3P10	1.0028
R3P11	1.0034
R3P12	.9986
R3P13	1.0036
R3P14	1.0035
R3P15	1.0035
R3P16	1.0037

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.9646	A198	.9684
B36	.9683	B198	.9700
C36	.9692	C198	.9765
D36	.9696	D198	.9603
E36	.9678	E198	.9605
90 DEG RAKE		**252 DEG RAKE**	
A90	.9667	A252	.9635
B90	.9692	B252	1.0027
C90	.9698	C252	.9647
D90	.9669	D252	.9637
E90	.9638	E252	.9593
144 DEG RAKE		**324 DEG RAKE**	
A144	.9662	A324	.9663
B144	.9678	B324	.9672
D144	.9665	C324	.9677
C144	.9615	D324	.9654
E144	.9561	E324	.9629

SPIKE R2

STAT	XCW/RC= 1.4678
S9	.9384
R2P1	.9466
R2P2	.9530
R2P3	.9659
R2P4	.9829
R2P5	.9873

COWL R4

STAT	XCW/RC= 1.5380
S20	.8947
R4P1	.9766
R4P2	.9840
R4P3	.9855
R4P4	.9869
R4P5	.9866
R4P6	.9867
R4P7	.9872
R4P8	.9869
R4P9	.9861
R4P10	.9852
R4P11	.9841
R4P12	.9836

STATIC PRESSURES

TAP	SPIKE XCW/RC	SPIKE P/PO	TAP	COWL XCW/RC	COWL P/PO
S1	-.0702	.9920	S14	.0340	.9127
S2	.0728	.9636	S15	.1860	.9098
S11	.0728	.9626	S16	.4150	.9374
S12	.0728	.9636	S17	.8470	.9342
S13	.0728	.9642	S18	1.1740	.9393
S3	.1408	.9459	S19	1.4590	.9388
S4	.4068	.9175	S20	1.5400	.8947
S5	.6428	.9216	S21	1.8270	.9331
S6	.8898	.9224	S22	2.7840	.9311
S7	1.0178	.9259	S23	3.2980	.9368
S8	1.1498	.9316	S26	5.2890	.9343
S9	1.5128	.9384			
S10	1.8488	.9354			
S27	5.3000	.9373			
S28	.0428	.9804			

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.9368
R6P1	.9561
R6P2	.9602
R6P3	.9621
R6P4	.9633
R6P5	.9650
R6P8	.9667
R6P9	.9686
R6P10	.9695
R6P11	.9689

COWL R5

STAT	XCW/RC= 3.3270
S23	.9368
R5P1	.9525
P5P2	.9531
R5P3	.9537
R5P4	.9544
R5P5	.9557
R5P6	.9584
R5P7	.9621
R5P8	.9669
R5P9	.9707
R5P10	.9733
R5P11	.9706

YF-12 INLET NOISE SUPRESSION STUDY

RUN	9	FLIGHT DATE	09/12/79	SPIKE POS. DX/RC	.8582	AMBIENT TEMP	300.0 DEG K	MAX-MIN DIST	.0561
		FLIGHT NO.	0	BYPASS POS.	CLOSED	AMBIENT PRESS	.9158 ATMOS	K-CIRCUMF.	.0159
START	4:14:36.000	INTERVAL	1.000	ENG.FACE RECOV	.9626	ENGINE M/M*	.5067	K-RADIAL	.0601
STOP	4:14:49.817	ENG COR RPM	4226.	ENG.FACE MACH NO	.2353	COWL M/M*	.3820		
				COWL LIP RECOV	.9634	ADDITIVE M/M*	.1247	K-DELTA	.0016
				MACH AT COWL LIP	.2299			K-A	.0618

SPIKE R1

STAT	XCW/RC= .0728
S2	.9577
R1P1	1.0028
R1P2	1.0027
R1P3	1.0033
R1P4	1.0029
R1P5	1.0027
R1P6	1.0029
R1P7	1.0033
R1P8	1.0023
R1P9	1.0012

COWL R3

STAT	XCW/RC= .0700
S14	.8995
R3P1	.8970
R3P2	.8970
R3P3	.8968
R3P4	.8966
R3P5	.8964
R3P6	.8975
R3P7	.9815
R3P8	.9403
R3P9	.9903
R3P10	1.0030
R3P11	1.0033
R3P12	.9979
R3P13	1.0039
R3P14	1.0035
R3P15	1.0039
R3P16	1.0043

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.9601	A198	.9622
B36	.9629	B198	.9646
C36	.9655	C198	.9719
D36	.9646	D198	.9636
E36	.9655	E198	.9547
90 DEG RAKE		**252 DEG RAKE**	
A90	.9631	A252	.9579
B90	.9668	B252	1.0033
C90	.9656	C252	.9593
D90	.9627	D252	.9589
E90	.9588	E252	.9555
144 DEG RAKE		**324 DEG RAKE**	
A144	.9619	A324	.9601
B144	.9611	B324	.9632
D144	.9665	C324	.9613
C144	.9559	D324	.9607
E144	.9493	E324	.9563

SPIKE R2

STAT	XCW/RC= 1.4678
S9	.9289
R2P1	.9389
R2P2	.9450
R2P3	.9635
R2P4	.9819
R2P5	.9856

COWL R4

STAT	XCW/RC= 1.5580
S20	.8770
R4P1	.9706
R4P2	.9797
R4P3	.9824
R4P4	.9831
R4P5	.9842
R4P6	.9840
R4P7	.9842
R4P8	.9836
R4P9	.9837
R4P10	.9826
R4P11	.9821
R4P12	.9812

STATIC PRESSURES

TAP	SPIKE XCW/RC	SPIKE P/PO	TAP	COWL XCW/RC	COWL P/PO
S1	-.0762	.4904	S14	.0340	.8995
S2	.0728	.9577	S15	.1860	.8957
S11	.0728	.9571	S16	.4150	.9296
S12	.0728	.9573	S17	.8470	.9243
S13	.0728	.9589	S18	1.1740	.9304
S3	.1408	.9384	S19	1.4590	.9297
S4	.4066	.9053	S20	1.5400	.8770
S5	.6428	.9092	S21	1.8270	.9231
S6	.8898	.9114	S22	2.7840	.9211
S7	1.0178	.9149	S23	3.2980	.9268
S8	1.1498	.9215	S26	5.2890	.9241
S9	1.5128	.9289			
S10	1.8468	.9254			
S27	5.3000	.9275			
S28	.6428	.9772			

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.9268
R6P1	.9487
R6P2	.9538
R6P3	.9547
R6P4	.9584
R6P5	.9592
R6P8	.9625
R6P9	.9626
R6P10	.9641
R6P11	.9652

COWL R5

STAT	XCW/RC= 3.3270
S23	.9268
R5P1	.9444
R5P2	.9446
R5P3	.9460
R5P4	.9477
R5P5	.9482
R5P6	.9518
R5P7	.9559
R5P8	.9621
R5P9	.9668
R5P10	.9690
R5P11	.9660

YF-12 INLET NOISE SUPRESSION STUDY

RUN	10	FLIGHT DATE	09/12/79	SPIKE POS. DX/RC	.8582	AMBIENT TEMP	300.0 DEG K	MAX-MIN DIST	.0641
		FLIGHT NO.	0	BYPASS POS.	CLOSED	AMBIENT PRESS	.9168 ATMOS	K-CIRCUMF.	.5904
START	4:17: 1.002	INTERVAL	1.000	ENG.FACE RECOV	.9559	ENGINE M/M*	.5148	K-RADIAL	.0665
STOP	4:17:30.999	ENG COR RPM	4390.	ENG.FACE MACH NO	.2530	COWL M/M*	.4039		
				COWL LIP RECOV	.9573	ADDITIVE M/M*	.1109	K-DELTA	.0050
				MACH AT COWL LIP	.2457			K-A	.0715

SPIKE R1

STAT	XCW/RC= .0728
S2	.9508
R1P1	1.0015
R1P2	1.0018
R1P3	1.0020
R1P4	1.0019
R1P5	1.0021
R1P6	1.0018
R1P7	1.0019
R1P8	1.0018
R1P9	1.0004

COWL R3

STAT	XCW/RC= .0700
S14	.8851
R3P1	.8812
R3P2	.8811
R3P3	.8808
R3P4	.8810
R3P5	.8809
R3P6	.8820
R3P7	.9760
R3P8	.9345
R3P9	.9882
R3P10	1.0024
R3P11	1.0026
R3P12	.9966
R3P13	1.0033
R3P14	1.0034
R3P15	1.0032
R3P16	1.0034

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.9531	A198	.9574
B36	.9573	B198	.9586
C36	.9596	C198	.9656
D36	.9594	D198	.9537
E36	.9571	E198	.9457
90 DEG RAKE		252 DEG RAKE	
A90	.9552	A252	.9508
B90	.9596	B252	1.0017
C90	.9589	C252	.9532
D90	.9554	D252	.9503
E90	.9519	E252	.9451
144 DEG RAKE		324 DEG RAKE	
A144	.9566	A324	.9542
B144	.9584	B324	.9566
D144	.9556	C324	.9550
C144	.9480	D324	.9531
E144	.9404	E324	.9484

SPIKE R2

STAT	XCW/RC= 1.4678
S9	.9170
R2P1	.9271
R2P2	.9359
R2P3	.9568
R2P4	.9772
R2P5	.9813

COWL R4

STAT	XCW/RC= 1.5380
S20	.8605
R4P1	.9672
R4P2	.9775
R4P3	.9801
R4P4	.9815
R4P5	.9816
R4P6	.9810
R4P7	.9815
R4P8	.9812
R4P9	.9808
R4P10	.9802
R4P11	.9786
R4P12	.9781

STATIC PRESSURES

TAP	SPIKE XCW/RC	SPIKE P/PO	TAP	COWL XCW/RC	COWL P/PO
S1	-.0762	.9876	S14	.0340	.8851
S2	.0728	.9508	S15	.1660	.8807
S11	.0728	.9501	S16	.4150	.9186
S12	.0728	.9523	S17	.8470	.9128
S13	.0728	.9525	S18	1.1740	.9188
S3	.1408	.9286	S19	1.4590	.9186
S4	.4068	.8918	S20	1.5400	.8605
S5	.6428	.8958	S21	1.8270	.9106
S6	.8898	.8978	S22	2.7840	.9081
S7	1.0178	.9015	S23	3.2980	.9154
S8	1.1498	.9081	S26	5.2890	.9118
S9	1.5128	.9170			
S10	1.8488	.9136			
S27	5.3000	.9157			
S28	.0428	.9734			

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.9154
R6P1	.9416
R6P2	.9470
R6P3	.9481
R6P4	.9512
R6P5	.9521
R6P8	.9552
R6P9	.9570
R6P10	.9580
R6P11	.9602

COWL R5

STAT	XCW/RC= 3.3270
S23	.9154
R5P1	.9358
R5P2	.9305
R5P3	.9377
R5P4	.9392
R5P5	.9412
R5P6	.9432
R5P7	.9481
R5P8	.9554
R5P9	.9609
R5P10	.9628
R5P11	.9608

YF-12 INLET NOISE SUPRESSION STUDY

RUN	11	FLIGHT DATE	09/12/79	SPIKE POS. DX/RC	.8582	AMBIENT TEMP	299.4 DEG K	MAX-MIN DIST	.0748
		FLIGHT NO.	0	BYPASS POS.	CLOSED	AMBIENT PRESS	.9167 ATMOS	K-CIRCUMF.	.5472
START	4:19:20.000	INTERVAL	1.000	ENG.FACE RECOV	.9492	ENGINE M/M*	.5281	K-RADIAL	.0695
STOP	4:19:50.000	ENG COR RPM	4601.	ENG.FACE MACH NO	.2729	COWL M/M*	.4282		
				COWL LIP RECOV	.9507	ADDITIVE M/M*	.0999	K-DELTA	.0006
				MACH AT COWL LIP	.2038			K-A	.0701

SPIKE R1

STAT	XCW/RC= .0728
S2	.9440
R1P1	1.0014
R1P2	1.0020
R1P3	1.0019
R1P4	1.0022
R1P5	1.0020
R1P6	1.0021
R1P7	1.0022
R1P8	1.0020
R1P9	1.0003

COWL R3

STAT	XCW/RC= .0700
S14	.8677
R3P1	.8639
R3P2	.8637
R3P3	.8637
R3P4	.8638
R3P5	.8639
R3P6	.8648
R3P7	.9741
R3P8	.9242
R3P9	.9854
R3P10	1.0026
R3P11	1.0029
R3P12	.9961
R3P13	1.0032
R3P14	1.0032
R3P15	1.0032
R3P16	1.0033

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.9459	A198	.9507
B36	.9512	B198	.9520
C36	.9541	C198	.9613
D36	.9537	D198	.9480
E36	.9508	E198	.9380
90 DEG RAKE		252 DEG RAKE	
A90	.9495	A252	.9431
B90	.9528	B252	1.0020
C90	.9525	C252	.9449
D90	.9484	D252	.9424
E90	.9442	E252	.9377
144 DEG RAKE		324 DEG RAKE	
A144	.9494	A324	.9475
B144	.9505	B324	.9503
D144	.9476	C324	.9488
C144	.9543	D324	.9462
E144	.9509	E324	.9424

SPIKE R2

STAT	XCW/RC= 1.4078
S9	.9042
R2P1	.9159
R2P2	.9266
R2P3	.9483
R2P4	.9735
R2P5	.9784

COWL R4

STAT	XCW/RC= 1.5380
S20	.8373
R4P1	.9618
R4P2	.9741
R4P3	.9777
R4P4	.9793
R4P5	.9795
R4P6	.9792
R4P7	.9787
R4P8	.9795
R4P9	.9792
R4P10	.9787
R4P11	.9773
R4P12	.9746

STATIC PRESSURES

TAP	SPIKE XCW/RC	SPIKE P/PO	TAP	COWL XCW/RC	COWL P/PO
S1	-.0702	.9861	S14	.0340	.8677
S2	.0728	.9840	S15	.1860	.8636
S11	.0728	.9825	S16	.4150	.9065
S12	.0728	.9834	S17	.8470	.8992
S13	.0728	.9853	S18	1.1740	.9063
S3	.1408	.9178	S19	1.4590	.9061
S4	.4068	.8756	S20	1.5400	.8373
S5	.6428	.8802	S21	1.8270	.8969
S6	.8898	.8822	S22	2.7840	.8940
S7	1.0178	.8862	S23	3.2980	.9023
S8	1.1498	.8940	S26	5.2890	.8986
S9	1.5128	.9042			
S10	1.8468	.8999			
S27	5.3000	.9030			
S28	.6428	.9696			

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.9023
R6P1	.9315
R6P2	.9375
R6P3	.9404
R6P4	.9429
R6P5	.9434
R6P8	.9467
R6P9	.9495
R6P10	.9511
R6P11	.9528

COWL R5

STAT	XCW/RC= 3.3270
S23	.9023
R5P1	.9254
R5P2	.9270
R5P3	.9282
R5P4	.9295
R5P5	.9310
R5P6	.9352
R5P7	.9409
R5P8	.9490
R5P9	.9556
R5P10	.9577
R5P11	.9566

YF-12 INLET NOISE SUPRESSION STUDY

RUN	12	FLIGHT DATE	09/12/79	SPIKE POS. DX/RC	.8582	AMBIENT TEMP	299.4 DEG K	MAX-MIN DIST	.0850
		FLIGHT NO.	0	BYPASS POS.	CLOSED	AMBIENT PRESS	.9167 ATMOS	K=CIRCUMF.	.5227
START	4:22:15.000	INTERVAL	1.000	ENG.FACE RECOV	.9423	ENGINE M/M*	.5414	K=RADIAL	.0787
STOP	4:22:45.000	ENG COR RPM	4826.	ENG.FACE MACH NO	.2943	COWL M/M*	.4507		
				COWL LIP RECOV	.9438	ADDITIVE M/M*	.0907	K=DELTA	.0121
				MACH AT COWL LIP	.2812			K=A	.0908

SPIKE R1

STAT	XCW/RC= .0728
S2	.9361
R1P1	1.0013
R1P2	1.0019
R1P3	1.0019
R1P4	1.0019
R1P5	1.0018
R1P6	1.0019
R1P7	1.0019
R1P8	1.0016
R1P9	.9999

COWL R3

STAT	XCW/RC= .0700
S14	.8506
R3P1	.8467
R3P2	.8463
R3P3	.8461
R3P4	.8461
R3P5	.8459
R3P6	.8464
R3P7	.9707
R3P8	.9135
R3P9	.9861
R3P10	1.0023
R3P11	1.0026
R3P12	.9960
R3P13	1.0032
R3P14	1.0032
R3P15	1.0033
R3P16	1.0034

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.9364	A198	.9433
B36	.9430	B198	.9454
C36	.9458	C198	.9551
D36	.9463	D198	.9425
E36	.9426	E198	.9298
90 DEG RAKE		252 DEG RAKE	
A90	.9418	A252	.9358
B90	.9467	B252	1.0017
C90	.9466	C252	.9384
D90	.9429	D252	.9357
E90	.9370	E252	.9304
144 DEG RAKE		324 DEG RAKE	
A144	.9429	A324	.9399
B144	.9469	B324	.9440
D144	.9420	C324	.9419
C144	.9318	D324	.9385
E144	.9216	E324	.9332

SPIKE R2

STAT	XCW/RC= 1.4678
S9	.8898
R2P1	.9018
R2P2	.9138
R2P3	.9394
R2P4	.9699
R2P5	.9768

COWL R4

STAT	XCW/RC= 1.5580
S20	.8154
R4P1	.9558
R4P2	.9706
R4P3	.9734
R4P4	.9757
R4P5	.9769
R4P6	.9771
R4P7	.9772
R4P8	.9771
R4P9	.9755
R4P10	.9745
R4P11	.9731
R4P12	.9722

STATIC PRESSURES

TAP	SPIKE XCW/RC	SPIKE P/PO	TAP	COWL XCW/RC	COWL P/PO
S1	-.0702	.9845	S14	.0340	.8506
S2	.0728	.9361	S15	.1860	.8453
S11	.0728	.9351	S16	.4150	.8933
S12	.0728	.9359	S17	.8470	.8846
S13	.0728	.9377	S18	1.1740	.8923
S3	.1408	.9070	S19	1.4590	.8920
S4	.4066	.8576	S20	1.5400	.8138
S5	.6426	.8629	S21	1.8270	.8821
S6	.8898	.8652	S22	2.7840	.8791
S7	1.0178	.8696	S23	3.2980	.8887
S8	1.1498	.8781	S26	5.2890	.8842
S9	1.5128	.8898			
S10	1.8488	.8857			
S27	5.3000	.8894			
S28	.0428	.9651			

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.8887
R6P1	.9217
R6P2	.9291
R6P3	.9312
R6P4	.9323
R6P5	.9352
R6P8	.9407
R6P9	.9410
R6P10	.9440
R6P11	.9446

COWL R5

STAT	XCW/RC= 3.3270
S23	.8887
R5P1	.9148
R5P2	.9159
R5P3	.9185
R5P4	.9189
R5P5	.9220
R5P6	.9257
R5P7	.9321
R5P8	.9423
R5P9	.9482
R5P10	.9510
R5P11	.9475

YF-12 INLET NOISE SUPRESSION STUDY

RUN	13	FLIGHT DATE	09/12/79	SPIKE POS. DX/RC	.8582	AMBIENT TEMP	299.4 DEG K	MAX-MIN DIST	.0413
		FLIGHT NO.	0	BYPASS POS.	CLOSED	AMBIENT PRESS	.9163 ATMOS	K-CIRCUMF.	.4871
START	4:24:34.000	INTERVAL	1.000	ENG.FACE RECOV	.9309	ENGINE M/M*	.5535	K-RADIAL	.0383
STOP	4:25: 4.000	ENG COR RPM	5062.	ENG.FACE MACH NO	.3116	COWL M/M*	.4747		
				COWL LIP RECOV	.9555	ADDITIVE M/M*	.0789	K-DELTA	.0126
				MACH AT COWL LIP	.3008			K-A	.0508

SPIKE R1

STAT	XCW/RC= .0728
S2	.9273
R1P1	1.0013
R1P2	1.0019
R1P3	1.0021
R1P4	1.0020
R1P5	1.0020
R1P6	1.0019
R1P7	1.0020
R1P8	1.0017
R1P9	.9997

SPIKE R2

STAT	XCW/RC= 1.4678
S9	.8729
R2P1	.8858
R2P2	.8975
R2P3	.9289
R2P4	.9665
R2P5	.9733

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.8721
R6P1	.9100
R6P2	.9189
R6P3	.9212
R6P4	.9234
R6P5	.9254
R6P8	.9312
R6P9	.9318
R6P10	.9341
R6P11	.9356

COWL R3

STAT	XCW/RC= .0700
S14	.8298
R3P1	.8261
R3P2	.8255
R3P3	.8254
R3P4	.8254
R3P5	.8250
R3P6	.8256
R3P7	.9666
R3P8	.8979
R3P9	.9943
R3P10	1.0026
R3P11	1.0030
R3P12	.9954
R3P13	1.0033
R3P14	1.0033
R3P15	1.0032
R3P16	1.0033

COWL R4

STAT	XCW/RC= 1.5380
S20	.7857
R4P1	.9474
R4P2	.9655
R4P3	.9695
R4P4	.9716
R4P5	.9721
R4P6	.9722
R4P7	.9720
R4P8	.9730
R4P9	.9729
R4P10	.9729
R4P11	.9722
R4P12	.9693

COWL R5

STAT	XCW/RC= 3.3270
S23	.8721
R5P1	.9022
R5P2	.9031
R5P3	.9059
R5P4	.9072
R5P5	.9097
R5P6	.9126
R5P7	.9204
R5P8	.9319
R5P9	.9405
R5P10	.9438
R5P11	.9407

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.9281	A198	.9327
B36	.9347	B198	.9373
C36	.9361	C198	.9472
D36	.9376	D198	.9339
E36	.9345	E198	.9206
90 DEG RAKE		**252 DEG RAKE**	
A90	.9525	A252	.9206
B90	.9379	B252	.9283
C90	.9385	C252	.9299
D90	.9332	D252	.9280
E90	.9271	E252	.9207
144 DEG RAKE		**324 DEG RAKE**	
A144	.9520	A324	.9303
B144	.9387	B324	.9347
D144	.9325	C324	.9327
C144	.9206	D324	.9299
E144	.9088	E324	.9221

STATIC PRESSURES

TAP	SPIKE XCW/RC	P/PO	TAP	COWL XCW/RC	P/PO
S1	-.0702	.9824	S14	.0340	.8298
S2	.0728	.9273	S15	.1860	.8247
S11	.0728	.9266	S16	.4150	.8764
S12	.0728	.9271	S17	.8470	.8668
S13	.0728	.9292	S18	1.1740	.8760
S3	.1408	.8945	S19	1.4590	.8762
S4	.4068	.8377	S20	1.5400	.7857
S5	.6428	.8432	S21	1.8270	.8647
S6	.8898	.8458	S22	2.7840	.8615
S7	1.0178	.8503	S23	3.2980	.8721
S8	1.1498	.8591	S26	5.2890	.8674
S9	1.5128	.8729			
S10	1.8488	.8863			
S27	5.3000	.8728			
S28	.8428	.9608			

YF-12 INLET NOISE SUPRESSION STUDY

RUN	14	FLIGHT DATE	09/12/79	SPIKE POS. DX/RC	.8582	AMBIENT TEMP	300.0 DEG K	MAX-MIN DIST	.0448
		FLIGHT NO.	0	BYPASS POS.	CLOSED	AMBIENT PRESS	.9169 ATMOS	K-CIRCUMF.	.4346
START	4:28:13.001	INTERVAL	1.000	ENG.FACE RECOV	.9164	ENGINE M/M*	.5809	K-RADIAL	.0409
STOP	4:28:43.000	ENG COR RPM	5470.	ENG.FACE MACH NO	.3480	COWL M/M*	.5086		
				COWL LIP RECOV	.9221	ADDITIVE M/M*	.0723	K-DELTA	.0209
				MACH AT COWL LIP	.3306			K-A	.0618

SPIKE R1

STAT	XCW/RC= .0728
S2	.9130
R1P1	1.0002
R1P2	1.0013
R1P3	1.0013
R1P4	1.0014
R1P5	1.0014
R1P6	1.0014
R1P7	1.0015
R1P8	1.0013
R1P9	.9990

COWL R3

STAT	XCW/RC= .0700
S14	.7968
R3P1	.7926
R3P2	.7920
R3P3	.7909
R3P4	.7908
R3P5	.7904
R3P6	.7906
R3P7	.9587
R3P8	.8850
R3P9	.9805
R3P10	1.0024
R3P11	1.0022
R3P12	.9937
R3P13	1.0027
R3P14	1.0029
R3P15	1.0027
R3P16	1.0029

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.9112	A198	.9203
B36	.9201	B198	.9236
C36	.9227	C198	.9348
D36	.9244	D198	.9265
E36	.9208	E198	.9066
90 DEG RAKE		252 DEG RAKE	
A90	.9172	A252	.9096
B90	.9250	B252	.9114
C90	.9268	C252	.9153
D90	.9196	D252	.9111
E90	.9112	E252	.9018
144 DEG RAKE		324 DEG RAKE	
A144	.9173	A324	.9148
B144	.9238	B324	.9213
D144	.9204	C324	.9188
C144	.9071	D324	.9156
E144	.8938	E324	.9080

SPIKE R2

STAT	XCW/RC= 1.4678
S9	.8443
R2P1	.8588
R2P2	.8739
R2P3	.9123
R2P4	.9606
R2P5	.9680

COWL R4

STAT	XCW/RC= 1.5380
S20	.7390
R4P1	.9395
R4P2	.9588
R4P3	.9635
R4P4	.9655
R4P5	.9669
R4P6	.9669
R4P7	.9662
R4P8	.9663
R4P9	.9668
R4P10	.9666
R4P11	.9663
R4P12	.9636

STATIC PRESSURES

TAP	SPIKE XCW/RC	SPIKE P/PO	TAP	COWL XCW/RC	COWL P/PO
S1	-.0762	.9786	S14	.0340	.7968
S2	.0728	.9130	S15	.1860	.7914
S11	.0728	.9123	S16	.4150	.8527
S12	.0728	.9126	S17	.8470	.8397
S13	.0728	.9152	S18	1.1740	.8484
S3	.1408	.8725	S19	1.4590	.8493
S4	.4068	.8037	S20	1.5400	.7390
S5	.6428	.8089	S21	1.8270	.8343
S6	.8898	.8121	S22	2.7840	.8307
S7	1.0178	.8174	S23	3.2980	.8444
S8	1.1498	.8271	S26	5.2690	.8384
S9	1.3128	.8443			
S10	1.8488	.8392			
S27	5.3000	.8467			
S28	.6428	.9522			

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.8444
R6P1	.8915
R6P2	.8994
R6P3	.9023
R6P4	.9054
R6P5	.9081
R6P8	.9139
R6P9	.9165
R6P10	.9194
R6P11	.9208

COWL R5

STAT	XCW/RC= 3.3270
S23	.8444
R5P1	.8803
R5P2	.8827
R5P3	.8832
R5P4	.8856
R5P5	.8888
R5P6	.8933
R5P7	.9011
R5P8	.9167
R5P9	.9273
R5P10	.9330
R5P11	.9289

YF-12 INLET NOISE SUPRESSION STUDY

RUN	15	FLIGHT DATE	09/12/79	SPIKE POS. DX/RC	.6582	AMBIENT TEMP	300.0 DEG K	MAX-MIN DIST	.1103
		FLIGHT NO.	0	BYPASS POS.	CLOSED	AMBIENT PRESS	.9164 ATMOS	K-CIRCUMF.	.4580
START	4:31:46.002	INTERVAL	1.000	ENG.FACE RECOV	.9262	ENGINE M/M*	.5669	K-RADIAL	.0938
STOP	4:32:16.000	ENG COR RPM	5255.	ENG.FACE MACH NO	.3508	COWL M/M*	.4958		
				COWL LIP RECOV	.9288	ADDITIVE M/M*	.0711	K-DELTA	.0119
				MACH AT COWL LIP	.3185			K-A	.1057

SPIKE R1

STAT	XCW/RC= .0728
S2	.9197
R1P1	1.0012
R1P2	1.0020
R1P3	1.0020
R1P4	1.0022
R1P5	1.0021
R1P6	1.0022
R1P7	1.0021
R1P8	1.0018
R1P9	.9996

SPIKE R2

STAT	XCW/RC= 1.4076
S9	.8583
R2P1	.8720
R2P2	.8865
R2P3	.9214
R2P4	.9638
R2P5	.9717

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.8575
R6P1	.9002
R6P2	.9084
R6P3	.9111
R6P4	.9153
R6P5	.9168
R6P8	.9225
R6P9	.9237
R6P10	.9266
R6P11	.9287

COWL R3

STAT	XCW/RC= .0700
S14	.8119
R3P1	.8074
R3P2	.8071
R3P3	.8069
R3P4	.8069
R3P5	.8068
R3P6	.8074
R3P7	.9633
R3P8	.8989
R3P9	.9893
R3P10	1.0052
R3P11	1.0031
R3P12	.9950
R3P13	1.0037
R3P14	1.0036
R3P15	1.0036
R3P16	1.0039

COWL R4

STAT	XCW/RC= 1.5380
S20	.7640
R4P1	.9434
R4P2	.9610
R4P3	.9657
R4P4	.9689
R4P5	.9701
R4P6	.9701
R4P7	.9707
R4P8	.9708
R4P9	.9704
R4P10	.9694
R4P11	.9686
R4P12	.9671

COWL R5

STAT	XCW/RC= 3.3270
S23	.8575
R5P1	.8908
R5P2	.8924
R5P3	.8947
R5P4	.8968
R5P5	.8994
R5P6	.9043
R5P7	.9116
R5P8	.9250
R5P9	.9352
R5P10	.9392
R5P11	.9357

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.9203	A198	.9252
B36	.9276	B198	.9300
C36	.9311	C198	.9427
D36	.9319	D198	.9263
E36	.9267	E198	.9114
90 DEG RAKE		**252 DEG RAKE**	
A90	.9258	A252	.9183
B90	.9330	B252	1.0019
C90	.9363	C252	.9207
D90	.9205	D252	.9167
E90	.9190	E252	.9103
144 DEG RAKE		**324 DEG RAKE**	
A144	.9242	A324	.9223
B144	.9290	B324	.9298
D144	.9273	C324	.9271
C144	.9135	D324	.9215
E144	.8997	E324	.9159

STATIC PRESSURES

TAP	SPIKE XCW/RC	SPIKE P/PO	TAP	COWL XCW/RC	COWL P/PO
S1	-.0702	.9808	S14	.0340	.8119
S2	.0728	.9197	S15	.1860	.8060
S11	.0728	.9188	S16	.4150	.8654
S12	.0728	.9197	S17	.8470	.8528
S13	.0728	.9221	S18	1.1740	.8623
S3	.1408	.8832	S19	1.4590	.8626
S4	.4068	.8198	S20	1.5400	.7640
S5	.8428	.8259	S21	1.8270	.8492
S6	.8898	.8284	S22	2.7840	.8457
S7	1.0178	.8333	S23	3.2980	.8575
S8	1.1498	.8427	S26	5.2890	.8521
S9	1.5128	.8583			
S10	1.8488	.8535			
S27	5.3000	.8590			
S28	.8428	.9567			

YF-12 INLET NOISE SUPRESSION STUDY

RUN	16	FLIGHT DATE	09/12/79	SPIKE POS. DX/RC	.8582	AMBIENT TEMP	301.1 DEG K	MAX-MIN DIST	.1215
		FLIGHT NO.	0	BYPASS POS.	CLOSED	AMBIENT PRESS	.9165 ATMOS	K-CIRCUMF.	.4530
START	4:35:20.000	INTERVAL	1.000	ENG.FACE RECOV	.9174	ENGINE M/M*	.5869	K-RADIAL	.0972
STOP	4:35:50.000	ENG COR RPM	5535.	ENG.FACE MACH NO	.3600	COWL M/M*	.5166		
				COWL LIP RECOV	.9199	ADDITIVE M/M*	.0704	K-DELTA	.0275
				MACH AT COWL LIP	.3575			K-A	.1247

SPIKE R1

STAT	XCW/RC= .0728
S2	.9102
R1P1	1.0007
R1P2	1.0017
R1P3	1.0017
R1P4	1.0018
R1P5	1.0016
R1P6	1.0018
R1P7	1.0019
R1P8	1.0016
R1P9	.9993

COWL R3

STAT	XCW/RC= .0700
S14	.7901
R3P1	.7856
R3P2	.7853
R3P3	.7855
R3P4	.7851
R3P5	.7852
R3P6	.7852
R3P7	.4592
R3P8	.8873
R3P9	.9696
R3P10	1.0029
R3P11	1.0029
R3P12	.9942
R3P13	1.0035
R3P14	1.0035
R3P15	1.0034
R3P16	1.0036

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.9069	A198	.9176
B36	.9170	B198	.9218
C36	.9220	C198	.9344
D36	.9246	D198	.9181
E36	.9182	E198	.9045
90 DEG RAKE		252 DEG RAKE	
A90	.9150	A252	.9064
B90	.9230	B252	1.0018
C90	.9242	C252	.9130
D90	.9185	D252	.9087
E90	.9106	E252	.9000
144 DEG RAKE		324 DEG RAKE	
A144	.9159	A324	.9119
B144	.9233	B324	.9197
D144	.9167	C324	.9159
C144	.9055	D324	.9118
E144	.8903	E324	.9060

SPIKE R2

STAT	XCW/RC= 1.4078
S9	.8397
R2P1	.8551
R2P2	.8718
R2P3	.9114
R2P4	.9592
R2P5	.9675

COWL R4

STAT	XCW/RC= 1.5380
S20	.7327
R4P1	.9348
R4P2	.9569
R4P3	.9620
R4P4	.9647
R4P5	.9670
R4P6	.9675
R4P7	.9663
R4P8	.9690
R4P9	.9685
R4P10	.9676
R4P11	.9657
R4P12	.9657

STATIC PRESSURES

TAP	SPIKE XCW/RC	P/PO	TAP	COWL XCW/RC	P/PO
S1	-.0762	.9784	S14	.0340	.7901
S2	.0728	.9102	S15	.1860	.7850
S11	.0728	.9092	S16	.4150	.8480
S12	.0728	.9103	S17	.8470	.8343
S13	.0728	.9126	S18	1.1740	.8445
S3	.1408	.8694	S19	1.4590	.8455
S4	.4066	.7986	S20	1.5400	.7327
S5	.8428	.8043	S21	1.8270	.8302
S6	.8898	.8078	S22	2.7840	.8264
S7	1.0178	.8125	S23	3.2980	.8394
S8	1.1498	.8222	S26	5.2890	.8343
S9	1.5128	.8397			
S10	1.8488	.8343			
S27	5.3000	.8417			
S28	.8428	.9514			

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.8394
R6P1	.8884
R6P2	.8964
R6P3	.8989
R6P4	.9030
R6P5	.9042
R6P8	.9117
R6P9	.9156
R6P10	.9175
R6P11	.9176

COWL R5

STAT	XCW/RC= 3.3270
S23	.8394
R5P1	.8775
R5P2	.8788
R5P3	.8810
R5P4	.8828
R5P5	.8867
R5P6	.8931
R5P7	.8993
R5P8	.9146
R5P9	.9270
R5P10	.9364
R5P11	.9262

YF-12 INLET NOISE SUPRESSION STUDY

RUN	17	FLIGHT DATE	09/12/79	SPIKE POS. DX/RC	.8582	AMBIENT TEMP	301.1 DEG K	MAX-MIN DIST	.0527
		FLIGHT NO.	0	HYPASS POS.	CLOSED	AMBIENT PRESS	.9171 ATMOS	K-CIRCUMF.	.3969
START	4:37:14.002	INTERVAL	1.000	ENG.FACE RECOV	.9066	ENGINE M/M∞	.5946	K-RADIAL	.0471
STOP	4:37:43.999	ENG COR RPM	5676.	ENG.FACE MACH NO	.3090	COWL M/M∞	.5293		
				COWL LIP RECOV	.9128	ADDITIVE M/M∞	.0653	K-DELTA	.0126
				MACH AT COWL LIP	.3503			K-A	.0596

SPIKE R1

STAT	XCW/RC= .0728
S2	.9028
R1P1	.9999
R1P2	1.0011
R1P3	1.0010
R1P4	1.0011
R1P5	1.0012
R1P6	1.0012
R1P7	1.0010
R1P8	1.0006
R1P9	.9982

SPIKE R2

STAT	XCW/RC= 1.4678
S9	.8262
R2P1	.8413
R2P2	.8593
R2P3	.9031
R2P4	.9547
R2P5	.9651

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.8254
R6P1	.8773
R6P2	.8864
R6P3	.8897
R6P4	.8936
R6P5	.8972
R6P8	.9031
R6P9	.9055
R6P10	.9083
R6P11	.9107

COWL R3

STAT	XCW/RC= .0700
S14	.7742
R3P1	.7697
R3P2	.7692
R3P3	.7689
R3P4	.7689
R3P5	.7689
R3P6	.7698
R3P7	.9547
R3P8	.8755
R3P9	.9872
R3P10	1.0023
R3P11	1.0021
R3P12	.9933
R3P13	1.0026
R3P14	1.0028
R3P15	1.0026
R3P16	1.0029

COWL R4

STAT	XCW/RC= 1.5380
S20	.7096
R4P1	.9314
R4P2	.9538
R4P3	.9594
R4P4	.9627
R4P5	.9647
R4P6	.9646
R4P7	.9661
R4P8	.9667
R4P9	.9663
R4P10	.9654
R4P11	.9641
R4P12	.9613

COWL R5

STAT	XCW/RC= 3.3270
S23	.8254
R5P1	.8654
R5P2	.8667
R5P3	.8692
R5P4	.8718
R5P5	.8754
R5P6	.8825
R5P7	.8910
R5P8	.9002
R5P9	.9230
R5P10	.9252
R5P11	.9193

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.9002	A198	.9082
B36	.9109	B198	.9149
C36	.9148	C198	.9289
D36	.9157	D198	.9127
E36	.9115	E198	.8906
90 DEG RAKE		252 DEG RAKE	
A90	.9065	A252	.8992
B90	.9158	B252	.9021
C90	.9162	C252	.9050
D90	.9094	D252	.9010
E90	.8997	E252	.8921
144 DEG RAKE		324 DEG RAKE	
A144	.9072	A324	.9000
B144	.9148	B324	.9129
D144	.9088	C324	.9106
C144	.8950	D324	.9000
E144	.8812	E324	.8901

STATIC PRESSURES

TAP	SPIKE XCW/RC	P/PO	TAP	COWL XCW/RC	P/PO
S1	-.0702	.9763	S14	.0340	.7742
S2	.0728	.9028	S15	.1860	.7688
S11	.0728	.9025	S16	.4150	.8367
S12	.0728	.9036	S17	.8470	.8196
S13	.0728	.9063	S18	1.1740	.8307
S3	.1408	.8590	S19	1.4590	.8313
S4	.4068	.7852	S20	1.5400	.7096
S5	.6428	.7885	S21	1.8270	.8154
S6	.8698	.7930	S22	2.7840	.8124
S7	1.0178	.7979	S23	3.2980	.8254
S8	1.1498	.8078	S26	5.2890	.8211
S9	1.5128	.8262			
S10	1.6488	.8213			
S27	5.3000	.8289			
S28	.6428	.9476			

YF-12 INLET NOISE SUPRESSION STUDY

RUN	18	FLIGHT DATE	09/12/79	SPIKE POS. DX/RC	.8582	AMBIENT TEMP	302.2 DEG K	MAX-MIN DIST	.1368
		FLIGHT NO.	0	BYPASS POS.	OPEN	AMBIENT PRESS	.9171 ATMOS	K-CIRCUMF.	.5926
START	4:43:28.000	INTERVAL	1.000	ENG.FACE RECOV	.9068	ENGINE M/M*	.6041	K-RADIAL	.1040
STOP	4:43:58.000	ENG COR RPM	5767.	ENG.FACE MACH NO	.3843	COWL M/M*	.5305		
				COWL LIP RECOV	.9097	ADDITIVE M/M*	.0676	K-DELTA	.0212
				MACH AT COWL LIP	.3573			K-A	.1252

SPIKE R1

STAT	XCW/RC= .0728
S2	.8996
R1P1	1.0004
R1P2	1.0012
R1P3	1.0013
R1P4	1.0013
R1P5	1.0013
R1P6	1.0015
R1P7	1.0014
R1P8	1.0011
R1P9	.9985

COWL R3

STAT	XCW/RC= .0700
S14	.7002
R3P1	.7019
R3P2	.7015
R3P3	.7018
R3P4	.7015
R3P5	.7013
R3P6	.7020
R3P7	.9515
R3P8	.8741
R3P9	.9877
R3P10	1.0027
R3P11	1.0026
R3P12	.9935
R3P13	1.0030
R3P14	1.0031
R3P15	1.0031
R3P16	1.0034

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.8972	A198	.9038
B36	.9057	B198	.9119
C36	.9114	C198	.9291
D36	.9127	D198	.9097
E36	.9089	E198	.8922
90 DEG RAKE		**252 DEG RAKE**	
A90	.9027	A252	.8957
B90	.9115	B252	1.0013
C90	.9129	C252	.9059
D90	.9056	D252	.8992
E90	.8903	E252	.8887
144 DEG RAKE		**324 DEG RAKE**	
A144	.9028	A324	.9004
B144	.9119	B324	.9049
D144	.9046	C324	.9009
C144	.8910	D324	.9025
E144	.8773	E324	.8939

SPIKE R2

STAT	XCW/RC= 1.4678
S9	.8197
R2P1	.8361
R2P2	.8545
R2P3	.8993
R2P4	.9549
R2P5	.9639

COWL R4

STAT	XCW/RC= 1.5380
S20	.6986
R4P1	.9293
R4P2	.9531
R4P3	.9580
R4P4	.9598
R4P5	.9623
R4P6	.9636
R4P7	.9656
R4P8	.9652
R4P9	.9640
R4P10	.9635
R4P11	.9615
R4P12	.9585

STATIC PRESSURES

TAP	SPIKE XCW/RC	SPIKE P/PO	TAP	COWL XCW/RC	COWL P/PO
S1	-.0762	.9756	S14	.0340	.7662
S2	.0728	.8996	S15	.1860	.7599
S11	.0728	.8994	S16	.4150	.8309
S12	.0728	.8994	S17	.8470	.8124
S13	.0728	.9031	S18	1.1740	.8239
S3	.1408	.8546	S19	1.4590	.8253
S4	.4068	.7756	S20	1.5400	.6986
S5	.6428	.7810	S21	1.8270	.8081
S6	.8698	.7855	S22	2.7840	.8048
S7	1.0178	.7901	S23	3.2980	.8186
S8	1.1498	.8002	S26	5.2890	.8141
S9	1.5128	.8197			
S10	1.8488	.8140			
S27	5.3000	.8220			
S28	.0428	.9462			

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.8186
R6P1	.8716
R6P2	.8810
R6P3	.8864
R6P4	.8899
R6P5	.8913
R6P8	.8979
R6P9	.9011
R6P10	.9037
R6P11	.9075

COWL R5

STAT	XCW/RC= 3.3270
S23	.8186
R5P1	.8605
R5P2	.8624
R5P3	.8649
R5P4	.8669
R5P5	.8727
R5P6	.8765
R5P7	.8873
R5P8	.9079
R5P9	.9189
R5P10	.9255
R5P11	.9170

YF-12 INLET NOISE SUPRESSION STUDY

RUN	19	FLIGHT DATE	09/12/79	SPIKE POS. DX/RC	.6582	AMBIENT TEMP	302.2 DEG K	MAX-MIN DIST	.0571
		FLIGHT NO.	0	BYPASS POS.	CLOSED	AMBIENT PRESS	.9166 ATMOS	K-CIRCUMF.	.3696
START	4:46:38.001	INTERVAL	1.000	ENG.FACE RECOV	.9041	ENGINE M/M0	.6141	K-RADIAL	.0442
STOP	4:47: 7.998	ENG COR RPM	5862.	ENG.FACE MACH NO	.3756	COWL M/M0	.5363		
				COWL LIP RECOV	.9107	ADDITIVE M/M0	.0778	K-DELTA	.0137
				MACH AT COWL LIP	.3567			K-A	.0578

SPIKE R1

STAT	XCW/RC= .0728
S2	.9002
R1P1	1.0008
R1P2	1.0017
R1P3	1.0017
R1P4	1.0018
R1P5	1.0017
R1P6	1.0016
R1P7	1.0019
R1P8	1.0015
R1P9	.9989

COWL R3

STAT	XCW/RC= .0700
S14	.7679
R3P1	.7623
R3P2	.7620
R3P3	.7621
R3P4	.7619
R3P5	.7619
R3P6	.7652
R3P7	.9550
R3P8	.8777
R3P9	.9882
R3P10	1.0052
R3P11	1.0029
R3P12	.9943
R3P13	1.0035
R3P14	1.0036
R3P15	1.0038
R3P16	1.0039

STAT XCW/RC= 5.4830

36 DEG	RAKE	198 DEG	RAKE
A36	.8961	A198	.9072
B36	.9086	B198	.9131
C36	.9127	C198	.9299
D36	.9145	D198	.9082
E36	.9105	E198	.8929
90 DEG	RAKE	252 DEG	RAKE
A90	.9057	A252	.8958
B90	.9127	B252	.8981
C90	.9132	C252	.9004
D90	.9068	D252	.8979
E90	.8972	E252	.8871
144 DEG	RAKE	324 DEG	RAKE
A144	.9036	A324	.9024
B144	.9119	B324	.9087
D144	.9066	C324	.9092
C144	.8965	D324	.9051
E144	.8783	E324	.8974

SPIKE R2

STAT	XCW/RC= 1.4678
S9	.8213
R2P1	.8354
R2P2	.8537
R2P3	.9004
R2P4	.9564
R2P5	.9650

COWL R4

STAT	XCW/RC= 1.5386
S20	.6972
R4P1	.9512
R4P2	.9545
R4P3	.9594
R4P4	.9622
R4P5	.9648
R4P6	.9651
R4P7	.9661
R4P8	.9662
R4P9	.9653
R4P10	.9650
R4P11	.9629
R4P12	.9610

STATIC PRESSURES

TAP	SPIKE XCW/RC	SPIKE P/P0	TAP	COWL XCW/RC	COWL P/P0
S1	-.0702	.9759	S14	.0340	.7679
S2	.0728	.9002	S15	.1860	.7615
S11	.0728	.9009	S16	.4150	.8327
S12	.0728	.9007	S17	.8470	.8141
S13	.0728	.9039	S18	1.1740	.8254
S3	.1408	.8553	S19	1.4590	.8264
S4	.4068	.7774	S20	1.5400	.6972
S5	.6428	.7827	S21	1.8270	.8098
S6	.8698	.7808	S22	2.7840	.8063
S7	1.0178	.7922	S23	3.2980	.8210
S8	1.1498	.8016	S26	5.2890	.8158
S9	1.5128	.8213			
S10	1.8488	.8155			
S27	5.3000	.8240			
S28	.0428	.9469			

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.8210
R6P1	.8706
R6P2	.8810
R6P3	.8853
R6P4	.8901
R6P5	.8918
R6P8	.9002
R6P9	.9022
R6P10	.9046
R6P11	.9060

COWL R5

STAT	XCW/RC= 3.3270
S25	.8210
R5P1	.8629
R5P2	.8652
R5P3	.8680
R5P4	.8696
R5P5	.8750
R5P6	.8814
R5P7	.8912
R5P8	.9101
R5P9	.9218
R5P10	.9241
R5P11	.9180

YF-12 INLET NOISE SUPPRESSION STUDY

RUN	20	FLIGHT DATE	09/12/79	SPIKE POS. DX/RC	.8582	AMBIENT TEMP	301.1 DEG K	MAX-MIN DIST	.1472
		FLIGHT NO.	0	BYPASS POS.	CLOSED	AMBIENT PRESS	.9181 ATMOS	K-CIRCUMF.	.3458
START	5: 0:16.000	INTERVAL	1.000	ENG.FACE RECOV	.9009	ENGINE M/M*	.6301	K-RADIAL	.0973
STOP	5: 0:46.000	ENG COR RPM	5982.	ENG.FACE MACH NO	.3954	COWL M/M*	.5452		
				COWL LIP RECOV	.9042	ADDITIVE M/M*	.0849	K-DELTA	.0120
				MACH AT COWL LIP	.3068			K-A	.1094

SPIKE R1

STAT	XCW/RC= .0728
S2	.8937
R1P1	.9992
R1P2	1.0003
R1P3	1.0004
R1P4	.9985
R1P5	1.0005
R1P6	1.0003
R1P7	1.0004
R1P8	.9999
R1P9	.9975

SPIKE R2

STAT	XCW/RC= 1.4678
S9	.8090
R2P1	.8260
R2P2	.8445
R2P3	.8927
R2P4	.9543
R2P5	.9609

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.8088
R6P1	.8619
R6P2	.8747
R6P3	.8794
R6P4	.8827
R6P5	.8860
R6P8	.8922
R6P9	.8941
R6P10	.8995
R6P11	.9015

COWL R3

STAT	XCW/RC= .0700
S14	.7542
R3P1	.7493
R3P2	.7488
R3P3	.7484
R3P4	.7487
R3P5	.7487
R3P6	.7501
R3P7	.9506
R3P8	.8675
R3P9	.9854
R3P10	1.0023
R3P11	1.0019
R3P12	.9926
R3P13	1.0027
R3P14	1.0025
R3P15	1.0027
R3P16	1.0029

COWL R4

STAT	XCW/RC= 1.5380
S20	.6829
R4P1	.9248
R4P2	.9508
R4P3	.9556
R4P4	.9584
R4P5	.9596
R4P6	.9616
R4P7	.9634
R4P8	.9637
R4P9	.9627
R4P10	.9638
R4P11	.9623
R4P12	.9587

COWL R5

STAT	XCW/RC= 3.3270
S23	.8088
R5P1	.8531
R5P2	.8544
R5P3	.8581
R5P4	.8590
R5P5	.8604
R5P6	.8716
R5P7	.8839
R5P8	.9030
R5P9	.9160
R5P10	.9217
R5P11	.9147

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.8905	A198	.8970
B36	.9008	B198	.9043
C36	.9075	C198	.9223
D36	.9087	D198	.9066
E36	.9051	E198	.8887
90 DEG RAKE		**252 DEG RAKE**	
A90	.8980	A252	.8899
B90	.9073	B252	1.0003
C90	.9054	C252	.8996
D90	.8987	D252	.8924
E90	.8892	E252	.8815
144 DEG RAKE		**324 DEG RAKE**	
A144	.8945	A324	.8954
B144	.9041	B324	.9041
D144	.8986	C324	.9018
C144	.8832	D324	.8956
E144	.8677	E324	.8887

STATIC PRESSURES

TAP	SPIKE XCW/RC	SPIKE P/PO	TAP	COWL XCW/RC	COWL P/PO
S1	-.0702	.9736	S14	.0340	.7542
S2	.0728	.8937	S15	.1860	.7487
S11	.0728	.8936	S16	.4150	.8208
S12	.0728	.8923	S17	.8470	.8022
S13	.0728	.8978	S18	1.1740	.8139
S3	.1408	.8461	S19	1.4590	.8154
S4	.4008	.7653	S20	1.5400	.6829
S5	.6428	.7690	S21	1.8270	.7972
S6	.8898	.7736	S22	2.7840	.7935
S7	1.0178	.7789	S23	3.2980	.8088
S8	1.1498	.7895	S26	5.2890	.8040
S9	1.5128	.8090			
S10	1.8488	.8055			
S27	5.3000	.8119			
S28	.6428	.9429			

YF-12 INLET NOISE SUPRESSION STUDY

RUN	21	FLIGHT DATE	09/12/79	SPIKE POS. DX/RC	.6582	AMBIENT TEMP	301.1 DEG K	MAX-MIN DIST	.0603
		FLIGHT NO.	0	BYPASS POS.	CLOSED	AMBIENT PRESS	.9171 ATMOS	K-CIRCUMF.	.3447
START	5: 3:47.000	INTERVAL	1.000	ENG.FACE RECOV	.8947	ENGINE M/M*	.6371	K-RADIAL	.0462
STOP	5: 4:17.000	ENG COR RPM	6055.	ENG.FACE MACH NO	.3972	COWL M/M*	.5524		
				COWL LIP RECOV	.9028	ADDITIVE M/M*	.0847	K-DELTA	.0240
				MACH AT COWL LIP	.3733			K-A	.0702

SPIKE R1

STAT	XCW/RC= .0728
S2	.8921
R1P1	1.0004
R1P2	1.0016
R1P3	1.0015
R1P4	1.0015
R1P5	1.0014
R1P6	1.0017
R1P7	1.0017
R1P8	1.0014
R1P9	.9987

COWL R3

STAT	XCW/RC= .0700
S14	.7478
R3P1	.7426
R3P2	.7417
R3P3	.7416
R3P4	.7418
R3P5	.7419
R3P6	.7433
R3P7	.9514
R3P8	.8735
R3P9	.9910
R3P10	1.0034
R3P11	1.0032
R3P12	.9937
R3P13	1.0038
R3P14	1.0039
R3P15	1.0037
R3P16	1.0040

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.8868	A198	.8979
B36	.9000	B198	.9044
C36	.9043	C198	.9225
D36	.9072	D198	.8983
E36	.9020	E198	.8812
90 DEG RAKE		252 DEG RAKE	
A90	.8950	A252	.8837
B90	.9066	B252	.8864
C90	.9059	C252	.8891
D90	.9002	D252	.8854
E90	.8867	E252	.8772
144 DEG RAKE		324 DEG RAKE	
A144	.8957	A324	.8935
B144	.9048	B324	.9017
D144	.8980	C324	.8994
C144	.8832	D324	.8916
E144	.8685	E324	.8835

SPIKE R2

STAT	XCW/RC= 1.4678
S9	.8029
R2P1	.8196
R2P2	.8410
R2P3	.8919
R2P4	.9513
R2P5	.9608

COWL R4

STAT	XCW/RC= 1.5380
S20	.6723
R4P1	.9218
R4P2	.9477
R4P3	.9542
R4P4	.9574
R4P5	.9604
R4P6	.9606
R4P7	.9634
R4P8	.9635
R4P9	.9619
R4P10	.9616
R4P11	.9602
R4P12	.9574

STATIC PRESSURES

TAP	SPIKE XCW/RC	P/PO
S1	-.0762	.9740
S2	.0728	.8921
S11	.0728	.8913
S12	.0728	.8925
S13	.0728	.8951
S3	.1408	.8423
S4	.4008	.7566
S5	.6428	.7614
S6	.8898	.7663
S7	1.0178	.7719
S8	1.1498	.7823
S9	1.5128	.8029
S10	1.8488	.7967
S27	5.3000	.8067
S28	.6428	.9422

TAP	COWL XCW/RC	P/PO
S14	.0340	.7478
S15	.1860	.7412
S16	.4150	.8176
S17	.8470	.7967
S18	1.1740	.8080
S19	1.4590	.8098
S20	1.5400	.6723
S21	1.8270	.7906
S22	2.7840	.7871
S23	3.2960	.8029
S26	5.2890	.7978

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.8029
R6P1	.8574
R6P2	.8681
R6P3	.8754
R6P4	.8793
R6P5	.8817
R6P8	.8911
R6P9	.8939
R6P10	.8972
R6P11	.8995

COWL R5

STAT	XCW/RC= 3.3270
S23	.8029
R5P1	.8476
R5P2	.8510
R5P3	.8535
R5P4	.8550
R5P5	.8608
R5P6	.8605
R5P7	.8782
R5P8	.8980
R5P9	.9142
R5P10	.9154
R5P11	.9092

YF-12 INLET NOISE SUPRESSION STUDY

RUN	22	FLIGHT DATE	09/12/79	SPIKE POS. DX/RC	.8582	AMBIENT TEMP	301.1 DEG K	MAX-MIN DIST	.1609
		FLIGHT NO.	0	BYPASS POS.	CLOSED	AMBIENT PRESS	.9176 ATMOS	K-CIRCUMF.	.5210
START	5: 5:55.001	INTERVAL	1.000	ENG.FACE RECOV	.8914	ENGINE M/M*	.6649	K-RADIAL	.0997
STOP	5: 6:35.000	ENG COR RPM	6213.	ENG.FACE MACH NO	.4212	COWL M/M*	.5661		
				COWL LIP RECOV	.8968	ADDITIVE M/M*	.0988	K-DELTA	.0520
				MACH AT COWL LIP	.3875			K-A	.1317

SPIKE R1

STAT	XCW/RC= .0728
S2	.8849
R1P1	.9997
R1P2	1.0007
R1P3	1.0007
R1P4	1.0010
R1P5	1.0009
R1P6	1.0008
R1P7	1.0010
R1P8	1.0005
R1P9	.9980

COWL R3

STAT	XCW/RC= .0700
S14	.7322
R3P1	.7269
R3P2	.7265
R3P3	.7261
R3P4	.7259
R3P5	.7259
R3P6	.7282
R3P7	.9473
R3P8	.8970
R3P9	.9975
R3P10	1.0034
R3P11	1.0029
R3P12	.9927
R3P13	1.0035
R3P14	1.0034
R3P15	1.0035
R3P16	1.0038

STAT XCW/RC= 5.4850

30 DEG RAKE		198 DEG RAKE	
A30	.8780	A198	.8924
B30	.8933	B198	.8977
C30	.9011	C198	.9171
D30	.9020	D198	.8910
E30	.8945	E198	.8702
90 DEG RAKE		252 DEG RAKE	
A90	.8875	A252	.8744
B90	.9004	B252	1.0008
C90	.9004	C252	.8841
D90	.8927	D252	.8784
E90	.8815	E252	.8703
144 DEG RAKE		324 DEG RAKE	
A144	.8863	A324	.8842
B144	.8977	B324	.8938
D144	.8913	C324	.8914
C144	.8743	D324	.8843
E144	.8574	E324	.8751

SPIKE R2

STAT	XCW/RC= 1.4678
S9	.7881
R2P1	.8061
R2P2	.8274
R2P3	.8834
R2P4	.9517
R2P5	.9611

COWL R4

STAT	XCW/RC= 1.5580
S20	.6538
R4P1	.9180
R4P2	.9442
R4P3	.9512
R4P4	.9563
R4P5	.9584
R4P6	.9593
R4P7	.9615
R4P8	.9624
R4P9	.9629
R4P10	.9616
R4P11	.9607
R4P12	.9574

STATIC PRESSURES

TAP	SPIKE XCW/RC	SPIKE P/PO	TAP	COWL XCW/RC	COWL P/PO
S1	-.0782	.9718	S14	.0340	.7322
S2	.0728	.8849	S15	.1860	.7254
S11	.0728	.8846	S16	.4150	.8075
S12	.0728	.8857	S17	.8470	.7831
S13	.0728	.8884	S18	1.1740	.7947
S3	.1404	.8322	S19	1.4590	.7962
S4	.4066	.7407	S20	1.5400	.6538
S5	.6428	.7451	S21	1.8270	.7749
S6	.8898	.7507	S22	2.7840	.7711
S7	1.0178	.7563	S23	3.2980	.7881
S8	1.1498	.7665	S26	5.2890	.7833
S9	1.5128	.7881			
S10	1.8488	.7814			
S27	5.5000	.7926			
S28	.6428	.9367			

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.7881
R6P1	.8480
R6P2	.8597
R6P3	.8653
R6P4	.8705
R6P5	.8723
R6P6	.8827
R6P9	.8839
R6P10	.8863
R6P11	.8920

COWL R5

STAT	XCW/RC= 3.3270
S23	.7881
R5P1	.8300
R5P2	.8387
R5P3	.8422
R5P4	.8447
R5P5	.8503
R5P6	.8575
R5P7	.8688
R5P8	.8919
R5P9	.9100
R5P10	.9129
R5P11	.9040

YF-12 INLET NOISE SUPRESSION STUDY

RUN	23	FLIGHT DATE	09/12/79	SPIKE POS. DX/RC	.8582	AMBIENT TEMP	301.1 DEG K	MAX-MIN DIST	.0689
		FLIGHT NO.	0	BYPASS POS.	CLOSED	AMBIENT PRESS	.9180 ATMOS	K-CIRCUMF.	.2850
START	5:13:53.001	INTERVAL	1.000	ENG.FACE RECOV	.8842	ENGINE M/M*	.6720	K-RADIAL	.0486
STOP	5:14:22.999	ENG COR RPM	6275.	ENG.FACE MACH NO	.4226	COWL M/M*	.5688		
				COWL LIP RECOV	.8936	ADDITIVE M/M*	.1032	K-DELTA	.0080
				MACH AT COWL LIP	.3914			K-A	.0566

SPIKE R1

STAT	XCW/RC= .0728
S2	.8818
R1P1	.9993
R1P2	1.0005
R1P3	1.0007
R1P4	1.0007
R1P5	1.0004
R1P6	1.0009
R1P7	1.0007
R1P8	1.0003
R1P9	.9977

COWL R3

STAT	XCW/RC= .0700
S14	.7263
R3P1	.7206
R3P2	.7198
R3P3	.7205
R3P4	.7204
R3P5	.7205
R3P6	.7216
R3P7	.9459
R3P8	.8792
R3P9	.9950
R3P10	1.0032
R3P11	1.0028
R3P12	.9927
R3P13	1.0035
R3P14	1.0036
R3P15	1.0033
R3P16	1.0034

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.8725	A198	.8856
B36	.8867	B198	.8928
C36	.8954	C198	.9134
D36	.8974	D198	.8943
E36	.8911	E198	.8730
90 DEG RAKE		252 DEG RAKE	
A90	.8839	A252	.8732
B90	.8959	B252	.8764
C90	.8957	C252	.8836
D90	.8876	D252	.8781
E90	.8762	E252	.8655
144 DEG RAKE		324 DEG RAKE	
A144	.8826	A324	.8834
B144	.8941	B324	.8932
D144	.8845	C324	.8908
C144	.8885	D324	.8821
E144	.8525	E324	.8734

SPIKE R2

STAT	XCW/RC= 1.4678
S9	.7818
R2P1	.7988
R2P2	.8210
R2P3	.8772
R2P4	.9508
R2P5	.9592

COWL R4

STAT	XCW/RC= 1.5380
S20	.6389
R4P1	.9147
R4P2	.9441
R4P3	.9515
R4P4	.9549
R4P5	.9580
R4P6	.9585
R4P7	.9606
R4P8	.9616
R4P9	.9615
R4P10	.9622
R4P11	.9594
R4P12	.9574

STATIC PRESSURES

TAP	SPIKE XCW/RC	SPIKE P/PO	TAP	COWL XCW/RC	COWL P/PO
S1	-.0762	.9705	S14	.0340	.7263
S2	.0728	.8818	S15	.1860	.7185
S11	.0728	.8813	S16	.4150	.8012
S12	.0728	.8810	S17	.8470	.7758
S13	.0728	.8857	S18	1.1740	.7886
S3	.1408	.8287	S19	1.4590	.7901
S4	.4068	.7342	S20	1.5400	.6389
S5	.6428	.7364	S21	1.8270	.7679
S6	.8898	.7443	S22	2.7840	.7646
S7	1.0178	.7498	S23	3.2980	.7824
S8	1.1498	.7599	S26	5.2890	.7770
S9	1.5128	.7818			
S10	1.8488	.7754			
S27	5.3000	.7664			
S28	.6428	.9371			

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.7824
R6P1	.8436
R6P2	.8561
R6P3	.8602
R6P4	.8661
R6P5	.8689
R6P8	.8769
R6P9	.8802
R6P10	.8801
R6P11	.8890

COWL R5

STAT	XCW/RC= 3.3270
S23	.7824
R5P1	.8325
R5P2	.8345
R5P3	.8365
R5P4	.8401
R5P5	.8462
R5P6	.8533
R5P7	.8608
R5P8	.8691
R5P9	.9042
R5P10	.9101
R5P11	.9026

YF-12 INLET NOISE SUPRESSION STUDY

RUN	24	FLIGHT DATE	04/12/79	SPIKE POS. DX/RC	.6582	AMBIENT TEMP	301.1 DEG K	MAX-MIN DIST	.1727
		FLIGHT NO.	0	BYPASS POS.	CLOSED	AMBIENT PRESS	.9173 ATMOS	K-CIRCUMF.	.2901
START	5:15:55.001	INTERVAL	1.000	ENG.FACE RECOV	.8804	ENGINE M/M*	.6906	K-RADIAL	.0992
STOP	5:16:24.997	ENG COR RPM	6367.	ENG.FACE MACH NO	.4386	COWL M/M*	.5751		
				COWL LIP RECOV	.8919	ADDITIVE M/M*	.1156	K-DELTA	.0285
				MACH AT COWL LIP	.3977			K-A	.1277

SPIKE R1

STAT	XCW/RC= .0728
S2	.8802
R1P1	1.0001
R1P2	1.0013
R1P3	1.0015
R1P4	1.0013
R1P5	1.0016
R1P6	1.0016
R1P7	1.0014
R1P8	1.0009
R1P9	.9987

COWL R3

STAT	XCW/RC= .0700
S14	.7195
R3P1	.7146
R3P2	.7140
R3P3	.7140
R3P4	.7137
R3P5	.7139
R3P6	.7158
R3P7	.9454
R3P8	.8912
R3P9	.9991
R3P10	1.0041
R3P11	1.0036
R3P12	.9936
R3P13	1.0043
R3P14	1.0043
R3P15	1.0042
R3P16	1.0046

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.8721	A198	.8820
B36	.8874	B198	.8891
C36	.8940	C198	.9126
D36	.8960	D198	.8878
E36	.8883	E198	.8682
90 DEG RAKE		**252 DEG RAKE**	
A90	.8820	A252	.8688
B90	.8956	B252	1.0014
C90	.8961	C252	.8829
D90	.8871	D252	.8759
E90	.8762	E252	.8636
144 DEG RAKE		**324 DEG RAKE**	
A144	.8822	A324	.8774
B144	.8971	B324	.8912
D144	.8863	C324	.8805
C144	.8674	D324	.8793
E144	.8484	E324	.8703

SPIKE R2

STAT	XCW/RC= 1.4678
S9	.7753
R2P1	.7925
R2P2	.8156
R2P3	.8764
R2P4	.9535
R2P5	.9597

COWL R4

STAT	XCW/RC= 1.5380
S20	.8302
R4P1	.9119
R4P2	.9424
R4P3	.9512
R4P4	.9552
R4P5	.9580
R4P6	.9595
R4P7	.9610
R4P8	.9623
R4P9	.9624
R4P10	.9621
R4P11	.9603
R4P12	.9567

STATIC PRESSURES

TAP	SPIKE XCW/RC	SPIKE P/PO	TAP	COWL XCW/RC	COWL P/PO
S1	-.0702	.9712	S14	.0340	.7195
S2	.0728	.8802	S15	.1660	.7122
S11	.0728	.8790	S16	.4150	.7964
S12	.0728	.8790	S17	.8470	.7709
S13	.0728	.8836	S18	1.1740	.7829
S3	.1408	.8246	S19	1.4590	.7847
S4	.4008	.7272	S20	1.5400	.6302
S5	.6428	.7312	S21	1.8270	.7614
S6	.8898	.7374	S22	2.7840	.7578
S7	1.0178	.7429	S23	3.2980	.7764
S8	1.1498	.7529	S26	5.2690	.7707
S9	1.5128	.7753			
S10	1.8488	.7664			
S27	5.3000	.7805			
S28	.6428	.9358			

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.7704
R6P1	.8394
R6P2	.8519
R6P3	.8551
R6P4	.8609
R6P5	.8654
R6P8	.8726
R6P9	.8768
R6P10	.8815
R6P11	.8843

COWL R5

STAT	XCW/RC= 3.3270
S23	.7704
R5P1	.8205
R5P2	.8302
R5P3	.8330
R5P4	.8371
R5P5	.8412
R5P6	.8472
R5P7	.8608
R5P8	.8863
R5P9	.9050
R5P10	.9112
R5P11	.9014

YF-12 INLET NOISE SUPRESSION STUDY

RUN	25	FLIGHT DATE	09/12/79	SPIKE POS. DX/RC	.8582	AMBIENT TEMP	301.1 DEG K	MAX-MIN DIST	.0780
		FLIGHT NO.	0	BYPASS POS.	CLOSED	AMBIENT PRESS	.9180 ATMOS	K-CIRCUMF.	.2610
START	5:17:38.000	INTERVAL	1.000	ENG.FACE RECOV	.8763	ENGINE M/M0	.7029	K-RADIAL	.0535
STOP	5:18: 7.998	ENG COR RPM	6495.	ENG.FACE MACH NO	.4434	COWL M/M0	.5815		
				COWL LIP RECOV	.8864	ADDITIVE M/M0	.1214	K-DELTA	.0164
				MACH AT COWL LIP	.4062			K-A	.0699

SPIKE R1

STAT	XCW/RC= .0728
S2	.8744
R1P1	.9993
R1P2	1.0005
R1P3	1.0008
R1P4	1.0006
R1P5	1.0008
R1P6	1.0008
R1P7	1.0008
R1P8	1.0003
R1P9	.9978

COWL R3

STAT	XCW/RC= .0700
S14	.7081
R3P1	.7024
R3P2	.7018
R3P3	.7020
R3P4	.7020
R3P5	.7019
R3P6	.7039
R3P7	.9401
R3P8	.8872
R3P9	.9963
R3P10	1.0034
R3P11	1.0027
R3P12	.9927
R3P13	1.0035
R3P14	1.0036
R3P15	1.0035
R3P16	1.0037

STAT XCW/RC= 5.4850

36 DEG RAKE		198 DEG RAKE	
A36	.8635	A198	.8752
B36	.8810	B198	.8856
C36	.8882	C198	.9101
D36	.8911	D198	.8826
E36	.8803	E198	.8592
90 DEG RAKE		252 DEG RAKE	
A90	.8701	A252	.8626
B90	.8902	B252	.8693
C90	.8902	C252	.8760
D90	.8811	D252	.8742
E90	.8885	E252	.8565
144 DEG RAKE		324 DEG RAKE	
A144	.8740	A324	.8728
B144	.8900	B324	.8850
D144	.8809	C324	.8826
C144	.8811	D324	.8758
E144	.8812	E324	.8630

SPIKE R2

STAT	XCW/RC= 1.4678
S9	.7641
R2P1	.7819
R2P2	.8045
R2P3	.8686
R2P4	.9499
R2P5	.9564

COWL R4

STAT	XCW/RC= 1.5380
S20	.6121
R4P1	.9089
R4P2	.9396
R4P3	.9483
R4P4	.9528
R4P5	.9561
R4P6	.9577
R4P7	.9600
R4P8	.9598
R4P9	.9603
R4P10	.9617
R4P11	.9600
R4P12	.9563

STATIC PRESSURES

TAP	SPIKE XCW/RC	SPIKE P/PO	TAP	COWL XCW/RC	COWL P/PO
S1	-.0762	.9695	S14	.0340	.7081
S2	.0728	.8744	S15	.1860	.7011
S11	.0728	.8742	S16	.4150	.7869
S12	.0728	.8741	S17	.8470	.7597
S13	.0728	.8784	S18	1.1740	.7721
S3	.1408	.8168	S19	1.4590	.7741
S4	.4068	.7146	S20	1.5400	.6121
S5	.6428	.7192	S21	1.8270	.7500
S6	.8898	.7253	S22	2.7840	.7464
S7	1.0178	.7308	S23	3.2980	.7648
S8	1.1498	.7408	S26	5.2890	.7602
S9	1.5128	.7641			
S10	1.8488	.7572			
S27	5.3000	.7703			
S28	.8428	.9333			

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.7648
R6P1	.8286
R6P2	.8424
R6P3	.8494
R6P4	.8523
R6P5	.8567
R6P8	.8659
R6P9	.8685
R6P10	.8730
R6P11	.8780

COWL R5

STAT	XCW/RC= 3.3270
S23	.7648
R5P1	.8184
R5P2	.8208
R5P3	.8245
R5P4	.8281
R5P5	.8329
R5P6	.8401
R5P7	.8548
R5P8	.8819
R5P9	.8998
R5P10	.9063
R5P11	.8983

YF-12 INLET NOISE SUPRESSION STUDY

RUN	26	FLIGHT DATE	09/12/79	SPIKE POS. DX/RC	.8582	AMBIENT TEMP	225.9 DEG K	MAX-MIN DIST	.1899
		FLIGHT NO.	0	BYPASS POS.	CLOSED	AMBIENT PRESS	.9181 ATMOS	K-CIRCUMF.	.1906
START	5:16:58.000	INTERVAL	1.000	ENG.FACE RECOV	.8768	ENGINE M/M*	.8052	K-RADIAL	.0711
STOP	5:19:28.000	ENG COR RPM	6589.	ENG.FACE MACH NO	.4583	COWL M/M*	.5857		
				COWL LIP RECOV	.8826	ADDITIVE M/M*	.2194	K-DELTA	.0151
				MACH AT COWL LIP	.4121			K-A	.0862

SPIKE R1

STAT	XCW/RC= .0728
S2	.8708
R1P1	.9996
R1P2	1.0008
R1P3	1.0009
R1P4	1.0007
R1P5	1.0011
R1P6	1.0009
R1P7	1.0008
R1P8	1.0005
R1P9	.9980

COWL R3

STAT	XCW/RC= .0700
S14	.6996
R3P1	.6951
R3P2	.6947
R3P3	.6943
R3P4	.6943
R3P5	.6942
R3P6	.6958
R3P7	.9408
R3P8	.8726
R3P9	.9967
R3P10	1.0033
R3P11	1.0027
R3P12	.9920
R3P13	1.0032
R3P14	1.0035
R3P15	1.0033
R3P16	1.0037

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.8597	A198	.8702
B36	.8754	B198	.8833
C36	.8852	C198	.9082
D36	.8695	D198	.8865
E36	.8639	E198	.8623
90 DEG RAKE		252 DEG RAKE	
A90	.8704	A252	.8619
B90	.8840	B252	1.0007
C90	.8849	C252	.8736
D90	.8734	D252	.8683
E90	.8605	E252	.8517
144 DEG RAKE		324 DEG RAKE	
A144	.8685	A324	.8681
B144	.8817	B324	.8820
D144	.8719	C324	.8799
C144	.8531	D324	.8705
E144	.8542	E324	.8602

SPIKE R2

STAT	XCW/RC= 1.4078
S9	.7572
R2P1	.7752
R2P2	.7982
R2P3	.8640
R2P4	.9487
R2P5	.9561

COWL R4

STAT	XCW/RC= 1.5380
S20	.6024
R4P1	.9053
R4P2	.9378
R4P3	.9467
R4P4	.9504
R4P5	.9531
R4P6	.9560
R4P7	.9587
R4P8	.9600
R4P9	.9613
R4P10	.9614
R4P11	.9604
R4P12	.9570

STATIC PRESSURES

TAP	SPIKE XCW/RC	SPIKE P/PO	TAP	COWL XCW/RC	COWL P/PO
S1	-.0762	.9683	S14	.0340	.6996
S2	.0728	.8708	S15	.1860	.6934
S11	.0728	.8708	S16	.4150	.7795
S12	.0728	.8689	S17	.8470	.7522
S13	.0728	.8757	S18	1.1740	.7652
S3	.1408	.8119	S19	1.4590	.7677
S4	.4066	.7077	S20	1.5400	.6024
S5	.6428	.7105	S21	1.8270	.7422
S6	.8698	.7174	S22	2.7840	.7384
S7	1.0178	.7251	S23	3.2980	.7578
S8	1.1498	.7330	S26	5.2890	.7527
S9	1.5128	.7572			
S10	1.8488	.7500			
S27	5.3000	.7652			
S28	.0428	.9313			

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.7578
R6P1	.8238
R6P2	.8386
R6P3	.8439
R6P4	.8495
R6P5	.8528
R6P8	.8637
R6P9	.8671
R6P10	.8700
R6P11	.8756

COWL R5

STAT	XCW/RC= 5.3270
S23	.7578
R5P1	.8139
R5P2	.8151
R5P3	.8184
R5P4	.8223
R5P5	.8279
R5P6	.8369
R5P7	.8494
R5P8	.8763
R5P9	.8978
R5P10	.9050
R5P11	.8964

YF-12 INLET NOISE SUPRESSION STUDY

RUN	27	FLIGHT DATE	09/12/79	SPIKE POS. DX/RC	.8582	AMBIENT TEMP	301.1 DEG K	MAX-MIN DIST	.0856
		FLIGHT NO.	0	BYPASS POS.	CLOSED	AMBIENT PRESS	.9177 ATMOS	K-CIRCUMF.	.2369
START	5:20:27.000	INTERVAL	1.000	ENG.FACE RECOV	.8706	ENGINE M/M*	.7224	K-RADIAL	.0540
STOP	5:20:50.999	ENG COR RPM	6685.	ENG.FACE MACH NO	.4586	COWL M/M*	.5908		
				COWL LIP RECOV	.8619	ADDITIVE M/M*	.1316	K-DELTA	.0112
				MACH AT COWL LIP	.4170			K-A	.0652

SPIKE R1

STAT	XCW/RC= .0728
S2	.8697
R1P1	.9998
R1P2	1.0011
R1P3	1.0014
R1P4	1.0014
R1P5	1.0016
R1P6	1.0015
R1P7	1.0016
R1P8	1.0010
R1P9	.9984

SPIKE R2

STAT	XCW/RC= 1.4678
S9	.7517
R2P1	.7703
R2P2	.7962
R2P3	.8637
R2P4	.9503
R2P5	.9554

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.7529
R6P1	.8204
R6P2	.8354
R6P3	.8399
R6P4	.8452
R6P5	.8491
R6P8	.8595
R6P9	.8622
R6P10	.8669
R6P11	.8726

COWL R3

STAT	XCW/RC= .0700
S14	.6952
R3P1	.6896
R3P2	.6892
R3P3	.6887
R3P4	.6888
R3P5	.6889
R3P6	.6912
R3P7	.9428
R3P8	.9956
R3P9	1.0005
R3P10	1.0040
R3P11	1.0055
R3P12	.9956
R3P13	1.0042
R3P14	1.0042
R3P15	1.0041
R3P16	1.0043

COWL R4

STAT	XCW/RC= 1.5540
S20	.5921
R4P1	.9032
R4P2	.9357
R4P3	.9458
R4P4	.9497
R4P5	.9532
R4P6	.9505
R4P7	.9586
R4P8	.9601
R4P9	.9601
R4P10	.9596
R4P11	.9591
R4P12	.9568

COWL R5

STAT	XCW/RC= 3.3270
S25	.7529
R5P1	.8081
R5P2	.8113
R5P3	.8154
R5P4	.8179
R5P5	.8256
R5P6	.8343
R5P7	.8488
R5P8	.8774
R5P9	.8959
R5P10	.9035
R5P11	.8937

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.8574	A198	.8649
B36	.8745	B198	.8792
C36	.8826	C198	.9081
D36	.8880	D198	.8860
E36	.8803	E198	.8620
90 DEG RAKE		252 DEG RAKE	
A90	.8694	A252	.8594
B90	.8839	B252	.8646
C90	.8880	C252	.8699
D90	.8745	D252	.8639
E90	.8021	E252	.8488
144 DEG RAKE		324 DEG RAKE	
A144	.8653	A324	.8604
B144	.8827	B324	.8794
D144	.8716	D324	.8770
C144	.8526	C324	.8674
E144	.8336	E324	.8504

STATIC PRESSURES

TAP	SPIKE XCW/RC	SPIKE P/PO	TAP	COWL XCW/RC	COWL P/PO
S1	-.0762	.9688	S14	.0340	.6952
S2	.0728	.8697	S15	.1860	.6873
S11	.0728	.8691	S16	.4150	.7786
S12	.0728	.8669	S17	.8470	.7477
S13	.0728	.8737	S18	1.1740	.7605
S3	.1408	.8086	S19	1.4590	.7629
S4	.4068	.7021	S20	1.5400	.5921
S5	.6428	.7051	S21	1.8270	.7361
S6	.8898	.7117	S22	2.7840	.7328
S7	1.0178	.7173	S23	3.2980	.7529
S8	1.1498	.7270	S26	5.2890	.7478
S9	1.5128	.7517			
S10	1.8488	.7443			
S27	5.3000	.7587			
S28	.8428	.9309			

YF-12 INLET NOISE SUPRESSION STUDY

RUN	35	FLIGHT DATE	09/13/79	SPIKE POS. DX/RC	.8582	AMBIENT TEMP	292.8 DEG K	MAX-MIN DIST	.0444
		FLIGHT NO.	0	BYPASS POS.	OPEN	AMBIENT PRESS	.9168 ATMOS	K-CIRCUMF.	.7824
START	2: 8:19.999	INTERVAL	1.000	ENG.FACE RECOV	.9765	ENGINE M/M*	.4899	K-RADIAL	.0777
STOP	2: 8:40.000	ENG COR RPM	3803.	ENG.FACE MACH NO	.2161	COWL M/M*	.2198		
				COWL LIP RECOV	.9913	ADDITIVE M/M*	.2701	K-DELTA	.0636
				MACH AT COWL LIP	.1258			K-A	.1413

SPIKE R1

STAT	XCW/RC= .0728
S2	.9989
R1P1	1.0016
R1P2	1.0018
R1P3	1.0019
R1P4	1.0296
R1P5	1.0018
R1P6	1.0018
R1P7	1.0019
R1P8	1.0097
R1P9	1.0117

COWL R3

STAT	XCW/RC= .0700
S14	.9619
R3P1	.9610
R3P2	.9610
R3P3	.9608
R3P4	.9609
R3P5	.9608
R3P6	.9609
R3P7	.9930
R3P8	.9714
R3P9	.9913
R3P10	1.0015
R3P11	1.0029
R3P12	1.0008
R3P13	1.0030
R3P14	1.0032
R3P15	1.0032
R3P16	1.0032

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.9760	A198	.9826
B36	.9716	B198	.9832
C36	.9002	C198	1.0023
D36	.9635	D198	.9795
E36	.9589	E198	.9657
90 DEG RAKE		252 DEG RAKE	
A90	.9835	A252	.9789
B90	.9847	B252	.9776
C90	.9803	C252	.9778
D90	.9771	D252	.9728
E90	.9765	E252	.9746
144 DEG RAKE		324 DEG RAKE	
A144	.9838	A324	.9777
B144	.9830	B324	.9778
D144	.9741	C324	.9777
C144	.9699	D324	.9744
E144	.9657	E324	.9709

SPIKE R2

STAT	XCW/RC= 1.4678
S9	.9773
R2P1	.9773
R2P2	.9805
R2P3	.9874
R2P4	.9977
R2P5	.9939

COWL R4

STAT	XCW/RC= 1.5380
S20	.9563
R4P1	.9914
R4P2	.9938
R4P3	.9944
R4P4	.9952
R4P5	.9953
R4P6	.9950
R4P7	.9952
R4P8	.9950
R4P9	.9949
R4P10	.9949
R4P11	.9942
R4P12	.9938

STATIC PRESSURES

TAP	SPIKE XCW/RC	SPIKE P/PO	TAP	COWL XCW/RC	COWL P/PO
S1	-.0702	.9956	S14	.0340	.9619
S2	.0728	.9989	S15	.1860	.9585
S11	.0728	.9831	S16	.4150	.9714
S12	.0728	.9830	S17	.8470	.9704
S13	.0728	.9833	S18	1.1740	.9723
S3	.1408	.9757	S19	1.4590	.9727
S4	.4008	.9626	S20	1.5400	.9563
S5	.6428	.9647	S21	1.8270	.9722
S6	.8898	.9650	S22	2.7840	.9331
S7	1.0178	.9670	S23	3.2980	.9445
S8	1.1498	.9695	S26	5.2890	.9434
S9	1.5128	.9773			
S10	1.8488	.9723			
S27	5.3000	.9456			
S28	.0428	.9969			

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.9445
R6P1	.9773
R6P2	.9802
R6P3	.9794
R6P4	.9968
R6P5	.9831
R6P8	.9907
R6P9	.9802
R6P10	.9855
R6P11	.9750

COWL R5

STAT	XCW/RC= 3.3270
S23	.9445
R5P1	.9648
R5P2	.9670
R5P3	.9677
R5P4	.9713
R5P5	.9722
R5P6	.9753
R5P7	.9827
R5P8	.9888
R5P9	.9867
R5P10	.9865
R5P11	.9868

YF-12 INLET NOISE SUPRESSION STUDY

RUN	36	FLIGHT DATE	09/13/79	SPIKE POS. DX/RC	.8582	AMBIENT TEMP	293.3 DEG K	MAX-MIN DIST	.0279
		FLIGHT NO.	0	BYPASS POS.	OPEN	AMBIENT PRESS	.9174 ATMOS	K-CIRCUMF.	.7213
START	2:14:38.000	INTERVAL	1.000	ENG.FACE RECOV	.9718	ENGINE M/M*	.4950	K-RADIAL	.0929
STOP	2:15: 7.999	ENG COR RPM	3929.	ENG.FACE MACH NO	.2220	COWL M/M*	.2563		
				COWL LIP RECOV	.9846	ADDITIVE M/M*	.2387	K-DELTA	.0633
				MACH AT COWL LIP	.1482			K-A	.1562

SPIKE R1

STAT	XCW/RC= .0728
S2	.9814
R1P1	1.0009
R1P2	1.0011
R1P3	1.0011
R1P4	1.0011
R1P5	1.0011
R1P6	1.0013
R1P7	1.0011
R1P8	1.0012
R1P9	1.0005

COWL R3

STAT	XCW/RC= .0700
S14	.9577
R3P1	.9565
R3P2	.9564
R3P3	.9564
R3P4	.9566
R3P5	.9564
R3P6	.9563
R3P7	.9924
R3P8	.9713
R3P9	.9929
R3P10	1.0016
R3P11	1.0023
R3P12	1.0003
R3P13	1.0025
R3P14	1.0027
R3P15	1.0026
R3P16	1.0027

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.9731	A198	.9807
B36	.9682	B198	.9820
C36	.9614	C198	.9817
D36	.9583	D198	.9688
E36	.9558	E198	.9628
90 DEG RAKE		**252 DEG RAKE**	
A90	.9819	A252	.9743
B90	.9829	B252	.9726
C90	.9782	C252	.9707
D90	.9746	D252	.9747
E90	.9722	E252	.9648
144 DEG RAKE		**324 DEG RAKE**	
A144	.9822	A324	.9758
B144	.9809	B324	.9751
D144	.9710	C324	.9711
C144	.9662	D324	.9685
E144	.9614	E324	.9677

SPIKE R2

STAT	XCW/RC= 1.4678
S9	.9707
R2P1	.9750
R2P2	.9784
R2P3	.9856
R2P4	.9923
R2P5	.9932

COWL R4

STAT	XCW/RC= 1.5380
S20	.9514
R4P1	.9694
R4P2	.9928
R4P3	.9932
R4P4	.9937
R4P5	.9939
R4P6	.9938
R4P7	.9942
R4P8	.9946
R4P9	.9942
R4P10	.9937
R4P11	.9930
R4P12	.9931

STATIC PRESSURES

TAP	SPIKE XCW/RC	P/PO	TAP	COWL XCW/RC	P/PO
S1	-.0762	.9949	S14	.0340	.9577
S2	.0728	.9814	S15	.1860	.9544
S11	.0728	.9809	S16	.4150	.9689
S12	.0728	.9807	S17	.8470	.9669
S13	.0728	.9817	S18	1.1740	.9696
S3	.1408	.9730	S19	1.4590	.9698
S4	.4068	.9586	S20	1.5400	.9514
S5	.6428	.9611	S21	1.8270	.9691
S6	.8898	.9617	S22	2.7840	.9271
S7	1.0178	.9654	S23	3.2980	.9387
S8	1.1498	.9664	S26	5.2890	.9371
S9	1.5128	.9707			
S10	1.8488	.9691			
S27	5.3000	.9401			
S28	.6428	.9898			

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.9387
R6P1	.9691
R6P2	.9775
R6P3	.9777
R6P4	.9799
R6P5	.9811
R6P8	.9804
R6P9	.9785
R6P10	.9759
R6P11	.9653

COWL R5

STAT	XCW/RC= 3.3270
S23	.9387
R5P1	.9668
R5P2	.9827
R5P3	.9848
R5P4	.9872
R5P5	.9872
R5P6	.9725
R5P7	.9807
R5P8	.9875
R5P9	.9856
R5P10	.9835
R5P11	.9834

YF-12 INLET NOISE SUPRESSION STUDY

RUN	37	FLIGHT DATE	09/13/79	SPIKE POS. DX/RC	.8582	AMBIENT TEMP	292.8 DEG K	MAX-MIN DIST	.0340
		FLIGHT NO.	0	BYPASS POS.	OPEN	AMBIENT PRESS	.9172 ATMOS	K-CIRCUMF.	.6746
START	2:17:58.002	INTERVAL	1.000	ENG.FACE RECOV	.9655	ENGINE M/M*	.5114	K-RADIAL	.1099
STOP	2:18:28.000	ENG COR RPM	4220.	ENG.FACE MACH NO	.2481	COWL M/M*	.2854		
				COWL LIP RECOV	.9805	ADDITIVE M/M*	.2280	K-DELTA	.0683
				MACH AT COWL LIP	.1650			K-A	.1782

SPIKE R1

STAT	XCW/RC= .0728
S2	.9771
R1P1	1.0010
R1P2	1.0013
R1P3	1.0012
R1P4	1.0013
R1P5	1.0012
R1P6	1.0012
R1P7	1.0012
R1P8	1.0012
R1P9	1.0004

COWL R3

STAT	XCW/RC= .0700
S14	.9471
R3P1	.9461
R3P2	.9459
R3P3	.9459
R3P4	.9458
R3P5	.9464
R3P6	.9462
R3P7	.9498
R3P8	.9655
R3P9	.9905
R3P10	1.0010
R3P11	1.0025
R3P12	.9998
R3P13	1.0028
R3P14	1.0027
R3P15	1.0028
R3P16	1.0028

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.9677	A198	.9764
B36	.9613	B198	.9773
C36	.9533	C198	.9772
D36	.9489	D198	.9615
E36	.9457	E198	.9535
90 DEG RAKE		**252 DEG RAKE**	
A90	.9776	A252	.9715
B90	.9783	B252	.9675
C90	.9728	C252	.9649
D90	.9689	D252	.9629
E90	.9661	E252	.9574
144 DEG RAKE		**324 DEG RAKE**	
A144	.9781	A324	.9701
B144	.9762	B324	.9699
D144	.9643	C324	.9647
C144	.9588	D324	.9607
E144	.9533	E324	.9600

SPIKE R2

STAT	XCW/RC= 1.4678
S9	.9644
R2P1	.9684
R2P2	.9730
R2P3	.9815
R2P4	.9903
R2P5	.9912

COWL R4

STAT	XCW/RC= 1.5380
S20	.9397
R4P1	.9876
R4P2	.9909
R4P3	.9916
R4P4	.9918
R4P5	.9921
R4P6	.9921
R4P7	.9926
R4P8	.9926
R4P9	.9926
R4P10	.9925
R4P11	.9921
R4P12	.9917

STATIC PRESSURES

TAP	SPIKE XCW/RC	SPIKE P/P0	TAP	COWL XCW/RC	COWL P/P0
S1	-.0762	.9936	S14	.0340	.9471
S2	.0728	.9771	S15	.1860	.9841
S11	.0728	.9708	S16	.4150	.9609
S12	.0728	.9766	S17	.8470	.9594
S13	.0728	.9775	S18	1.1740	.9624
S3	.1408	.9669	S19	1.4590	.9629
S4	.4068	.9498	S20	1.5400	.9397
S5	.6428	.9525	S21	1.8270	.9621
S6	.8698	.9530	S22	2.7840	.9099
S7	1.0178	.9553	S23	3.2980	.9238
S8	1.1498	.9589	S26	5.2890	.9231
S9	1.5128	.9644			
S10	1.8488	.9662			
S27	5.3000	.9260			
S28	.6428	.9874			

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.9238
R6P1	.9616
R6P2	.9718
R6P3	.9729
R6P4	.9761
R6P5	.9771
R6P6	.9768
R6P9	.9740
R6P10	.9688
R6P11	.9582

COWL R5

STAT	XCW/RC= 3.3270
S23	.9238
R5P1	.9498
R5P2	.9533
R5P3	.9559
R5P4	.9579
R5P5	.9608
R5P6	.9648
R5P7	.9744
R5P8	.9837
R5P9	.9865
R5P10	.9880
R5P11	.9861

YF-12 INLET NOISE SUPRESSION STUDY

RUN	38	FLIGHT DATE	09/13/79	SPIKE POS. DX/RC	.8583	AMBIENT TEMP	292.8 DEG K	MAX-MIN DIST	.0387
		FLIGHT NO.	0	BYPASS POS.	OPEN	AMBIENT PRESS	.9167 ATMOS	K-CIRCUMF.	.0430
START	2:21:40.000	INTERVAL	1.000	ENG.FACE RECOV	.9014	ENGINE M/Mo	.5224	K-RADIAL	.1172
STOP	2:22: 9.999	ENG COR RPM	4397.	ENG.FACE MACH NO	.2653	COWL M/Mo	.2990		
				COWL LIP RECOV	.9781	ADDITIVE M/Mo	.2234	K-DELTA	.0684
				MACH AT COWL LIP	.1749			K-A	.1856

SPIKE R1

STAT	XCW/RC= .0727
S2	.9747
R1P1	1.0015
R1P2	1.0018
R1P3	1.0019
R1P4	1.0018
R1P5	1.0019
R1P6	1.0020
R1P7	1.0018
R1P8	1.0018
R1P9	1.0011

COWL R3

STAT	XCW/RC= .0700
S14	.9403
R3P1	.9394
R3P2	.9393
R3P3	.9394
R3P4	.9395
R3P5	.9394
R3P6	.9393
R3P7	.9890
R3P8	.9558
R3P9	.9856
R3P10	1.0016
R3P11	1.0052
R3P12	1.0062
R3P13	1.0034
R3P14	1.0034
R3P15	1.0034
R3P16	1.0035

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.9633	A198	.9730
B36	.9567	B198	.9753
C36	.9485	C198	.9751
D36	.9425	D198	.9584
E36	.9387	E198	.9473
90 DEG RAKE		**252 DEG RAKE**	
A90	.9749	A252	.9671
B90	.9753	B252	.9622
C90	.9689	C252	.9604
D90	.9653	D252	.9591
E90	.9616	E252	.9523
144 DEG RAKE		**324 DEG RAKE**	
A144	.9760	A324	.9681
B144	.9738	B324	.9600
C144	.9603	C324	.9619
D144	.9532	D324	.9570
E144	.9461	E324	.9551

SPIKE R2

STAT	XCW/RC= 1.4677
S9	.9596
R2P1	.9647
R2P2	.9689
R2P3	.9797
R2P4	.9890
R2P5	.9907

COWL R4

STAT	XCW/RC= 1.5386
S20	.9305
R4P1	.9852
R4P2	.9849
R4P3	.9907
R4P4	.9915
R4P5	.9916
R4P6	.9916
R4P7	.9918
R4P8	.9917
R4P9	.9916
R4P10	.9914
R4P11	.9911
R4P12	.9910

STATIC PRESSURES

TAP	SPIKE XCW/RC	SPIKE P/PO	TAP	COWL XCW/RC	COWL P/PO
S1	-.0763	.9938	S14	.0340	.9403
S2	.0727	.9747	S15	.1860	.9368
S11	.0727	.9748	S16	.4150	.9565
S12	.0727	.9742	S17	.8470	.9542
S13	.0727	.9752	S18	1.1740	.9580
S3	.1407	.9653	S19	1.4590	.9585
S4	.4067	.9436	S20	1.5400	.9305
S5	.6427	.9868	S21	1.8270	.9579
S6	.8897	.9874	S22	2.7840	.8969
S7	1.0177	.9496	S23	3.2980	.9138
S8	1.1497	.9536	S26	5.2890	.9132
S9	1.5127	.9596			
S10	1.8487	.9574			
S27	5.3000	.9166			
S28	.0427	.9864			

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.9138
R6P1	.9578
R6P2	.9687
R6P3	.9699
R6P4	.9731
R6P5	.9746
R6P8	.9732
R6P9	.9693
R6P10	.9635
R6P11	.9505

COWL R5

STAT	XCW/RC= 3.3270
S25	.9138
R5P1	.9447
R5P2	.9475
R5P3	.9507
R5P4	.9550
R5P5	.9537
R5P6	.9587
R5P7	.9727
R5P8	.9813
R5P9	.9809
R5P10	.9776
R5P11	.9765

YF-12 INLET NOISE SUPRESSION STUDY

RUN	39	FLIGHT DATE	09/13/79	SPIKE POS. DX/RC	.8583	AMBIENT TEMP	292.8	DEG K	MAX-MIN DIST .0454
		FLIGHT NO.	0	BYPASS POS.	OPEN	AMBIENT PRESS	.9162	ATMOS	K-CIRCUMF. .6120
START	2:26:48.001	INTERVAL	1.000	ENG.FAIL RECOV	.9565	ENGINE M/M*	.5371		K-RADIAL .1263
STOP	2:27:17.997	ENG COR RPM	4611.	ENG.FAIL MACH NO	.2855	COWL M/M*	.3174		
				COWL LIP RECOV	.9759	ADDITIVE M/M*	.2197		K-DELTA .0760
				MACH AT COWL LIP	.1866				K-A .2023

SPIKE R1

STAT	XCW/RC= .0727
S2	.9720
R1P1	1.0023
R1P2	1.0026
R1P3	1.0028
R1P4	1.0027
R1P5	1.0025
R1P6	1.0026
R1P7	1.0024
R1P8	1.0025
R1P9	1.0013

COWL R3

STAT	XCW/RC= .0700
S14	.9330
R3P1	.9315
R3P2	.9312
R3P3	.9314
R3P4	.9316
R3P5	.9315
R3P6	.9312
R3P7	.9872
R3P8	.9538
R3P9	.9875
R3P10	1.0024
R3P11	1.0036
R3P12	1.0004
R3P13	1.0039
R3P14	1.0041
R3P15	1.0040
R3P16	1.0039

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.9596	A198	.9694
B36	.9516	B198	.9724
C36	.9422	C198	.9707
D36	.9354	D198	.9523
E36	.9299	E198	.9408
90 DEG RAKE		**252 DEG RAKE**	
A90	.9727	A252	.9642
B90	.9733	B252	.9579
C90	.9004	C252	.9547
D90	.9012	D252	.9538
E90	.9573	E252	.9400
144 DEG RAKE		**324 DEG RAKE**	
A144	.9730	A324	.9637
B144	.9698	B324	.9617
D144	.9548	C324	.9539
C144	.9473	D324	.9528
E144	.9398	E324	.9483

SPIKE R2

STAT	XCW/RC= 1.4077
S9	.9544
R2P1	.9600
R2P2	.9602
R2P3	.9774
R2P4	.9888
R2P5	.9901

COWL R4

STAT	XCW/RC= 1.5380
S20	.9254
R4P1	.9838
R4P2	.9885
R4P3	.9899
R4P4	.9908
R4P5	.9905
R4P6	.9905
R4P7	.9910
R4P8	.9911
R4P9	.9904
R4P10	.9910
R4P11	.9907
R4P12	.9903

STATIC PRESSURES

TAP	SPIKE XCW/RC	SPIKE P/PO	TAP	COWL XCW/RC	COWL P/PO
S1	-.0703	.9932	S14	.0340	.9330
S2	.0727	.9720	S15	.1860	.9289
S11	.0727	.9716	S16	.4150	.9521
S12	.0727	.9712	S17	.8470	.9492
S13	.0727	.9724	S18	1.1740	.9530
S3	.1407	.9592	S19	1.4590	.9534
S4	.4067	.9371	S20	1.5400	.9234
S5	.6427	.9400	S21	1.8270	.9526
S6	.8897	.9412	S22	2.7840	.8849
S7	1.0177	.9438	S23	3.2980	.9016
S8	1.1497	.9479	S26	5.2890	.9010
S9	1.5127	.9544			
S10	1.8487	.9529			
S27	5.3000	.9055			
S28	.6427	.9850			

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.9016
R6P1	.9508
R6P2	.9650
R6P3	.9656
R6P4	.9701
R6P5	.9712
R6P8	.9705
R6P9	.9656
R6P10	.9593
R6P11	.9469

COWL R5

STAT	XCW/RC= 3.3270
S23	.9016
R5P1	.9358
R5P2	.9398
R5P3	.9424
R5P4	.9452
R5P5	.9448
R5P6	.9536
R5P7	.9698
R5P8	.9794
R5P9	.9786
R5P10	.9761
R5P11	.9743

YF-12 INLET NOISE SUPRESSION STUDY

RUN	40	FLIGHT DATE	09/13/79	SPIKE POS. DX/RC	.8582	AMBIENT TEMP	293.9 DEG K	MAX-MIN DIST	.0506
		FLIGHT NO.	0	BYPASS POS.	OPEN	AMBIENT PRESS	.9178 ATMOS	K-CIRCUMF.	.5027
START	2:29: .001	INTERVAL	1.000	ENG.FACE RECOV	.9487	ENGINE M/M*	.5484	K-RADIAL	.1380
STOP	2:29:30.000	ENG COR RPM	4824.	ENG.FACE MACH NO	.3067	COWL M/M*	.3347		
				COWL LIP RECOV	.9705	ADDITIVE M/M*	.2136	K-DELTA	.0787
				MACH AT COWL LIP	.1984			K-A	.2167

SPIKE R1

STAT	XCW/RC= .0728
S2	.9661
R1P1	1.0002
R1P2	1.0001
R1P3	1.0006
R1P4	1.0007
R1P5	1.0006
R1P6	1.0004
R1P7	1.0007
R1P8	1.0004
R1P9	.9990

COWL R3

STAT	XCW/RC= .0700
S14	.9224
R3P1	.9211
R3P2	.9209
R3P3	.9204
R3P4	.9207
R3P5	.9198
R3P6	.9203
R3P7	.9834
R3P8	.9459
R3P9	.9639
R3P10	1.0004
R3P11	1.0019
R3P12	.9980
R3P13	1.0022
R3P14	1.0022
R3P15	1.0023
R3P16	1.0022

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.9520	A198	.9649
B36	.9427	B198	.9659
C36	.9355	C198	.9635
D36	.9240	D198	.9825
E36	.9195	E198	.9311
90 DEG RAKE		252 DEG RAKE	
A90	.9667	A252	.9571
B90	.9675	B252	.9503
C90	.9599	C252	.9465
D90	.9531	D252	.9446
E90	.9500	E252	.9358
144 DEG RAKE		324 DEG RAKE	
A144	.9668	A324	.9565
B144	.9647	B324	.9561
D144	.9476	C324	.9475
C144	.9384	D324	.9431
E144	.9293	E324	.9410

SPIKE R2

STAT	XCW/RC= 1.4678
S9	.9467
R2P1	.9534
R2P2	.9586
R2P3	.9730
R2P4	.9852
R2P5	.9859

COWL R4

STAT	XCW/RC= 1.5380
S20	.9107
R4P1	.9781
R4P2	.9841
R4P3	.9857
R4P4	.9864
R4P5	.9868
R4P6	.9867
R4P7	.9876
R4P8	.9878
R4P9	.9877
R4P10	.9875
R4P11	.9872
R4P12	.9862

STATIC PRESSURES

TAP	SPIKE XCW/RC	SPIKE P/PO	TAP	COWL XCW/RC	COWL P/PO
S1	-.0702	.9903	S14	.0340	.9224
S2	.0728	.9661	S15	.1860	.9185
S11	.0728	.9662	S16	.4150	.9432
S12	.0728	.9656	S17	.8470	.9405
S13	.0728	.9670	S18	1.1740	.9448
S3	.1408	.9515	S19	1.4590	.9457
S4	.4068	.9268	S20	1.5400	.9107
S5	.6428	.9305	S21	1.8270	.9442
S6	.8898	.9310	S22	2.7860	.8665
S7	1.0178	.9346	S23	3.2960	.8857
S8	1.1498	.9389	S26	5.2890	.8854
S9	1.5128	.9467			
S10	1.8488	.9443			
S27	5.3000	.8906			
S28	.6428	.9810			

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.8857
R6P1	.9422
R6P2	.9565
R6P3	.9592
R6P4	.9633
R6P5	.9654
R6P8	.9660
R6P9	.9619
R6P10	.9546
R6P11	.9360

COWL R5

STAT	XCW/RC= 3.3270
S23	.8857
R5P1	.9258
R5P2	.9280
R5P3	.9338
R5P4	.9357
R5P5	.9375
R5P6	.9465
R5P7	.9632
R5P8	.9754
R5P9	.9729
R5P10	.9666
R5P11	.9691

YF-12 INLET NOISE SUPRESSION STUDY

RUN	41	FLIGHT DATE	09/13/79	SPIKE POS. DX/RC	.8582	AMBIENT TEMP	293.9 DEG K	MAX-MIN DIST	.0564
		FLIGHT NO.	0	BYPASS POS.	OPEN	AMBIENT PRESS	.9178 ATMOS	K-CIRCUMF.	.5576
START	21:31:34.000	INTERVAL	1.000	ENG.FACE RECOV	.9418	ENGINE M/M*	.5613	K-RADIAL	.1451
STOP	21:32: 3.999	ENG COR RPM	5030.	ENG.FACE MACH NO	.3254	COWL M/M*	.3527		
				COWL LIP RECOV	.9666	ADDITIVE M/M*	.2086	K-DELTA	.0855
				MACH AT COWL LIP	.2105			K-A	.2304

SPIKE R1

STAT	XCW/RC= .0728
S2	.9616
R1P1	1.0002
R1P2	.9999
R1P3	1.0004
R1P4	1.0005
R1P5	1.0004
R1P6	1.0005
R1P7	1.0003
R1P8	1.0002
R1P9	.9989

COWL R3

STAT	XCW/RC= .0700
S14	.9128
R3P1	.9110
R3P2	.9108
R3P3	.9103
R3P4	.9101
R3P5	.9100
R3P6	.9102
R3P7	.9819
R3P8	.9389
R3P9	.9819
R3P10	1.0002
R3P11	1.0017
R3P12	.9977
R3P13	1.0021
R3P14	1.0021
R3P15	1.0019
R3P16	1.0021

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.9465	A198	.9594
B36	.9365	B198	.9625
C36	.9226	C198	.9581
D36	.9148	D198	.9361
E36	.9097	E198	.9224
90 DEG RAKE		**252 DEG RAKE**	
A90	.9620	A252	.9490
B90	.9622	B252	.9425
C90	.9534	C252	.9395
D90	.9466	D252	.9365
E90	.9428	E252	.9283
144 DEG RAKE		**324 DEG RAKE**	
A144	.9628	A324	.9497
B144	.9601	B324	.9509
C144	.9408	C324	.9415
D144	.9306	D324	.9364
E144	.9193	E324	.9308

SPIKE R2

STAT	XCW/RC= 1.4078
S9	.9392
R2P1	.9470
R2P2	.9535
R2P3	.9678
R2P4	.9831
R2P5	.9843

COWL R4

STAT	XCW/RC= 1.5389
S20	.8994
R4P1	.9755
R4P2	.9826
R4P3	.9842
R4P4	.9849
R4P5	.9854
R4P6	.9852
R4P7	.9858
R4P8	.9855
R4P9	.9860
R4P10	.9856
R4P11	.9849
R4P12	.9846

STATIC PRESSURES

TAP	SPIKE XCW/RC	SPIKE P/PO	TAP	COWL XCW/RC	COWL P/PO
S1	-.0762	.9889	S14	.0340	.9128
S2	.0726	.9616	S15	.1860	.9088
S11	.0726	.9619	S16	.4150	.9372
S12	.0726	.9612	S17	.8470	.9331
S13	.0726	.9626	S18	1.1740	.9380
S3	.1408	.9455	S19	1.4590	.9386
S4	.4068	.9174	S20	1.5400	.8994
S5	.6426	.9213	S21	1.8270	.9378
S6	.8698	.9223	S22	2.7840	.8504
S7	1.0178	.9255	S23	3.2980	.8707
S8	1.1496	.9310	S26	5.2890	.8717
S9	1.5126	.9392			
S10	1.8488	.9373			
S27	5.3000	.8768			
S28	.0426	.9785			

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.8707
R6P1	.9353
R6P2	.9528
R6P3	.9549
R6P4	.9590
R6P5	.9615
R6P6	.9599
R6P9	.9553
R6P10	.9491
R6P11	.9305

COWL R5

STAT	XCW/RC= 3.3270
S23	.8707
R5P1	.9154
R5P2	.9197
R5P3	.9234
R5P4	.9249
R5P5	.9303
R5P6	.9377
R5P7	.9563
R5P8	.9707
R5P9	.9689
R5P10	.9660
R5P11	.9652

YF-12 INLET NOISE SUPRESSION STUDY

RUN	42	FLIGHT DATE	09/13/79	SPIKE POS. DX/RC	.8582	AMBIENT TEMP	295.0 DEG K	MAX-MIN DIST	.0646
		FLIGHT NO.	0	BYPASS POS.	OPEN	AMBIENT PRESS	.9176 ATMOS	K-CIRCUMF.	.5288
START	21:35:25.003	INTERVAL	1.000	ENG.FACE RECOV	.9547	ENGINE M/M*	.5753	K-RADIAL	.1492
STOP	21:35:40.845	ENG COR RPM	5245.	ENG.FACE MACH NO	.3502	COWL M/M*	.3687		
				COWL LIP RECOV	.9621	ADDITIVE M/M*	.2066	K-DELTA	.0879
				MACH AT COWL LIP	.2217			K-A	.2371

SPIKE R1

STAT	XCW/RC= .0728
S2	.9570
R1P1	.9999
R1P2	1.0000
R1P3	1.0004
R1P4	1.0004
R1P5	1.0004
R1P6	1.0004
R1P7	1.0005
R1P8	1.0005
R1P9	.9986

SPIKE R2

STAT	XCW/RC= 1.4678
S9	.9317
R2P1	.9393
R2P2	.9455
R2P3	.9640
R2P4	.9804
R2P5	.9823

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.8554
R6P1	.9274
R6P2	.9454
R6P3	.9499
R6P4	.9528
R6P5	.9567
R6P8	.9552
R6P9	.9497
R6P10	.9422
R6P11	.9221

COWL R3

STAT	XCW/RC= .0700
S14	.9024
R3P1	.9002
R3P2	.9002
R3P3	.9002
R3P4	.9002
R3P5	.9004
R3P6	.9003
R3P7	.9795
R3P8	.9208
R3P9	.9750
R3P10	.9968
R3P11	1.0015
R3P12	.9970
R3P13	1.0020
R3P14	1.0022
R3P15	1.0020
R3P16	1.0021

COWL R4

STAT	XCW/RC= 1.5340
S20	.8873
R4P1	.9744
R4P2	.9817
R4P3	.9829
R4P4	.9824
R4P5	.9831
R4P6	.9832
R4P7	.9842
R4P8	.9839
R4P9	.9832
R4P10	.9835
R4P11	.9827
R4P12	.9818

COWL R5

STAT	XCW/RC= 3.3270
S23	.8554
R5P1	.9060
R5P2	.9064
R5P3	.9047
R5P4	.9152
R5P5	.9222
R5P6	.9317
R5P7	.9512
R5P8	.9657
R5P9	.9652
R5P10	.9609
R5P11	.9546

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.9372	A198	.9560
B36	.9271	B198	.9568
C36	.9137	C198	.9527
D36	.9066	D198	.9287
E36	.8970	E198	.9153
90 DEG RAKE		252 DEG RAKE	
A90	.9504	A252	.9438
B90	.9574	B252	.9361
C90	.9465	C252	.9315
D90	.9401	D252	.9310
E90	.9388	E252	.9208
144 DEG RAKE		324 DEG RAKE	
A144	.9575	A324	.9451
B144	.9541	B324	.9449
D144	.9525	C324	.9339
C144	.9214	D324	.9283
E144	.9105	E324	.9209

STATIC PRESSURES

TAP	SPIKE XCW/RC	SPIKE P/PO	TAP	COWL XCW/RC	COWL P/PO
S1	-.0702	.9878	S14	.0340	.9024
S2	.0728	.9570	S15	.1860	.8971
S11	.0728	.9574	S16	.4150	.9285
S12	.0720	.9572	S17	.8470	.9248
S13	.0728	.9586	S18	1.1740	.9304
S3	.1408	.9391	S19	1.4590	.9312
S4	.4068	.9085	S20	1.5400	.8873
S5	.8428	.9128	S21	1.8270	.9301
S6	.8898	.9136	S22	2.7840	.8328
S7	1.0178	.9165	S23	3.2980	.8554
S8	1.1498	.9227	S26	5.2890	.8548
S9	1.5128	.9317			
S10	1.8488	.9298			
S27	5.3000	.8868			
S28	.8428	.9762			

YF-12 INLET NOISE SUPRESSION STUDY

RUN	43	FLIGHT DATE	09/13/79	SPIKE POS. DX/RC	.8582	AMBIENT TEMP	295.0 DEG K	MAX-MIN DIST	.0684
		FLIGHT NO.	0	BYPASS POS.	OPEN	AMBIENT PRESS	.9174 ATMOS	K-CIRCUMF.	.4930
START	2:37:30.000	INTERVAL	1.000	ENG.FACE RECOV	.9286	ENGINE M/M*	.5936	K-RADIAL	.1486
STOP	2:37:59.998	ENG COR RPM	5473.	ENG.FACE MACH NO	.3697	COWL M/M*	.3814		
				COWL LIP RECOV	.9587	ADDITIVE M/M*	.2122	K-DELTA	.0867
				MACH AT COWL LIP	.2307			K-A	.2353

SPIKE R1

STAT	XCW/RC= .0728
S2	.9535
R1P1	.9999
R1P2	.9999
R1P3	1.0004
R1P4	1.0004
R1P5	1.0004
R1P6	1.0005
R1P7	1.0004
R1P8	1.0003
R1P9	.9988

COWL R3

STAT	XCW/RC= .0700
S14	.8941
R3P1	.8925
R3P2	.8921
R3P3	.8920
R3P4	.8919
R3P5	.8917
R3P6	.8915
R3P7	.9784
R3P8	.9181
R3P9	.9682
R3P10	.9984
R3P11	1.0016
R3P12	.9971
R3P13	1.0020
R3P14	1.0022
R3P15	1.0021
R3P16	1.0021

STAT XCW/RC= 5.4850

36 DEG RAKE		198 DEG RAKE	
A36	.9333	A198	.9473
B36	.9205	B198	.9530
C36	.9058	C198	.9520
D36	.8976	D198	.9263
E36	.8901	E198	.9082
90 DEG RAKE		252 DEG RAKE	
A90	.9526	A252	.9363
B90	.9524	B252	.9315
C90	.9420	C252	.9274
D90	.9345	D252	.9239
E90	.9303	E252	.9107
144 DEG RAKE		324 DEG RAKE	
A144	.9536	A324	.9378
B144	.9493	B324	.9423
D144	.9240	C324	.9302
C144	.9121	D324	.9216
E144	.9003	E324	.9109

SPIKE R2

STAT	XCW/RC= 1.4678
S9	.9258
R2P1	.9331
R2P2	.9413
R2P3	.9592
R2P4	.9787
R2P5	.9822

COWL R4

STAT	XCW/RC= 1.5380
S20	.8752
R4P1	.9712
R4P2	.9788
R4P3	.9806
R4P4	.9818
R4P5	.9819
R4P6	.9820
R4P7	.9822
R4P8	.9827
R4P9	.9826
R4P10	.9821
R4P11	.9818
R4P12	.9806

STATIC PRESSURES

TAP	SPIKE XCW/RC	P/PO	TAP	COWL XCW/RC	P/PO
S1	-.0762	.9873	S14	.0340	.8941
S2	.0728	.9535	S15	.1860	.8889
S11	.0728	.9548	S16	.4150	.9228
S12	.0728	.9523	S17	.8470	.9182
S13	.0728	.9555	S18	1.1740	.9239
S3	.1408	.9347	S19	1.4590	.9253
S4	.4068	.9008	S20	1.5400	.8752
S5	.6428	.9050	S21	1.8270	.9237
S6	.8898	.9062	S22	2.7840	.8161
S7	1.0178	.9100	S23	3.2980	.8398
S8	1.1498	.9162	S24	5.2890	.8409
S9	1.5168	.9258			
S10	1.8488	.9235			
S27	5.3000	.8469			
S28	.6428	.9744			

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.8398
R6P1	.9203
R6P2	.9392
R6P3	.9422
R6P4	.9488
R6P5	.9528
R6P8	.9490
R6P9	.9437
R6P10	.9354
R6P11	.9132

COWL R5

STAT	XCW/RC= 3.3270
S23	.8398
R5P1	.8936
R5P2	.8988
R5P3	.9051
R5P4	.9070
R5P5	.9144
R5P6	.9225
R5P7	.9424
R5P8	.9642
R5P9	.9617
R5P10	.9580
R5P11	.9546

YF-12 INLET NOISE SUPRESSION STUDY

RUN	44	FLIGHT DATE	09/13/79	SPIKE POS. DX/RC	.8582	AMBIENT TEMP	295.0 DEG K	MAX-MIN DIST	.0758
		FLIGHT NO.	0	BYPASS POS.	OPEN	AMBIENT PRESS	.9175 ATMOS	K-CIRCUMF.	.4652
START	21401 4.001	INTERVAL	1.000	ENG.FACE RECOV	.9217	ENGINE M/M*	.6102	K-RADIAL	.1529
STOP	21401 33.999	ENG COR RPM	5666.	ENG.FACE MACH NO	.3906	COWL M/M*	.3978		
				COWL LIP RECOV	.9543	ADDITIVE M/M*	.2124	K-DELTA	.0886
				MACH AT COWL LIP	.2425			K-A	.2415

SPIKE R1

STAT	XCW/RC= .0728
S2	.9487
R1P1	.9996
R1P2	.9998
R1P3	1.0003
R1P4	1.0003
R1P5	1.0002
R1P6	1.0005
R1P7	.9999
R1P8	1.0000
R1P9	.9982

COWL R3

STAT	XCW/RC= .0700
S14	.8854
R3P1	.8813
R3P2	.8815
R3P3	.8811
R3P4	.8813
R3P5	.8809
R3P6	.8813
R3P7	.9765
R3P8	.9101
R3P9	.9661
R3P10	.9976
R3P11	1.0014
R3P12	.9965
R3P13	1.0021
R3P14	1.0021
R3P15	1.0022
R3P16	1.0023

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.9266	A198	.9416
B36	.9124	B198	.9403
C36	.8964	C198	.9447
D36	.8854	D198	.9179
E36	.8796	E198	.8943
90 DEG RAKE		252 DEG RAKE	
A90	.9495	A252	.9319
B90	.9479	B252	.9208
C90	.9340	C252	.9217
D90	.9275	D252	.9162
E90	.9209	E252	.9039
144 DEG RAKE		324 DEG RAKE	
A144	.9485	A324	.9337
B144	.9444	B324	.9356
D144	.9180	C324	.9231
C144	.9081	D324	.9131
E144	.8962	E324	.9038

SPIKE R2

STAT	XCW/RC= 1.4678
S9	.9190
R2P1	.9273
R2P2	.9355
R2P3	.9571
R2P4	.9766
R2P5	.9791

COWL R4

STAT	XCW/RC= 1.5380
S20	.8852
R4P1	.9667
R4P2	.9761
R4P3	.9781
R4P4	.9794
R4P5	.9801
R4P6	.9806
R4P7	.9809
R4P8	.9807
R4P9	.9807
R4P10	.9801
R4P11	.9802
R4P12	.9784

STATIC PRESSURES

TAP	SPIKE XCW/RC	P/PU	TAP	COWL XCW/RC	P/PU
S1	-.0762	.9857	S14	.0340	.8834
S2	.0728	.9487	S15	.1860	.8796
S11	.0728	.9500	S16	.4150	.9148
S12	.0728	.9481	S17	.8470	.9106
S13	.0728	.9512	S18	1.1740	.9165
S3	.1468	.9282	S19	1.4590	.9181
S4	.4068	.8909	S20	1.5400	.8632
S5	.6428	.8958	S21	1.8270	.9161
S6	.8898	.8971	S22	2.7840	.7979
S7	1.0178	.9019	S23	3.2980	.8230
S8	1.1498	.9085	S26	5.2890	.8246
S9	1.5128	.9190			
S10	1.8488	.9166			
S27	5.3000	.8327			
S28	.0428	.9719			

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.8230
R6P1	.9128
R6P2	.9344
R6P3	.9364
R6P4	.9441
R6P5	.9480
R6P8	.9459
R6P9	.9375
R6P10	.9284
R6P11	.9026

COWL R5

STAT	XCW/RC= 3.3270
S23	.8230
R5P1	.8835
R5P2	.8894
R5P3	.8933
R5P4	.8971
R5P5	.9037
R5P6	.9130
R5P7	.9403
R5P8	.9609
R5P9	.9574
R5P10	.9543
R5P11	.9490

YF-12 INLET NOISE SUPRESSION STUDY

RUN	45	FLIGHT DATE	09/13/79	SPIKE POS. DX/RC	.8582	AMBIENT TEMP	296.7 DEG K	MAX-MIN DIST	.0796
		FLIGHT NO.	0	BYPASS POS.	OPEN	AMBIENT PRESS	.9178 ATMOS	K=CIRCUMF.	.4361
START	2:42:25.000	INTERVAL	1.000	ENG.FACE RECOV	.9187	ENGINE M/M*	.6310	K=RADIAL	.1466
STOP	2:42:55.000	ENG COR RPM	5858.	ENG.FACE MACH NO	.3983	COWL M/M*	.4047		
				COWL LIP RECOV	.9532	ADDITIVE M/M*	.2264	K=DELTA	.0888
				MACH AT COWL LIP	.2475			K=A	.2353

SPIKE R1

STAT	XCW/RC= .0728
S2	.9471
R1P1	.9996
R1P2	.9994
R1P3	1.0000
R1P4	.9999
R1P5	1.0001
R1P6	1.0000
R1P7	1.0001
R1P8	1.0000
R1P9	.9981

COWL R3

STAT	XCW/RC= .0700
S14	.8799
R3P1	.8777
R3P2	.8776
R3P3	.8772
R3P4	.8773
R3P5	.8769
R3P6	.8774
R3P7	.9755
R3P8	.9136
R3P9	.9720
R3P10	.9993
R3P11	1.0012
R3P12	.9962
R3P13	1.0018
R3P14	1.0017
R3P15	1.0019
R3P16	1.0018

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.9235	A198	.9398
B36	.9096	B198	.9461
C36	.8933	C198	.9457
D36	.8827	D198	.9137
E36	.8750	E198	.8924
90 DEG RAKE		252 DEG RAKE	
A90	.9472	A252	.9276
B90	.9486	B252	.9180
C90	.9327	C252	.9135
D90	.9238	D252	.9099
E90	.9187	E252	.8962
144 DEG RAKE		324 DEG RAKE	
A144	.9469	A324	.9326
B144	.9428	B324	.9330
D144	.9144	C324	.9211
C144	.9054	D324	.9102
E144	.8905	E324	.9021

SPIKE R2

STAT	XCW/RC= 1.4078
S9	.9160
R2P1	.9248
R2P2	.9338
R2P3	.9534
R2P4	.9752
R2P5	.9783

COWL R4

STAT	XCW/RC= 1.5380
S20	.8596
R4P1	.9604
R4P2	.9753
R4P3	.9770
R4P4	.9786
R4P5	.9791
R4P6	.9792
R4P7	.9800
R4P8	.9796
R4P9	.9800
R4P10	.9797
R4P11	.9787
R4P12	.9779

STATIC PRESSURES

TAP	SPIKE XCW/RC	P/PO	TAP	COWL XCW/RC	P/PO
S1	-.0702	.9852	S14	.0340	.8799
S2	.0728	.9471	S15	.1860	.8758
S11	.0728	.9481	S16	.4150	.9129
S12	.0728	.9458	S17	.8470	.9076
S13	.0728	.9495	S18	1.1740	.9133
S3	.1408	.9259	S19	1.4590	.9155
S4	.4068	.8877	S20	1.5400	.8596
S5	.6428	.8924	S21	1.8270	.9135
S6	.8898	.8959	S22	2.7840	.7905
S7	1.0178	.8982	S23	3.2980	.8164
S8	1.1498	.9051	S26	5.2890	.8186
S9	1.5128	.9160			
S10	1.8488	.9137			
S27	5.3000	.8204			
S28	.6428	.9709			

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.8164
R6P1	.9078
R6P2	.9319
R6P3	.9343
R6P4	.9415
R6P5	.9464
R6P8	.9446
R6P9	.9385
R6P10	.9276
R6P11	.9016

COWL R5

STAT	XCW/RC= 3.3270
S23	.8164
R5P1	.8802
R5P2	.8854
R5P3	.8907
R5P4	.8934
R5P5	.8997
R5P6	.9126
R5P7	.9375
R5P8	.9588
R5P9	.9586
R5P10	.9565
R5P11	.9492

YF-12 INLET NOISE SUPRESSION STUDY

RUN	46	FLIGHT DATE	09/13/79	SPIKE POS, DX/RC	.8582	AMBIENT TEMP	296.7	DEG K	MAX-MIN DIST .0854
		FLIGHT NO.	0	BYPASS POS.	OPEN	AMBIENT PRESS	.9176	ATMOS	K-CIRCUMF. .4285
START	2:45: 1.003	INTERVAL	1.000	ENG.FACE RECOV	.9155	ENGINE M/M*	.6446		K-RADIAL .1488
STOP	2:45:31.000	ENG COR RPM	5965.	ENG.FACE MACH NO	.4142	COWL M/M*	.4143		
				COWL LIP RECOV	.9510	ADDITIVE M/M*	.2303		K-DELTA .0997
				MACH AT COWL LIP	.2544				K-A .2485

SPIKE R1

STAT	XCW/RC= .0728
S2	.9446
R1P1	.9997
R1P2	.9997
R1P3	1.0002
R1P4	1.0002
R1P5	1.0002
R1P6	1.0000
R1P7	1.0002
R1P8	.9997
R1P9	.9983

COWL R3

STAT	XCW/RC= .0700
S14	.8736
R3P1	.8711
R3P2	.8708
R3P3	.8709
R3P4	.8709
R3P5	.8709
R3P6	.8712
R3P7	.9729
R3P8	.9115
R3P9	.9728
R3P10	.9994
R3P11	1.0015
R3P12	.9980
R3P13	1.0021
R3P14	1.0022
R3P15	1.0022
R3P16	1.0022

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.9236	A198	.9400
B36	.9071	B198	.9442
C36	.8882	C198	.9437
D36	.8780	D198	.9101
E36	.8682	E198	.8893
90 DEG RAKE		252 DEG RAKE	
A90	.9465	A252	.9213
B90	.9453	B252	.9163
C90	.9317	C252	.9102
D90	.9212	D252	.9044
E90	.9182	E252	.8899
144 DEG RAKE		324 DEG RAKE	
A144	.9456	A324	.9272
B144	.9417	B324	.9310
D144	.9118	C324	.9171
C144	.9018	D324	.9050
E144	.8919	E324	.8948

SPIKE R2

STAT	XCW/RC= 1.4678
S9	.9117
R2P1	.9217
R2P2	.9319
R2P3	.9533
R2P4	.9761
R2P5	.9784

COWL R4

STAT	XCW/RC= 1.5380
S20	.8528
R4P1	.9655
R4P2	.9751
R4P3	.9772
R4P4	.9779
R4P5	.9784
R4P6	.9786
R4P7	.9788
R4P8	.9790
R4P9	.9797
R4P10	.9794
R4P11	.9794
R4P12	.9777

STATIC PRESSURES

	SPIKE			COWL	
TAP	XCW/RC	P/PO	TAP	XCW/RC	P/PO
S1	-.0702	.9843	S14	.0340	.8736
S2	.0728	.9446	S15	.1860	.8686
S11	.0728	.9456	S16	.4150	.9089
S12	.0728	.9448	S17	.8470	.9027
S13	.0728	.9468	S18	1.1740	.9095
S3	.1408	.9220	S19	1.4590	.9107
S4	.4068	.8816	S20	1.5400	.8528
S5	.6428	.8870	S21	1.8270	.9088
S6	.8898	.8882	S22	2.7840	.7791
S7	1.0178	.8924	S23	3.2980	.8068
S8	1.1498	.8997	S26	5.2890	.8085
S9	1.5128	.9117			
S10	1.8488	.9093			
S27	5.3000	.8162			
S28	.6428	.9697			

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.8068
R6P1	.9043
R6P2	.9295
R6P3	.9328
R6P4	.9404
R6P5	.9440
R6P8	.9444
R6P9	.9376
R6P10	.9289
R6P11	.8982

COWL R5

STAT	XCW/RC= 3.3270
S23	.8068
R5P1	.8713
R5P2	.8777
R5P3	.8858
R5P4	.8867
R5P5	.8945
R5P6	.9083
R5P7	.9338
R5P8	.9581
R5P9	.9551
R5P10	.9511
R5P11	.9485

YF-12 INLET NOISE SUPRESSION STUDY

RUN	47	FLIGHT DATE	09/13/79	SPIKE POS. DX/RC	.8582	AMBIENT TEMP	297.8 DEG K	MAX-MIN DIST	.0928
		FLIGHT NO.	0	BYPASS POS.	OPEN	AMBIENT PRESS	.9172 ATMOS	K-CIRCUMF.	.4034
START	2:46:50.000	INTERVAL	1.000	ENG.FACE RECOV	.9110	ENGINE M/M*	.6611	K-RADIAL	.1529
STOP	2:47:19.999	ENG COR RPM	6090.	ENG.FACE MACH NO	.4285	COWL M/M*	.4282		
				COWL LIP RECOV	.9499	ADDITIVE M/M*	.2329	K-DELTA	.0961
				MACH AT COWL LIP	.2640			K-A	.2489

SPIKE R1

STAT	XCW/RC= .0728
S2	.9422
R1P1	1.0001
R1P2	1.0001
R1P3	1.0007
R1P4	1.0007
R1P5	1.0006
R1P6	1.0007
R1P7	1.0008
R1P8	1.0276
R1P9	.9985

SPIKE R2

STAT	XCW/RC= 1.4678
S9	.9073
R2P1	.9166
R2P2	.9273
R2P3	.9508
R2P4	.9758
R2P5	.9771

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.7950
R6P1	.8974
R6P2	.9227
R6P3	.9295
R6P4	.9366
R6P5	.9411
R6P8	.9406
R6P9	.9339
R6P10	.9234
R6P11	.8957

COWL R3

STAT	XCW/RC= .0700
S14	.8678
R3P1	.8657
R3P2	.8652
R3P3	.8649
R3P4	.8651
R3P5	.8650
R3P6	.8654
R3P7	.9726
R3P8	.9387
R3P9	.9764
R3P10	1.0007
R3P11	1.0018
R3P12	.9967
R3P13	1.0023
R3P14	1.0024
R3P15	1.0023
R3P16	1.0025

COWL R4

STAT	XCW/RC= 1.5380
S20	.8445
R4P1	.9644
R4P2	.9735
R4P3	.9758
R4P4	.9769
R4P5	.9779
R4P6	.9786
R4P7	.9791
R4P8	.9795
R4P9	.9797
R4P10	.9765
R4P11	.9775
R4P12	.9769

COWL R5

STAT	XCW/RC= 3.3270
S23	.7950
R5P1	.8662
R5P2	.8711
R5P3	.8777
R5P4	.8798
R5P5	.8869
R5P6	.9031
R5P7	.9350
R5P8	.9567
R5P9	.9536
R5P10	.9505
R5P11	.9459

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.9176	A198	.9363
B36	.9039	B198	.9409
C36	.8838	C198	.9405
D36	.8703	D198	.9050
E36	.8598	E198	.8810
90 DEG RAKE		252 DEG RAKE	
A90	.9428	A252	.9218
B90	.9443	B252	.9106
C90	.9278	C252	.9060
D90	.9168	D252	.8981
E90	.9123	E252	.8848
144 DEG RAKE		324 DEG RAKE	
A144	.9430	A324	.9252
B144	.9367	B324	.9295
C144	.9073	C324	.9116
D144	.8972	D324	.8987
E144	.8871	E324	.8874

STATIC PRESSURES

TAP	SPIKE XCW/RC	SPIKE P/PO	TAP	COWL XCW/RC	COWL P/PO
S1	-.0762	.9841	S14	.0340	.8678
S2	.0728	.9422	S15	.1860	.8630
S11	.0728	.9431	S16	.4150	.9053
S12	.0728	.9423	S17	.8470	.8983
S13	.0728	.9447	S18	1.1740	.9054
S3	.1408	.9186	S19	1.4590	.9064
S4	.4068	.8760	S20	1.5400	.8445
S5	.6428	.8813	S21	1.8270	.9043
S6	.8898	.9101	S22	2.7640	.7670
S7	1.0178	.8871	S23	3.2980	.7950
S8	1.1498	.8949	S26	5.2890	.7973
S9	1.5128	.9073			
S10	1.8488	.9046			
S27	5.3060	.8061			
S28	.6428	.9687			

YF-12 INLET NOISE SUPRESSION STUDY

RUN	48	FLIGHT DATE	09/13/79	SPIKE POS. DX/RC	.8582	AMBIENT TEMP	296.7 DEG K	MAX-MIN DIST	.0971
		FLIGHT NO.	0	BYPASS POS.	OPEN	AMBIENT PRESS	.9186 ATMOS	K-CIRCUMF.	.3730
START	3: 4:20.000	INTERVAL	1.000	ENG.FACE RECOV	.9059	ENGINE M/M.	.6837	K-RADIAL	.1519
STOP	3: 4:49.999	ENG COR RPM	6200.	ENG.FACE MACH NO	.4417	COWL M/M.	.4308		
				COWL LIP RECOV	.9464	ADDITIVE M/M.	.2529	K-DELTA	.0916
				MACH AT COWL LIP	.2668			K-A	.2435

SPIKE R1

STAT	XCW/RC= .0728
S2	.9388
R1P1	.9996
R1P2	.9925
R1P3	1.0003
R1P4	.9998
R1P5	.9967
R1P6	1.0002
R1P7	.9995
R1P8	.9969
R1P9	.9971

COWL R3

STAT	XCW/RC= .0700
S14	.8627
R3P1	.8599
R3P2	.8593
R3P3	.8594
R3P4	.8594
R3P5	.8593
R3P6	.8596
R3P7	.9703
R3P8	.9113
R3P9	.9789
R3P10	1.0006
R3P11	1.0021
R3P12	.9954
R3P13	1.0021
R3P14	1.0020
R3P15	1.0021
R3P16	1.0022

STAT XCW/RC= 5.4850

36 DEG RAKE		198 DEG RAKE	
A36	.9142	A198	.9329
B36	.8976	B198	.9375
C36	.8774	C198	.9316
D36	.8646	D198	.8962
E36	.8531	E198	.8745
90 DEG RAKE		252 DEG RAKE	
A90	.9405	A252	.9151
B90	.9411	B252	.9099
C90	.9244	C252	.9048
D90	.9135	D252	.8943
E90	.9089	E252	.8790
144 DEG RAKE		324 DEG RAKE	
A144	.9410	A324	.9197
B144	.9385	B324	.9254
D144	.9021	C324	.9075
C144	.8886	D324	.8918
E144	.8742	E324	.8791

SPIKE R2

STAT	XCW/RC= 1.4678
S9	.9019
R2P1	.9124
R2P2	.9236
R2P3	.9500
R2P4	.9729
R2P5	.9742

COWL R4

STAT	XCW/RC= 1.5380
S20	.8413
R4P1	.9657
R4P2	.9724
R4P3	.9746
R4P4	.9755
R4P5	.9762
R4P6	.9764
R4P7	.9770
R4P8	.9777
R4P9	.9776
R4P10	.9770
R4P11	.9765
R4P12	.9756

STATIC PRESSURES

TAP	SPIKE XCW/RC	SPIKE P/PO	TAP	COWL XCW/RC	COWL P/PO
S1	-.0762	.9827	S14	.0340	.8627
S2	.0728	.9388	S15	.1860	.8576
S11	.0728	.9399	S16	.4150	.9018
S12	.0728	.9394	S17	.8470	.8937
S13	.0728	.9419	S18	1.1740	.9011
S3	.1408	.9143	S19	1.4590	.9021
S4	.4068	.8703	S20	1.5400	.8413
S5	.6428	.8755	S21	1.8270	.8996
S6	.8698	.8770	S22	2.7840	.7553
S7	1.0178	.8810	S23	3.2980	.7853
S8	1.1498	.8886	S26	5.2890	.7863
S9	1.5128	.9019			
S10	1.8468	.9005			
S27	5.3000	.7958			
S28	.6428	.9669			

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.7853
R6P1	.8935
R6P2	.9200
R6P3	.9243
R6P4	.9321
R6P5	.9378
R6P6	.9364
R6P9	.9308
R6P10	.9203
R6P11	.8874

COWL R5

STAT	XCW/RC= 3.3270
S23	.7853
R5P1	.8571
R5P2	.8639
R5P3	.8731
R5P4	.8752
R5P5	.8864
R5P6	.8964
R5P7	.9254
R5P8	.9507
R5P9	.9509
R5P10	.9484
R5P11	.9433

YF-12 INLET NOISE SUPRESSION STUDY

RUN	49	FLIGHT DATE	09/13/79	SPIKE POS. DX/RC	.8582	AMBIENT TEMP	296.7 DEG K	MAX-MIN DIST	.1005
		FLIGHT NO.	0	BYPASS POS.	OPEN	AMBIENT PRESS	.9179 ATMOS	K-CIRCUMF.	.3532
START	3: 0155.000	INTERVAL	1.000	ENG.FACE RECOV	.9040	ENGINE M/M*	.7004	K-RADIAL	.1514
STOP	3: 7125.000	ENG COR RPM	6298.	ENG.FACE MACH NO	.4549	COWL M/M*	.4395		
				COWL LIP RECOV	.9460	ADDITIVE M/M*	.2609	K-DELTA	.0883
				MACH AT COWL LIP	.2726			K-A	.2597

SPIKE R1

STAT	XCW/RC= .0728
S2	.9380
R1P1	1.0015
R1P2	1.0002
R1P3	1.0003
R1P4	1.0002
R1P5	1.0003
R1P6	1.0003
R1P7	1.0002
R1P8	1.0002
R1P9	.9979

SPIKE R2

STAT	XCW/RC= 1.4676
S9	.8994
R2P1	.9105
R2P2	.9232
R2P3	.9489
R2P4	.9729
R2P5	.9685

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.7763
R6P1	.8887
R6P2	.9170
R6P3	.9217
R6P4	.9314
R6P5	.9367
R6P6	.9392
R6P7	.9319
R6P8	.9199
R6P9	.8928

COWL R3

STAT	XCW/RC= .0700
S14	.8587
R3P1	.8560
R3P2	.8556
R3P3	.8554
R3P4	.8554
R3P5	.8552
R3P6	.8501
R3P7	.9713
R3P8	.9153
R3P9	.9846
R3P10	1.0017
R3P11	1.0024
R3P12	.9956
R3P13	1.0028
R3P14	1.0028
R3P15	1.0027
R3P16	1.0030

COWL R4

STAT	XCW/RC= 1.5380
S20	.8355
R4P1	.9606
R4P2	.9710
R4P3	.9734
R4P4	.9751
R4P5	.9762
R4P6	.9761
R4P7	.9763
R4P8	.9763
R4P9	.9766
R4P10	.9767
R4P11	.9757
R4P12	.9750

COWL R5

STAT	XCW/RC= 3.3270
S23	.7763
R5P1	.8538
R5P2	.8579
R5P3	.8688
R5P4	.8704
R5P5	.8798
R5P6	.8973
R5P7	.9205
R5P8	.9526
R5P9	.9568
R5P10	.9459
R5P11	.9430

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.9126	A198	.9307
B36	.8967	B198	.9353
C36	.8749	C198	.9304
D36	.8612	D198	.8919
E36	.8498	E198	.8603
90 DEG RAKE		**252 DEG RAKE**	
A90	.9401	A252	.9194
B90	.9407	B252	.9102
C90	.9238	C252	.9002
D90	.9126	D252	.8922
E90	.9073	E252	.8770
144 DEG RAKE		**324 DEG RAKE**	
A144	.9399	A324	.9184
B144	.9354	B324	.9238
D144	.9018	C324	.9036
C144	.8873	D324	.8879
E144	.8728	E324	.8754

STATIC PRESSURES

TAP	SPIKE XCW/RC	SPIKE P/PO	TAP	COWL XCW/RC	COWL P/PO
S1	-.0702	.9826	S14	.0340	.8587
S2	.0728	.9380	S15	.1860	.8523
S11	.0728	.9385	S16	.4150	.8994
S12	.0728	.9388	S17	.8470	.8903
S13	.0728	.9408	S18	1.1740	.8979
S3	.1408	.9120	S19	1.4590	.8988
S4	.4068	.8662	S20	1.5400	.8355
S5	.6428	.8715	S21	1.8270	.8969
S6	.8898	.8733	S22	2.7840	.7462
S7	1.0178	.8774	S23	3.2980	.7763
S8	1.1498	.8852	S26	5.2890	.7782
S9	1.5128	.8994			
S10	1.8488	.8972			
S27	5.3000	.7877			
S28	.6428	.9663			

YF-12 INLET NOISE SUPRESSION STUDY

RUN	50	FLIGHT DATE	09/13/79	SPIKE POS. DX/RC	.8582	AMBIENT TEMP	297.8 DEG K	MAX-MIN DIST	.1060
		FLIGHT NO.	0	BYPASS POS.	OPEN	AMBIENT PRESS	.9185 ATMOS	K-CIRCUMF.	.3369
START	3: 9:30.003	INTERVAL	1.000	ENG. FACE RECOV	.8999	ENGINE M/M*	.7098	K-RADIAL	.1527
STOP	3: 9:59.999	ENG COR RPM	6382.	ENG. FACE MACH NO	.4637	COWL M/M*	.4455		
				COWL LIP RECOV	.9436	ADDITIVE M/M*	.2642	K-DELTA	.0825
				MACH AT COWL LIP	.2777			K-A	.2353

SPIKE R1

STAT	XCW/RC= .0728
S2	.9355
R1P1	.9991
R1P2	.9988
R1P3	.9995
R1P4	.9996
R1P5	.9996
R1P6	.9997
R1P7	.9999
R1P8	.9993
R1P9	.9974

COWL R3

STAT	XCW/RC= .0700
S14	.8534
R3P1	.8512
R3P2	.8510
R3P3	.8513
R3P4	.8509
R3P5	.8510
R3P6	.8516
R3P7	.9681
R3P8	.9157
R3P9	.9852
R3P10	1.0015
R3P11	1.0016
R3P12	.9950
R3P13	1.0022
R3P14	1.0024
R3P15	1.0020
R3P16	1.0024

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.9100	A198	.9254
B36	.8911	B198	.9321
C36	.8684	C198	.9280
D36	.8555	D198	.8867
E36	.8433	E198	.8609
90 DEG RAKE		252 DEG RAKE	
A90	.9387	A252	.9178
B90	.9387	B252	.9048
C90	.9193	C252	.8936
D90	.9074	D252	.8877
E90	.9043	E252	.8751
144 DEG RAKE		324 DEG RAKE	
A144	.9372	A324	.9183
B144	.9336	B324	.9191
D144	.8961	C324	.8999
C144	.8813	D324	.8856
E144	.8665	E324	.8726

SPIKE R2

STAT	XCW/RC= 1.4678
S9	.8956
R2P1	.9073
R2P2	.9211
R2P3	.9463
R2P4	.9720
R2P5	.9737

COWL R4

STAT	XCW/RC= 1.5380
S20	.8297
R4P1	.9577
R4P2	.9695
R4P3	.9734
R4P4	.9741
R4P5	.9739
R4P6	.9741
R4P7	.9735
R4P8	.9732
R4P9	.9747
R4P10	.9740
R4P11	.9740
R4P12	.9735

STATIC PRESSURES

TAP	SPIKE XCW/RC	SPIKE P/PO	TAP	COWL XCW/RC	COWL P/PO
S1	-.0762	.9816	S14	.0340	.8534
S2	.0728	.9355	S15	.1860	.8477
S11	.0728	.9357	S16	.4150	.8956
S12	.0728	.9376	S17	.8470	.8866
S13	.0728	.9381	S18	1.1740	.8942
S3	.1408	.9090	S19	1.4590	.8955
S4	.4068	.8620	S20	1.5400	.8297
S5	.6428	.8676	S21	1.8270	.8929
S6	.8896	.8691	S22	2.7840	.7358
S7	1.0178	.8735	S23	3.2960	.7674
S8	1.1498	.8816	S26	5.2890	.7703
S9	1.5128	.8956			
S10	1.8488	.8929			
S27	5.3000	.7799			
S28	.6428	.9644			

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.7674
R6P1	.8844
R6P2	.9135
R6P3	.9194
R6P4	.9286
R6P5	.9337
R6P8	.9367
R6P9	.9300
R6P10	.9158
R6P11	.8857

COWL R5

STAT	XCW/RC= 3.3270
S23	.7674
R5P1	.8480
R5P2	.8542
R5P3	.8601
R5P4	.8662
R5P5	.8752
R5P6	.8893
R5P7	.9252
R5P8	.9518
R5P9	.9496
R5P10	.9457
R5P11	.9427

YF-12 INLET NOISE SUPPRESSION STUDY

RUN	51	FLIGHT DATE	09/13/79	SPIKE POS. DX/RC	.8582	AMBIENT TEMP	296.7 DEG K	MAX-MIN DIST	.1086
		FLIGHT NO.	0	BYPASS POS.	OPEN	AMBIENT PRESS	.9172 ATMOS	K-CIRCUMF.	.3256
START	3:14:10.002	INTERVAL	1.000	ENG.FACE RECOV	.8980	ENGINE M/M*	.7256	K-RADIAL	.1475
STOP	3:14:39.998	ENG COR RPM	6481.	ENG.FACE MACH NO	.4718	COWL M/M*	.4508		
				COWL LIP RECOV	.9438	ADDITIVE M/M*	.2748	K-DELTA	.0852
				MACH AT COWL LIP	.2812			K-A	.2327

SPIKE R1

STAT	XCW/RC= .0728
S2	.9353
R1P1	.9999
R1P2	1.0000
R1P3	1.0010
R1P4	1.0008
R1P5	1.0009
R1P6	1.0007
R1P7	1.0010
R1P8	1.0008
R1P9	.9988

SPIKE R2

STAT	XCW/RC= 1.4078
S9	.8941
R2P1	.9053
R2P2	.9198
R2P3	.9463
R2P4	.9727
R2P5	.9746

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.7624
R6P1	.8826
R6P2	.9134
R6P3	.9183
R6P4	.9285
R6P5	.9336
R6P8	.9350
R6P9	.9285
R6P10	.9177
R6P11	.8855

COWL R3

STAT	XCW/RC= .0700
S14	.8514
R3P1	.8491
R3P2	.8488
R3P3	.8489
R3P4	.8487
R3P5	.8488
R3P6	.8489
R3P7	.9693
R3P8	.9172
R3P9	.9894
R3P10	1.0052
R3P11	1.0033
R3P12	.9967
R3P13	1.0035
R3P14	1.0038
R3P15	1.0036
R3P16	1.0040

COWL R4

STAT	XCW/RC= 1.5380
S20	.8263
R4P1	.9604
R4P2	.9707
R4P3	.9737
R4P4	.9748
R4P5	.9759
R4P6	.9765
R4P7	.9767
R4P8	.9770
R4P9	.9774
R4P10	.9769
R4P11	.9761
R4P12	.9755

COWL R5

STAT	XCW/RC= 3.3270
S23	.7624
R5P1	.8834
R5P2	.8511
R5P3	.8541
R5P4	.8637
R5P5	.8710
R5P6	.8844
R5P7	.9237
R5P8	.9521
R5P9	.9687
R5P10	.9435
R5P11	.9408

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.9108	A198	.9271
B36	.8906	B198	.9304
C36	.8682	C198	.9274
D36	.8522	D198	.8873
E36	.8417	E198	.8585
90 DEG RAKE		**252 DEG RAKE**	
A90	.9369	A252	.9117
B90	.9395	B252	.9014
C90	.9181	C252	.8924
D90	.9042	D252	.8804
E90	.9006	E252	.8710
144 DEG RAKE		**324 DEG RAKE**	
A144	.9347	A324	.9136
B144	.9320	B324	.9197
D144	.8950	C324	.8980
C144	.8795	D324	.8807
E144	.8641	E324	.8659

STATIC PRESSURES

TAP	SPIKE XCW/RC	SPIKE P/PO	TAP	COWL XCW/RC	COWL P/PO
S1	-.0762	.9822	S14	.0340	.8514
S2	.0728	.9353	S15	.1860	.8454
S11	.0728	.9304	S16	.4150	.8947
S12	.0728	.9305	S17	.8470	.8850
S13	.0728	.9385	S18	1.1740	.8926
S3	.1408	.9078	S19	1.4590	.8937
S4	.4068	.8595	S20	1.5400	.8263
S5	.6428	.8651	S21	1.8270	.8915
S6	.8898	.8670	S22	2.7840	.7289
S7	1.0178	.8714	S23	3.2980	.7624
S8	1.1498	.8802	S26	5.2890	.7644
S9	1.5128	.8941			
S10	1.8488	.8919			
S27	5.3000	.7746			
S28	.0428	.9650			

YF-12 INLET NOISE SUPRESSION STUDY

RUN	52	FLIGHT DATE	09/13/79	SPIKE POS. DX/RC	.8582	AMBIENT TEMP	296.7 DEG K	MAX-MIN DIST	.1132
		FLIGHT NO.	0	BYPASS POS.	OPEN	AMBIENT PRESS	.9181 ATMOS	K-CIRCUMF.	.3222
START	3:16:50.000	INTERVAL	1.000	ENG.FACE RECOV	.8946	ENGINE M/M∞	.7363	K-RADIAL	.1478
STOP	3:17:19.997	ENG COR RPM	6586.	ENG.FACE MACH NO	.4810	COWL M/M∞	.4512		
				COWL LIP RECOV	.9406	ADDITIVE M/M∞	.2851	K-DELTA	.0920
				MACH AT COWL LIP	.2826			K-A	.2398

SPIKE R1

STAT	XCW/RC= .0728
S2	.9324
R1P1	.9992
R1P2	.9992
R1P3	1.0001
R1P4	.9907
R1P5	.9995
R1P6	.9901
R1P7	1.0003
R1P8	.9999
R1P9	.9931

COWL R3

STAT	XCW/RC= .0700
S14	.8473
R3P1	.8447
R3P2	.8449
R3P3	.8447
R3P4	.8445
R3P5	.8444
R3P6	.8445
R3P7	.9081
R3P8	.9096
R3P9	.9858
R3P10	1.0021
R3P11	1.0023
R3P12	.9953
R3P13	1.0028
R3P14	1.0029
R3P15	1.0029
R3P16	1.0030

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.9056	A198	.9263
B36	.8073	B198	.9305
C36	.8041	C198	.9286
D36	.8483	D198	.8818
E36	.8543	E198	.8573
90 DEG RAKE		252 DEG RAKE	
A90	.9345	A252	.9060
B90	.9348	B252	.8977
C90	.9150	C252	.8842
D90	.9013	D252	.8826
E90	.8986	E252	.8609
144 DEG RAKE		324 DEG RAKE	
A144	.9355	A324	.9105
B144	.9316	B324	.9185
D144	.8906	C324	.8950
C144	.8753	D324	.8754
E144	.8600	E324	.8559

SPIKE R2

STAT	XCW/RC= 1.4678
S9	.8902
R2P1	.9020
R2P2	.9134
R2P3	.9433
R2P4	.9708
R2P5	.9739

COWL R4

STAT	XCW/RC= 1.5380
S20	.8205
R4P1	.9573
R4P2	.9689
R4P3	.9717
R4P4	.9735
R4P5	.9746
R4P6	.9752
R4P7	.9703
R4P8	.9755
R4P9	.9752
R4P10	.9750
R4P11	.9748
R4P12	.9745

STATIC PRESSURES

TAP	SPIKE XCW/RC	SPIKE P/PO	TAP	COWL XCW/RC	COWL P/PO
S1	-.0762	.9811	S14	.0340	.8473
S2	.0728	.9324	S15	.1860	.8812
S11	.0728	.9338	S16	.4150	.8908
S12	.0728	.9355	S17	.8470	.8808
S13	.0728	.9359	S18	1.1740	.8892
S3	.1408	.9052	S19	1.4590	.8901
S4	.4068	.8553	S20	1.5400	.8205
S5	.6428	.8610	S21	1.8270	.8876
S6	.8898	.8629	S22	2.7840	.7211
S7	1.0178	.8671	S23	3.2980	.7543
S8	1.1498	.8753	S26	5.2890	.7567
S9	1.5128	.8902			
S10	1.8488	.8879			
S27	5.3000	.7675			
S28	.6428	.9635			

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.7543
R6P1	.8773
R6P2	.9091
R6P3	.9157
R6P4	.9249
R6P5	.9301
R6P8	.9328
R6P9	.9266
R6P10	.9144
R6P11	.8791

COWL R5

STAT	XCW/RC= 3.3270
S23	.7543
R5P1	.8411
R5P2	.8456
R5P3	.8533
R5P4	.8596
R5P5	.8669
R5P6	.8825
R5P7	.9217
R5P8	.9496
R5P9	.9466
R5P10	.9418
R5P11	.9395

YF-12 INLET NOISE SUPRESSION STUDY

RUN	53	FLIGHT DATE	09/13/79	SPIKE POS. DX/RC	.8582	AMBIENT TEMP	296.7 DEG K	MAX-MIN DIST	.1119
		FLIGHT NO.	0	BYPASS POS.	OPEN	AMBIENT PRESS	.9188 ATMOS	K-CIRCUMF.	.3090
START	3:18:37.000	INTERVAL	1.000	ENG.FACE RECOV	.8914	ENGINE M/M*	.7875	K-RADIAL	.1434
STOP	3:19: 7.000	ENG COR RPM	6704.	ENG.FACE MACH NO	.4901	COWL M/M*	.4575		
				COWL LIP RECOV	.9390	ADDITIVE M/M*	.2900	K-DELTA	.0889
				MACH AT COWL LIP	.2875			K-A	.2322

SPIKE R1

STAT	XCW/RC= .0728
S2	.9304
R1P1	.9933
R1P2	.9987
R1P3	.9996
R1P4	.9995
R1P5	.9995
R1P6	.9995
R1P7	.9996
R1P8	.9994
R1P9	.9967

SPIKE R2

STAT	XCW/RC= 1.4678
S9	.8870
R2P1	.8987
R2P2	.9150
R2P3	.9298
R2P4	.9710
R2P5	.9722

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.7473
R6P1	.8758
R6P2	.9055
R6P3	.9149
R6P4	.9214
R6P5	.9274
R6P6	.9305
R6P9	.9237
R6P10	.9086
R6P11	.8762

COWL R3

STAT	XCW/RC= .0700
S14	.8429
R3P1	.8408
R3P2	.8407
R3P3	.8403
R3P4	.8404
R3P5	.8402
R3P6	.8405
R3P7	.9026
R3P8	.9071
R3P9	.9853
R3P10	1.0015
R3P11	1.0017
R3P12	.9949
R3P13	1.0020
R3P14	1.0023
R3P15	1.0020
R3P16	1.0024

COWL R4

STAT	XCW/RC= 1.5380
S20	.8149
R4P1	.9557
R4P2	.9677
R4P3	.9707
R4P4	.9722
R4P5	.9733
R4P6	.9732
R4P7	.9736
R4P8	.9747
R4P9	.9746
R4P10	.9736
R4P11	.9738
R4P12	.9727

COWL R5

STAT	XCW/RC= 3.3270
S23	.7473
R5P1	.8347
R5P2	.8416
R5P3	.8511
R5P4	.8550
R5P5	.8620
R5P6	.8700
R5P7	.9153
R5P8	.9477
R5P9	.9451
R5P10	.9400
R5P11	.9388

STAT XCW/RC= 5.0830

36 DEG RAKE		198 DEG RAKE	
A36	.9028	A198	.9252
B36	.8824	B198	.9284
C36	.8583	C198	.9250
D36	.8436	D198	.8812
E36	.8328	E198	.8531
90 DEG RAKE		252 DEG RAKE	
A90	.9293	A252	.8999
B90	.9325	B252	.8964
C90	.9112	C252	.8847
D90	.8982	D252	.8746
E90	.8916	E252	.8595
144 DEG RAKE		324 DEG RAKE	
A144	.9324	A324	.9112
B144	.9292	B324	.9187
D144	.8887	C324	.8903
C144	.8751	D324	.8735
E144	.8614	E324	.8534

STATIC PRESSURES

TAP	SPIKE XCW/RC	SPIKE P/PO	TAP	COWL XCW/RC	COWL P/PO
S1	-.0762	.9800	S14	.0340	.8429
S2	.0728	.9304	S15	.1860	.8372
S11	.0728	.9318	S16	.4150	.8873
S12	.0728	.9315	S17	.8470	.8773
S13	.0728	.9334	S18	1.1740	.8852
S3	.1408	.9024	S19	1.4590	.8869
S4	.4068	.8512	S20	1.5400	.8149
S5	.6428	.8571	S21	1.8270	.8845
S6	.8848	.8591	S22	2.7840	.7137
S7	1.0178	.8635	S23	3.2980	.7473
S8	1.1498	.8723	S26	5.2890	.7494
S9	1.3128	.8870			
S10	1.8488	.8850			
S27	5.3000	.7604			
S28	.0428	.9618			

YF-12 INLET NOISE SUPRESSION STUDY

RUN	55	FLIGHT DATE	09/13/79	SPIKE POS. DX/RC	.4558	AMBIENT TEMP	299.4 DEG K	MAX-MIN DIST	.0344
		FLIGHT NO.	0	BYPASS POS.	OPEN	AMBIENT PRESS	.9179 ATMOS	K-CIRCUMF.	.7783
START	3:29:35.001	INTERVAL	1.000	ENG.FACE RECOV	.9775	ENGINE M/M*	.6078	K-RADIAL	.1140
STOP	3:30: 4.999	ENG COR RPM	3821.	ENG.FACE MACH NO	.2129	COWL M/M*	.2332		
				COWL LIP RECOV	.9868	ADDITIVE M/M*	.3746	K-DELTA	.0954
				MACH AT COWL LIP	.1076			K-A	.2094

SPIKE R1

STAT	XCW/RC= .4752
S2	.9791
R1P1	1.0021
R1P2	1.0016
R1P3	1.0027
R1P4	1.0024
R1P5	1.0026
R1P6	1.0026
R1P7	1.0025
R1P8	1.0023
R1P9	1.0006

COWL R3

STAT	XCW/RC= .0700
S14	.9785
R3P1	.9784
R3P2	.9786
R3P3	.9784
R3P4	.9784
R3P5	.9783
R3P6	.9783
R3P7	.9965
R3P8	.9787
R3P9	.9825
R3P10	.9931
R3P11	.9397
R3P12	1.0028
R3P13	1.0052
R3P14	1.0054
R3P15	1.0054
R3P16	1.0055

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.9774	A198	.9844
B36	.9745	B198	.9885
C36	.9681	C198	.9802
D36	.9651	D198	.9743
E36	.9593	E198	.9674
90 DEG RAKE		252 DEG RAKE	
A90	.9929	A252	.9871
B90	.9927	B252	.9808
C90	.9847	C252	.9761
D90	.9800	D252	.9731
E90	.9780	E252	.9691
144 DEG RAKE		324 DEG RAKE	
A144	.9916	A324	.9779
B144	.9874	B324	.9765
D144	.9764	C324	.9743
C144	.9717	D324	.9737
E144	.9664	E324	.9720

SPIKE R2

STAT	XCW/RC= 1.8702
S9	.9738
R2P1	.9224
R2P2	.9933
R2P3	.9982
R2P4	.9973
R2P5	.9920

COWL R4

STAT	XCW/RC= 1.5386
S26	.9539
R4P1	.9977
R4P2	.9994
R4P3	1.0000
R4P4	.9999
R4P5	1.0004
R4P6	1.0005
R4P7	1.0006
R4P8	1.0011
R4P9	1.0017
R4P10	1.0022
R4P11	1.0028
R4P12	1.0028

STATIC PRESSURES

TAP	SPIKE XCW/RC	SPIKE P/PO	TAP	COWL XCW/RC	COWL P/PO
S1	.3202	.9780	S14	.0340	.9785
S2	.4752	.9791	S15	.1660	.9748
S11	.4752	.9786	S16	.4150	.9785
S12	.4752	.9782	S17	.8470	.9825
S13	.4752	.9789	S18	1.1740	.9779
S3	.5432	.9812	S19	1.4590	.9749
S4	.6092	.9777	S20	1.5400	.9539
S5	1.0452	.9749	S21	1.8270	.9728
S6	1.4922	.9752	S22	2.7840	.9316
S7	1.4202	.9748	S23	3.2980	.9462
S8	1.5522	.9724	S26	5.2890	.9455
S9	1.9152	.9738			
S10	2.2512	.9702			
S27	5.3000	.9476			
S28	1.0452	.9948			

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.9462
R6P1	.9672
R6P2	.9764
R6P3	.9762
R6P4	.9784
R6P5	.9808
R6P8	.9877
R6P9	.9860
R6P10	.9813
R6P11	.9711

COWL R5

STAT	XCW/RC= 3.3270
S25	.9462
R5P1	.9664
R5P2	.9689
R5P3	.9710
R5P4	.9723
R5P5	.9737
R5P6	.9781
R5P7	.9885
R5P8	.9973
R5P9	.9964
R5P10	.9941
R5P11	.9939

YF-12 INLET NOISE SUPRESSION STUDY

RUN	56	FLIGHT DATE	09/13/79	SPIKE POS. DX/RC	.4558	AMBIENT TEMP	297.8 DEG K	MAX-MIN DIST	.0790
		FLIGHT NO.	0	BYPASS POS.	OPEN	AMBIENT PRESS	.9189 ATMOS	K=CIRCUMF.	.0272
START	3:33:34.000	INTERVAL	1.000	ENG.FACE RECOV	.9471	ENGINE M/M*	.6963	K=RADIAL	.1965
STOP	3:34: 4.000	ENG COR RPM	5016.	ENG.FACE MACH NO	.3286	COWL M/M*	.3725		
				COWL LIP RECOV	.9696	ADDITIVE M/M*	.3239	K=DELTA	.1476
				MACH AT COWL LIP	.1770			K=A	.3442

SPIKE R1

STAT	XCW/RC= .4752
S2	.9512
R1P1	1.0002
R1P2	.9999
R1P3	1.0004
R1P4	1.0003
R1P5	1.0007
R1P6	1.0007
R1P7	1.0006
R1P8	1.0007
R1P9	.9969

COWL R3

STAT	XCW/RC= .0700
S14	.9461
R3P1	.9470
R3P2	.9467
R3P3	.9464
R3P4	.9465
R3P5	.9463
R3P6	.9464
R3P7	.9478
R3P8	.9473
R3P9	.9504
R3P10	.9773
R3P11	1.0002
R3P12	.9986
R3P13	1.0035
R3P14	1.0035
R3P15	1.0037
R3P16	1.0040

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.9508	A198	.9650
B36	.9436	B198	.9723
C36	.9234	C198	.9642
D36	.9203	D198	.9392
E36	.9073	E198	.9225
90 DEG RAKE		**252 DEG RAKE**	
A90	.9821	A252	.9621
B90	.9788	B252	.9525
C90	.9613	C252	.9415
D90	.9511	D252	.9377
E90	.9403	E252	.9274
144 DEG RAKE		**324 DEG RAKE**	
A144	.9803	A324	.9490
B144	.9737	B324	.9501
D144	.9450	C324	.9402
C144	.9329	D324	.9377
E144	.9207	E324	.9357

SPIKE R2

STAT	XCW/RC= 1.8702
S9	.9388
R2P1	.9657
R2P2	.9811
R2P3	.9915
R2P4	.9903
R2P5	.9777

COWL R4

STAT	XCW/RC= 1.5380
S20	.8936
R4P1	.9867
R4P2	.9921
R4P3	.9931
R4P4	.9931
R4P5	.9942
R4P6	.9944
R4P7	.9959
R4P8	.9958
R4P9	.9964
R4P10	.9977
R4P11	.9978
R4P12	.9984

STATIC PRESSURES

TAP	SPIKE XCW/RC	SPIKE P/PO	TAP	COWL XCW/RC	COWL P/PO
S1	.3262	.9488	S14	.0340	.9461
S2	.4752	.9512	S15	.1860	.9426
S11	.4752	.9506	S16	.4150	.9508
S12	.4752	.9504	S17	.8470	.9589
S13	.4752	.9520	S18	1.1740	.9493
S3	.5432	.9559	S19	1.4590	.9427
S4	.8092	.9482	S20	1.5400	.8936
S5	1.0452	.9425	S21	1.8270	.9380
S6	1.2922	.9434	S22	2.7840	.8459
S7	1.4202	.9415	S23	3.2980	.8714
S8	1.5522	.9372	S26	5.2890	.8755
S9	1.9152	.9388			
S10	2.2512	.9315			
S27	5.3000	.8795			
S28	1.0452	.9857			

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.8714
R6P1	.9246
R6P2	.9434
R6P3	.9425
R6P4	.9494
R6P5	.9537
R6P8	.9717
R6P9	.9675
R6P10	.9594
R6P11	.9368

COWL R5

STAT	XCW/RC= 3.3270
S25	.8714
R5P1	.9144
R5P2	.9176
R5P3	.9232
R5P4	.9251
R5P5	.9314
R5P6	.9368
R5P7	.9583
R5P8	.9867
R5P9	.9869
R5P10	.9812
R5P11	.9797

YF-12 INLET NOISE SUPRESSION STUDY

RUN	57	FLIGHT DATE	09/13/79	SPIKE POS. DX/RC	.4557	AMBIENT TEMP	297.8 DEG K	MAX-MIN DIST	.1009
		FLIGHT NO.	0	BYPASS POS.	OPEN	AMBIENT PRESS	.9188 ATMOS	K-CIRCUMF.	.5588
START	3:36:15.000	INTERVAL	1.000	ENG.FACE RECOV	.9293	ENGINE M/M*	.7839	K-RADIAL	.2084
STOP	3:36:44.999	ENG COR RPM	5621.	ENG.FACE MACH NO	.3901	COWL M/M*	.4050		
				COWL LIP RECOV	.9582	ADDITIVE M/M*	.3489	K-DELTA	.1708
				MACH AT COWL LIP	.1956			K-A	.3792

SPIKE R1

STAT	XCW/RC= .4753
S2	.9357
R1P1	.9999
R1P2	.9996
R1P3	1.0018
R1P4	1.0000
R1P5	1.0008
R1P6	1.0006
R1P7	1.0010
R1P8	1.0011
R1P9	.9962

COWL R3

STAT	XCW/RC= .0700
S14	.9302
R3P1	.9296
R3P2	.9301
R3P3	.9303
R3P4	.9302
R3P5	.9302
R3P6	.9304
R3P7	.9858
R3P8	.9312
R3P9	.9417
R3P10	.9685
R3P11	.9982
R3P12	.9969
R3P13	1.0035
R3P14	1.0035
R3P15	1.0037
R3P16	1.0039

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.9314	A198	.9535
B36	.9256	B198	.9633
C36	.9031	C198	.9531
D36	.8882	D198	.9202
E36	.8777	E198	.8965
90 DEG RAKE		252 DEG RAKE	
A90	.9771	A252	.9436
B90	.9729	B252	.9339
C90	.9492	C252	.9234
D90	.9343	D252	.9162
E90	.9280	E252	.9040
144 DEG RAKE		324 DEG RAKE	
A144	.9749	A324	.9312
B144	.9634	B324	.9334
D144	.9272	C324	.9236
C144	.9112	D324	.9170
E144	.8952	E324	.9103

SPIKE R2

STAT	XCW/RC= 1.8705
S9	.9189
R2P1	.9535
R2P2	.9741
R2P3	.9890
R2P4	.9871
R2P5	.9693

COWL R4

STAT	XCW/RC= 1.5580
S20	.8584
R4P1	.9823
R4P2	.9878
R4P3	.9897
R4P4	.9901
R4P5	.9910
R4P6	.9909
R4P7	.9928
R4P8	.9936
R4P9	.9944
R4P10	.9955
R4P11	.9960
R4P12	.9970

STATIC PRESSURES

TAP	SPIKE XCW/RC	SPIKE P/PO	TAP	COWL XCW/RC	COWL P/PO
S1	.3203	.9343	S14	.0340	.9302
S2	.4753	.9357	S15	.1860	.9249
S11	.4753	.9357	S16	.4150	.9359
S12	.4753	.9364	S17	.8470	.9464
S13	.4753	.9383	S18	1.1740	.9337
S3	.5433	.9432	S19	1.4590	.9244
S4	.8093	.9324	S20	1.5400	.8584
S5	1.0453	.9251	S21	1.8270	.9179
S6	1.2923	.9202	S22	2.7840	.7925
S7	1.4203	.9233	S23	3.2980	.8252
S8	1.5523	.9169	S26	5.2890	.8322
S9	1.9153	.9189			
S10	2.2513	.9096			
S27	5.3000	.8376			
S28	1.0453	.9814			

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.8252
R6P1	.8965
R6P2	.9217
R6P3	.9238
R6P4	.9317
R6P5	.9365
R6P8	.9628
R6P9	.9581
R6P10	.9456
R6P11	.9169

COWL R5

STAT	XCW/RC= 3.3270
S23	.8252
R5P1	.8813
R5P2	.8876
R5P3	.8924
R5P4	.8965
R5P5	.9036
R5P6	.9123
R5P7	.9462
R5P8	.9819
R5P9	.9820
R5P10	.9773
R5P11	.9735

YF-12 INLET NOISE SUPRESSION STUDY

RUN	58	FLIGHT DATE	09/13/79	SPIKE POS. DX/RC	.4558	AMBIENT TEMP	298.9 DEG K	MAX-MIN DIST	.1309
		FLIGHT NO.	0	BYPASS POS.	OPEN	AMBIENT PRESS	.9184 ATMOS	K-CIRCUMF.	.4584
START	3:39: 8.003	INTERVAL	1.000	ENG.FACE RECOV	.9167	ENGINE M/M*	.8278	K-RADIAL	.2068
STOP	3:39:37.999	ENG CON RPM	6107.	ENG.FACE MACH NO	.4364	COWL M/M*	.4355		
				COWL LIP RECOV	.9508	ADDITIVE M/M*	.3922	K-DELTA	.1521
				MACH AT COWL LIP	.2128			K-A	.3589

SPIKE R1

STAT	XCW/RC= .4752
S7	.9246
R1P1	.9999
R1P2	.9995
R1P3	1.0000
R1P4	1.0008
R1P5	1.0007
R1P6	1.0014
R1P7	1.0007
R1P8	.9988
R1P9	.9964

COWL R3

STAT	XCW/RC= .0700
S14	.9179
R3P1	.9175
R3P2	.9174
R3P3	.9177
R3P4	.9178
R3P5	.9175
R3P6	.9172
R3P7	.9803
R3P8	.9195
R3P9	.9336
R3P10	.9668
R3P11	.9984
R3P12	.9965
R3P13	1.0059
R3P14	1.0039
R3P15	1.0037
R3P16	1.0038

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.9177	A198	.9461
B36	.9108	B198	.9556
C36	.8835	C198	.9431
D36	.8665	D198	.9040
E36	.8527	E198	.8734
90 DEG RAKE		252 DEG RAKE	
A90	.9727	A252	.9412
B90	.9655	B252	.9275
C90	.9350	C252	.9106
D90	.9193	D252	.8993
E90	.9130	E252	.8807
144 DEG RAKE		324 DEG RAKE	
A144	.9709	A324	.9200
B144	.9594	B324	.9257
D144	.9123	C324	.9156
C144	.8972	D324	.9019
E144	.8821	E324	.8900

SPIKE R2

STAT	XCW/RC= 1.8702
S9	.9051
R2P1	.9455
R2P2	.9704
R2P3	.9875
R2P4	.9851
R2P5	.9673

COWL R4

STAT	XCW/RC= 1.5380
S20	.8349
R4P1	.9795
R4P2	.9870
R4P3	.9873
R4P4	.9874
R4P5	.9889
R4P6	.9886
R4P7	.9915
R4P8	.9921
R4P9	.9927
R4P10	.9937
R4P11	.9953
R4P12	.9967

STATIC PRESSURES

TAP	SPIKE XCW/RC	P/PO	TAP	COWL XCW/RC	P/PO
S1	.3262	.9228	S14	.0340	.9179
S2	.4752	.9246	S15	.1860	.9129
S11	.4752	.9251	S16	.4150	.9252
S12	.4752	.9249	S17	.8470	.9379
S13	.4752	.9275	S18	1.1740	.9223
S3	.5432	.9333	S19	1.4590	.9113
S4	.8092	.9214	S20	1.5400	.8349
S5	1.0452	.9123	S21	1.8270	.9028
S6	1.2922	.9129	S22	2.7640	.7487
S7	1.4202	.9097	S23	3.2980	.7910
S8	1.5522	.9024	S26	5.2890	.7979
S9	1.9152	.9051			
S10	2.2512	.8938			
S27	5.3000	.8063			
S28	1.0452	.9784			

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.7910
R6P1	.8791
R6P2	.9021
R6P3	.9043
R6P4	.9178
R6P5	.9228
R6P8	.9592
R6P9	.9530
R6P10	.9404
R6P11	.9023

COWL R5

STAT	XCW/RC= 3.3270
S23	.7910
R5P1	.8587
R5P2	.8638
R5P3	.8703
R5P4	.8702
R5P5	.8845
R5P6	.8923
R5P7	.9313
R5P8	.9700
R5P9	.9791
R5P10	.9732
R5P11	.9707

YF-12 INLET NOISE SUPRESSION STUDY

RUN	59	FLIGHT DATE	09/13/79	SPIKE POS. DX/RC	.4558	AMBIENT TEMP	298.9 DEG K	MAX-MIN DIST	.1399
		FLIGHT NO.	0	BYPASS POS.	OPEN	AMBIENT PRESS	.9185 ATMOS	K-CIRCUMF.	.4226
START	3:42: 4.001	INTERVAL	1.000	ENG.FAIL RECOV	.9098	ENGINE M/M*	.8658	K-RADIAL	.1947
STOP	3:42:33.998	ENG COR RPM	6279.	ENG.FAIL MACH NO	.4574	COWL M/M*	.4472		
				COWL LIP RECOV	.9474	ADDITIVE M/M*	.4186	K-DELTA	.1505
				MACH AT COWL LIP	.2197			K-A	.3452

SPIKE R1

STAT	XCW/RC= .4752
S2	.9198
R1P1	.9998
R1P2	.9989
R1P3	1.0034
R1P4	1.0010
R1P5	1.0005
R1P6	1.0005
R1P7	1.0016
R1P8	1.0003
R1P9	.9953

SPIKE R2

STAT	XCW/RC= 1.8702
S9	.8978
R2P1	.9421
R2P2	.9685
R2P3	.9873
R2P4	.9838
R2P5	.9611

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.7726
R6P1	.8632
R6P2	.8945
R6P3	.8988
R6P4	.9086
R6P5	.9174
R6P8	.9561
R6P9	.9517
R6P10	.9349
R6P11	.8945

COWL R3

STAT	XCW/RC= .0700
S14	.9124
R3P1	.9119
R3P2	.9124
R3P3	.9122
R3P4	.9118
R3P5	.9119
R3P6	.9118
R3P7	.9802
R3P8	.9157
R3P9	.9289
R3P10	.9645
R3P11	.9980
R3P12	.9958
R3P13	1.0037
R3P14	1.0036
R3P15	1.0036
R3P16	1.0038

COWL R4

STAT	XCW/RC= 1.5380
S20	.8252
R4P1	.9765
R4P2	.9851
R4P3	.9865
R4P4	.9878
R4P5	.9876
R4P6	.9883
R4P7	.9893
R4P8	.9911
R4P9	.9921
R4P10	.9930
R4P11	.9942
R4P12	.9952

COWL R5

STAT	XCW/RC= 3.3270
S23	.7726
R5P1	.8465
R5P2	.8522
R5P3	.8557
R5P4	.8621
R5P5	.8672
R5P6	.8857
R5P7	.9238
R5P8	.9756
R5P9	.9794
R5P10	.9704
R5P11	.9679

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.9136	A198	.9374
B36	.9025	B198	.9509
C36	.8747	C198	.9422
D36	.8548	D198	.8957
E36	.8444	E198	.8631
90 DEG RAKE		252 DEG RAKE	
A90	.9718	A252	.9293
B90	.9672	B252	.9211
C90	.9527	C252	.9034
D90	.9147	D252	.8927
E90	.9070	E252	.8785
144 DEG RAKE		324 DEG RAKE	
A144	.9058	A324	.9123
B144	.9571	B324	.9198
D144	.9049	C324	.9046
C144	.8874	D324	.8931
E144	.8700	E324	.8835

STATIC PRESSURES

TAP	SPIKE XCW/RC	SPIKE P/PO	TAP	COWL XCW/RC	COWL P/PO
S1	.3202	.9178	S14	.0340	.9124
S2	.4752	.9198	S15	.1860	.9075
S11	.4752	.9192	S16	.4150	.9221
S12	.4752	.9196	S17	.8470	.9339
S13	.4752	.9228	S18	1.1740	.9165
S3	.5432	.9290	S19	1.4590	.9045
S4	.8092	.9155	S20	1.5400	.8232
S5	1.0452	.9063	S21	1.8270	.8957
S6	1.2922	.9068	S22	2.7840	.7286
S7	1.4202	.9033	S23	3.2980	.7726
S8	1.5522	.8954	S26	5.2890	.7810
S9	1.9152	.8978			
S10	2.2512	.8859			
S27	5.3000	.7909			
S28	1.0452	.9765			

YF-12 INLET NOISE SUPRESSION STUDY

RUN	00	FLIGHT DATE	09/13/79	SPIKE POS. DX/RC	.4558	AMBIENT TEMP	299.4 DEG K	MAX-MIN DIST	.1516
		FLIGHT NO.	0	BYPASS POS.	OPEN	AMBIENT PRESS	.9180 ATMOS	K-CIRCUMF.	.3856
START	3:44:20.000	INTERVAL	1.000	ENG.FACE RECOV	.9037	ENGINE M/M*	.9024	K-RADIAL	.1868
STOP	3:44:50.000	ENG COR RPM	6485.	ENG.FACE MACH NO	.4794	COWL M/M*	.4537		
				COWL LIP RECOV	.9433	ADDITIVE M/M*	.4487	K-DELTA	.1422
				MACH AT COWL LIP	.2241			K-A	.3290

SPIKE R1

STAT	XCW/RC= .4752
S2	.9142
R1P1	1.0003
R1P2	.9943
R1P3	.9888
R1P4	1.0002
R1P5	1.0004
R1P6	1.0005
R1P7	.9934
R1P8	1.0005
R1P9	.9946

SPIKE R2

STAT	XCW/RC= 1.8702
S9	.8906
R2P1	.9383
R2P2	.9656
R2P3	.9868
R2P4	.9829
R2P5	.9575

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.7561
R6P1	.8502
R6P2	.8802
R6P3	.8884
R6P4	.9015
R6P5	.9107
R6P6	.9501
R6P9	.9476
R6P10	.9343
R6P11	.8934

COWL R3

STAT	XCW/RC= .0700
S14	.9076
R3P1	.9077
R3P2	.9074
R3P3	.9071
R3P4	.9074
R3P5	.9069
R3P6	.9071
R3P7	.9799
R3P8	.9080
R3P9	.9205
R3P10	.9548
R3P11	.9965
R3P12	.9954
R3P13	1.0037
R3P14	1.0038
R3P15	1.0037
R3P16	1.0042

COWL R4

STAT	XCW/RC= 1.5380
S20	.8136
R4P1	.9700
R4P2	.9834
R4P3	.9845
R4P4	.9853
R4P5	.9856
R4P6	.9862
R4P7	.9874
R4P8	.9891
R4P9	.9907
R4P10	.9931
R4P11	.9945
R4P12	.9948

COWL R5

STAT	XCW/RC= 3.3270
S23	.7561
R5P1	.8356
R5P2	.8419
R5P3	.8508
R5P4	.8519
R5P5	.8644
R5P6	.8732
R5P7	.9246
R5P8	.9725
R5P9	.9775
R5P10	.9698
R5P11	.9662

STAT XCW/RC= 5.4850

36 DEG RAKE		198 DEG RAKE	
A36	.9060	A198	.9377
B36	.8961	B198	.9496
C36	.8691	C198	.9370
D36	.8450	D198	.8895
E36	.8319	E198	.8554
90 DEG RAKE		**252 DEG RAKE**	
A90	.9690	A252	.9224
B90	.9613	B252	.9121
C90	.9276	C252	.8950
D90	.9088	D252	.8840
E90	.9009	E252	.8691
144 DEG RAKE		**324 DEG RAKE**	
A144	.9659	A324	.9065
B144	.9516	B324	.9184
C144	.8968	C324	.8988
D144	.8797	D324	.8857
E144	.8626	E324	.8795

STATIC PRESSURES

TAP	SPIKE XCW/RC	SPIKE P/PO	TAP	COWL XCW/RC	COWL P/PO
S1	.3262	.9133	S14	.0340	.9076
S2	.4752	.9142	S15	.1860	.9016
S11	.4752	.9150	S16	.4150	.9163
S12	.4752	.9154	S17	.8470	.9296
S13	.4752	.9186	S18	1.1740	.9114
S3	.5452	.9247	S19	1.4590	.8993
S4	.8092	.9105	S20	1.5400	.8136
S5	1.0452	.9005	S21	1.8270	.8894
S6	1.2922	.9015	S22	2.7840	.7089
S7	1.4202	.8977	S23	3.2980	.7561
S8	1.5522	.8887	S26	5.2890	.7646
S9	1.9152	.8906			
S10	2.2512	.8785			
S27	5.3000	.7751			
S28	1.0452	.9758			

YF-12 INLET NOISE SUPRESSION STUDY

RUN	63	FLIGHT DATE	09/13/79	SPIKE POS. DX/RC	.0834	AMBIENT TEMP	300.6 DEG K	MAX-MIN DIST	.0212
		FLIGHT NO.	0	BYPASS POS.	CLOSED	AMBIENT PRESS	.9183 ATMOS	K=CIRCUMF.	.6981
START	3:54:18.000	INTERVAL	1.000	ENG.FACE RECOV	.9710	ENGINE M/M*	.8660	K=RADIAL	.0466
STOP	3:54:47.997	ENG COR RPM	3827.	ENG.FACE MACH NO	.1928	COWL M/M*	.3461		
				COWL LIP RECOV	.9841	ADDITIVE M/M*	.5199	K=DELTA	.0111
				MACH AT COWL LIP	.1117			K=A	.0576

SPIKE R1

STAT	XCW/RC= .8476
S2	.9788
R1P1	.9999
R1P2	1.0060
R1P3	1.0024
R1P4	1.0024
R1P5	1.0024
R1P6	1.0023
R1P7	1.0024
R1P8	1.0019
R1P9	1.0054

COWL R3

STAT	XCW/RC= .0700
S14	.9723
R3P1	.9720
R3P2	.9718
R3P3	.9719
R3P4	.9718
R3P5	.9718
R3P6	.9719
R3P7	.9880
R3P8	.9717
R3P9	.9723
R3P10	.9752
R3P11	.9857
R3P12	.9960
R3P13	1.0057
R3P14	1.0052
R3P15	1.0055
R3P16	1.0060

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.9644	A198	.9731
B36	.9747	B198	.9771
C36	.9764	C198	.9811
D36	.9734	D198	.9718
E36	.9710	E198	.9614
90 DEG RAKE		252 DEG RAKE	
A90	.9713	A252	.9660
B90	.9767	B252	.9700
C90	.9747	C252	.9746
D90	.9694	D252	.9705
E90	.9656	E252	.9679
144 DEG RAKE		324 DEG RAKE	
A144	.9776	A324	.9661
B144	.9750	B324	.9755
D144	.9667	C324	.9723
C144	.9636	D324	.9710
E144	.9605	E324	.9700

SPIKE R2

STAT	XCW/RC= 2.2426
S9	.9154
R2P1	.9519
R2P2	.9974
R2P3	.9946
R2P4	.9786
R2P5	.9567

COWL R4

STAT	XCW/RC= 1.5380
S20	.8154
R4P1	.9902
R4P2	.9995
R4P3	.9997
R4P4	1.0007
R4P5	1.0012
R4P6	1.0018
R4P7	1.0030
R4P8	1.0038
R4P9	1.0045
R4P10	1.0049
R4P11	1.0047
R4P12	1.0018

STATIC PRESSURES

TAP	SPIKE XCW/RC	P/PO	TAP	COWL XCW/RC	P/PO
S1	.0960	.9738	S14	.0340	.9723
S2	.8470	.9788	S15	.1860	.9711
S11	.8470	.9719	S16	.4150	.9683
S12	.8470	.9721	S17	.8470	.9792
S13	.8470	.9736	S18	1.1740	.9618
S3	.9150	.9728	S19	1.4590	.9190
S4	1.1810	.9480	S20	1.5400	.8154
S5	1.4170	.9084	S21	1.8270	.8925
S6	1.6040	.8891	S22	2.7840	.9261
S7	1.7920	.8921	S23	3.2980	.9436
S8	1.9240	.8947	S26	5.2890	.9419
S9	2.2870	.9154			
S10	2.8230	.9283			
S27	5.3000	.9498			
S28	1.4170	.9859			

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.9436
R6P1	.9579
R6P2	.9652
R6P3	.9571
R6P4	.9582
R6P5	.9608
R6P8	.9692
R6P9	.9738
R6P10	.9731
R6P11	.9801

COWL R5

STAT	XCW/RC= 3.3270
S23	.9436
R5P1	.9496
R5P2	.9499
R5P3	.9508
R5P4	.9508
R5P5	.9520
R5P6	.9518
R5P7	.9527
R5P8	.9595
R5P9	.9672
R5P10	.9742
R5P11	.9942

YF-12 INLET NOISE SUPRESSION STUDY

RUN	64	FLIGHT DATE	09/13/79	SPIKE POS. DX/RC	.0829	AMBIENT TEMP	300.0 DEG K	MAX-MIN DIST	.0249
		FLIGHT NO.	0	BYPASS POS.	CLOSED	AMBIENT PRESS	.9190 ATMOS	K-CIRCUMF.	.6721
START	3:56:45.001	INTERVAL	1.000	ENG.FACE RECOV	.9657	ENGINE M/M*	.8800	K-RADIAL	.0491
STOP	3:57:14.999	ENG COR RPM	4003.	ENG.FACE MACH NO	.2160	COWL M/M*	.3659		
				COWL LIP RECOV	.9788	ADDITIVE M/M*	.5142	K-DELTA	.0191
				MACH AT COWL LIP	.1188			K-A	.0682

SPIKE R1

STAT	XCW/RC= .8481
S2	.9708
R1P1	.9985
R1P2	1.0011
R1P3	1.0016
R1P4	1.0014
R1P5	1.0015
R1P6	1.0012
R1P7	1.0014
R1P8	1.0012
R1P9	.9997

COWL R3

STAT	XCW/RC= .0700
S14	.9677
R3P1	.9671
R3P2	.9672
R3P3	.9673
R3P4	.9673
R3P5	.9675
R3P6	.9675
R3P7	.9666
R3P8	.9668
R3P9	.9668
R3P10	.9688
R3P11	.9792
R3P12	.9906
R3P13	1.0047
R3P14	1.0047
R3P15	1.0050
R3P16	1.0057

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.9586	A198	.9743
B36	.9699	B198	.9737
C36	.9726	C198	.9758
D36	.9685	D198	.9605
E36	.9658	E198	.9531
90 DEG RAKE		**252 DEG RAKE**	
A90	.9669	A252	.9608
B90	.9721	B252	.9640
C90	.9684	C252	.9604
D90	.9635	D252	.9659
E90	.9595	E252	.9676
144 DEG RAKE		**324 DEG RAKE**	
A144	.9736	A324	.9629
B144	.9751	B324	.9703
D144	.9665	C324	.9677
C144	.9561	D324	.9625
E144	.9518	E324	.9607

SPIKE R2

STAT	XCW/RC= 2.2431
S9	.9021
R2P1	.9471
R2P2	.9893
R2P3	.9932
R2P4	.9717
R2P5	.9533

COWL R4

STAT	XCW/RC= 1.5380
S20	.7893
R4P1	.9666
R4P2	.9974
R4P3	.9983
R4P4	.9995
R4P5	1.0007
R4P6	1.0014
R4P7	1.0025
R4P8	1.0030
R4P9	1.0038
R4P10	1.0043
R4P11	1.0045
R4P12	1.0008

STATIC PRESSURES

TAP	SPIKE XCW/RC	SPIKE P/PO	TAP	COWL XCW/RC	COWL P/PO
S1	.0991	.9696	S14	.0540	.9677
S2	.8481	.9708	S15	.1860	.9628
S11	.8481	.9675	S16	.4150	.9637
S12	.8481	.9660	S17	.8470	.9753
S13	.8481	.9695	S18	1.1740	.9562
S3	.9101	.9683	S19	1.4590	.9063
S4	1.1821	.9409	S20	1.5400	.7893
S5	1.4161	.8925	S21	1.8270	.8757
S6	1.6051	.8717	S22	2.7840	.9146
S7	1.7931	.8760	S23	3.2980	.9338
S8	1.9651	.8779	S26	5.2890	.9332
S9	2.2881	.9021			
S10	2.6241	.9173			
S27	5.3000	.9357			
S28	1.4181	.9830			

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.9338
R6P1	.9472
R6P2	.9545
R6P3	.9502
R6P4	.9517
R6P5	.9534
R6P8	.9617
R6P9	.9652
R6P10	.9694
R6P11	.9771

COWL R5

STAT	XCW/RC= 3.3270
S23	.9338
R5P1	.9415
R5P2	.9406
R5P3	.9420
R5P4	.9417
R5P5	.9424
R5P6	.9434
R5P7	.9452
R5P8	.9497
R5P9	.9606
R5P10	.9726
R5P11	.9927

YF-12 INLET NOISE SUPRESSION STUDY

RUN	65	FLIGHT DATE	09/13/79	SPIKE POS. DX/RC	.0830	AMBIENT TEMP	300.0 DEG K	MAX-MIN DIST	.0313
		FLIGHT NO.	0	BYPASS POS.	OPEN	AMBIENT PRESS	.9191 ATMOS	K-CIRCUMF.	.6372
START	3:58:57.000	INTERVAL	1.000	ENG.FACE RECOV	.9587	ENGINE M/M*	.9004	K-RADIAL	.0592
STOP	3:59:26.997	ENG COR RPM	4234.	ENG.FACE MACH NO	.2366	COWL M/M*	.4105		
				COWL LIP RECOV	.9745	ADDITIVE M/M*	.4900	K-DELTA	.0243
				MACH AT COWL LIP	.1542			K-A	.0835

SPIKE R1

STAT	XCW/RC= .8480
S2	.9637
R1P1	.9983
R1P2	1.0009
R1P3	1.0014
R1P4	1.0014
R1P5	1.0014
R1P6	1.0014
R1P7	1.0016
R1P8	1.0012
R1P9	.9994

COWL R3

STAT	XCW/RC= .0700
S14	.9610
R3P1	.9609
R3P2	.9608
R3P3	.9607
R3P4	.9609
R3P5	.9604
R3P6	.9601
R3P7	.9857
R3P8	.9601
R3P9	.9616
R3P10	.9654
R3P11	.9786
R3P12	.9917
R3P13	1.0048
R3P14	1.0048
R3P15	1.0046
R3P16	1.0051

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.9496	A198	.9620
B36	.9633	B198	.9606
C36	.9644	C198	.9730
D36	.9607	D198	.9506
E36	.9501	E198	.9445
90 DEG RAKE		252 DEG RAKE	
A90	.9601	A252	.9528
B90	.9679	B252	.9580
C90	.9661	C252	.9574
D90	.9563	D252	.9605
E90	.9505	E252	.9561
144 DEG RAKE		324 DEG RAKE	
A144	.9682	A324	.9521
B144	.9709	B324	.9651
D144	.9555	C324	.9603
C144	.9483	D324	.9590
E144	.9450	E324	.9572

SPIKE R2

STAT	XCW/RC= 2.2430
S9	.8826
R2P1	.9353
R2P2	.9877
R2P3	.9916
R2P4	.9663
R2P5	.9395

COWL R4

STAT	XCW/RC= 1.5380
S20	.7458
R4P1	.9830
R4P2	.9960
R4P3	.9971
R4P4	.9976
R4P5	.9990
R4P6	.9997
R4P7	1.0014
R4P8	1.0020
R4P9	1.0031
R4P10	1.0040
R4P11	1.0039
R4P12	1.0003

STATIC PRESSURES

TAP	SPIKE XCW/RC	SPIKE P/PO	TAP	COWL XCW/RC	COWL P/PO
S1	.6990	.9636	S14	.0340	.9610
S2	.8480	.9637	S15	.1860	.9569
S11	.8480	.9616	S16	.4150	.9574
S12	.8480	.9621	S17	.8470	.9717
S13	.8480	.9645	S18	1.1740	.9479
S3	.9160	.9629	S19	1.4590	.8888
S4	1.1820	.9294	S20	1.5400	.7458
S5	1.4180	.8729	S21	1.8270	.8515
S6	1.6050	.8431	S22	2.7840	.8977
S7	1.7950	.8514	S23	3.2980	.9201
S8	1.9250	.8542	S26	5.2890	.9207
S9	2.2800	.8826			
S10	2.6240	.8974			
S27	5.3000	.9226			
S28	1.4180	.9802			

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.9201
R6P1	.9357
R6P2	.9433
R6P3	.9412
R6P4	.9417
R6P5	.9454
R6P6	.9527
R6P9	.9576
R6P10	.9636
R6P11	.9708

COWL R5

STAT	XCW/RC= 3.3270
S23	.9201
R5P1	.9282
R5P2	.9283
R5P3	.9292
R5P4	.9291
R5P5	.9296
R5P6	.9302
R5P7	.9322
R5P8	.9370
R5P9	.9513
R5P10	.9671
R5P11	.9875

YF-12 INLET NOISE SUPPRESSION STUDY

RUN	66	FLIGHT DATE	09/13/79	SPIKE POS. DX/RC	.0829	AMBIENT TEMP	300.0 DEG K	MAX-MIN DIST	.0329
		FLIGHT NO.	0	BYPASS POS.	CLOSED	AMBIENT PRESS	.9193 ATMOS	K-CIRCUMF.	.6210
START	4: 0:45.000	INTERVAL	1.000	ENG.FACE RECOV	.9514	ENGINE M/M*	.9137	K-RADIAL	.0578
STOP	4: 1:15.000	ENG COR RPM	4393.	ENG.FACE MACH NO	.2503	COWL M/M*	.4288		
				COWL LIP RECOV	.9709	ADDITIVE M/M*	.4849	K-DELTA	.0360
				MACH AT COWL LIP	.1408			K-A	.0938

SPIKE R1

STAT	XCW/RC= .8481
S2	.9590
R1P1	.9979
R1P2	1.0009
R1P3	1.0013
R1P4	1.0012
R1P5	1.0013
R1P6	1.0013
R1P7	1.0015
R1P8	1.0010
R1P9	.9993

SPIKE R2

STAT	XCW/RC= 2.2431
S9	.8653
R2P1	.9265
R2P2	.9857
R2P3	.9902
R2P4	.9601
R2P5	.9273

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.9072
R6P1	.9276
R6P2	.9355
R6P3	.9311
R6P4	.9324
R6P5	.9339
R6P6	.9401
R6P9	.9519
R6P10	.9576
R6P11	.9691

COWL R3

STAT	XCW/RC= .0700
S14	.9560
R3P1	.9559
R3P2	.9555
R3P3	.9557
R3P4	.9559
R3P5	.9561
R3P6	.9560
R3P7	.9800
R3P8	.9553
R3P9	.9559
R3P10	.9601
R3P11	.9758
R3P12	.9893
R3P13	1.0045
R3P14	1.0044
R3P15	1.0052
R3P16	1.0051

COWL R4

STAT	XCW/RC= 1.5380
S20	.7136
R4P1	.9821
R4P2	.9951
R4P3	.9957
R4P4	.9967
R4P5	.9981
R4P6	.9995
R4P7	1.0008
R4P8	1.0023
R4P9	1.0031
R4P10	1.0038
R4P11	1.0043
R4P12	.9998

COWL R5

STAT	XCW/RC= 3.3270
S23	.9072
R5P1	.9158
R5P2	.9165
R5P3	.9177
R5P4	.9181
R5P5	.9177
R5P6	.9190
R5P7	.9188
R5P8	.9201
R5P9	.9379
R5P10	.9565
R5P11	.9840

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.9434	A198	.9545
B36	.9577	B198	.9598
C36	.9569	C198	.9651
D36	.9545	D198	.9484
E36	.9494	E198	.9373
90 DEG RAKE		**252 DEG RAKE**	
A90	.9535	A252	.9469
B90	.9621	B252	.9502
C90	.9597	C252	.9494
D90	.9511	D252	.9513
E90	.9434	E252	.9462
144 DEG RAKE		**324 DEG RAKE**	
A144	.9644	A324	.9454
B144	.9648	B324	.9602
D144	.9468	C324	.9541
C144	.9405	D324	.9480
E144	.9538	E324	.9424

STATIC PRESSURES

TAP	SPIKE XCW/RC	SPIKE P/PO	TAP	COWL XCW/RC	COWL P/PO
S1	.6991	.9591	S14	.0340	.9560
S2	.8481	.9590	S15	.1860	.9512
S11	.8481	.9573	S16	.4150	.9523
S12	.8481	.9574	S17	.8470	.9688
S13	.8481	.9605	S18	1.1740	.9427
S3	.9101	.9586	S19	1.4590	.8742
S4	1.1821	.9217	S20	1.5400	.7136
S5	1.4181	.8588	S21	1.8270	.8287
S6	1.6651	.8222	S22	2.7840	.8839
S7	1.7951	.8278	S23	3.2980	.9072
S8	1.9251	.8327	S26	5.2890	.9086
S9	2.2881	.8653			
S10	2.8241	.8805			
S27	5.3000	.9122			
S28	1.4181	.9778			

YF-12 INLET NOISE SUPRESSION STUDY

RUN	69	FLIGHT DATE	09/13/79	SPIKE POS. DX/RC	.0827	AMBIENT TEMP	301.1 DEG K	MAX-MIN DIST	.0522
		FLIGHT NO.	0	BYPASS POS.	CLOSED	AMBIENT PRESS	.9190 ATMOS	K-CIRCUMF.	.5217
START	4: 8:35.001	INTERVAL	1.000	ENG.FACE RECOV	.9215	ENGINE M/M*	.9664	K-RADIAL	.1002
STOP	4: 9: 4.998	ENG COR RPM	5004.	ENG.FACE MACH NO	.3075	COWL M/M*	.4947		
				COWL LIP RECOV	.9574	ADDITIVE M/M*	.4717	K-DELTA	.0361
				MACH AT COWL LIP	.1655			K-A	.1363

SPIKE R1

STAT	XCW/RC= .8483
S2	.9419
R1P1	.9956
R1P2	.9999
R1P3	1.0007
R1P4	1.0008
R1P5	1.0010
R1P6	1.0006
R1P7	1.0009
R1P8	1.0005
R1P9	.9972

COWL R3

STAT	XCW/RC= .0700
S14	.9367
R3P1	.9363
R3P2	.9357
R3P3	.9357
R3P4	.9361
R3P5	.9363
R3P6	.9364
R3P7	.9730
R3P8	.9366
R3P9	.9373
R3P10	.9407
R3P11	.9561
R3P12	.9770
R3P13	1.0040
R3P14	1.0042
R3P15	1.0047
R3P16	1.0050

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.9135	A198	.9317
B36	.9332	B198	.9383
C36	.9299	C198	.9371
D36	.9239	D198	.9129
E36	.9160	E198	.8963
90 DEG RAKE		252 DEG RAKE	
A90	.9280	A252	.9169
B90	.9405	B252	.9215
C90	.9353	C252	.9214
D90	.9215	D252	.9191
E90	.9082	E252	.9120
144 DEG RAKE		324 DEG RAKE	
A144	.9438	A324	.9163
B144	.9373	B324	.9334
D144	.9079	C324	.9255
C144	.9018	D324	.9167
E144	.8957	E324	.9097

SPIKE R2

STAT	XCW/RC= 2.2433
S9	.7962
R2P1	.8811
R2P2	.9788
R2P3	.9786
R2P4	.9293
R2P5	.8800

COWL R4

STAT	XCW/RC= 1.5380
S20	.5500*
R4P1	.9692
R4P2	.9906
R4P3	.9919
R4P4	.9932
R4P5	.9949
R4P6	.9961
R4P7	.9984
R4P8	.9998
R4P9	1.0015
R4P10	1.0028
R4P11	1.0028
R4P12	.9988

STATIC PRESSURES

TAP	SPIKE XCW/RC	SPIKE P/PO	TAP	COWL XCW/RC	COWL P/PO
S1	.6993	.9427	S14	.0340	.9367
S2	.8483	.9419	S15	.1860	.9314
S11	.8483	.9401	S16	.4150	.9327
S12	.8483	.9357	S17	.8470	.9551
S13	.8483	.9439	S18	1.1740	.9176
S3	.9163	.9419	S19	1.4590	.8137
S4	1.1823	.8903	S20	1.5400	.5500
S5	1.4183	.7923	S21	1.8270	.7313
S6	1.6053	.7223	S22	2.7840	.8215
S7	1.7933	.7336	S23	3.2980	.8556
S8	1.9253	.7411	S26	5.2890	.8600
S9	2.2883	.7962			
S10	2.6243	.8266			
S27	5.3000	.8645			
S28	1.4183	.9687			

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.8556
R6P1	.8841
R6P2	.8976
R6P3	.8906
R6P4	.8939
R6P5	.8963
R6P8	.9164
R6P9	.9251
R6P10	.9368
R6P11	.9524

COWL R5

STAT	XCW/RC= 3.3270
S23	.8556
R5P1	.8654
R5P2	.8659
R5P3	.8674
R5P4	.8671
R5P5	.8692
R5P6	.8676
R5P7	.8700
R5P8	.8805
R5P9	.9013
R5P10	.9243
R5P11	.9641

*ESTIMATED

YF-12 INLET NOISE SUPPRESSION STUDY

RUN	70	FLIGHT DATE	09/13/79	SPIKE POS. DX/RC	.4577	AMBIENT TEMP	305.0 DEG K	MAX-MIN DIST	.0592
		FLIGHT NO.	0	BYPASS POS.	CLOSED	AMBIENT PRESS	.9194 ATMOS	K-CIRCUMF.	.7720
START	5:14:17.002	INTERVAL	1.000	ENG.FACE RECOV	.9813	ENGINE M/M*	.6035	K-RADIAL	.0565
STOP	5:14:46.998	ENG COR RPM	3759.	ENG.FACE MACH NO	.1879	COWL M/M*	.2990		
				COWL LIP RECOV	.9736	ADDITIVE M/M*	.3045	K-DELTA	.0736
				MACH AT COWL LIP	.1405			K-A	.1301

SPIKE R1

STAT	XCW/RC= .4733
S2	.9593
R1P1	1.0027
R1P2	1.0025
R1P3	1.0029
R1P4	1.0029
R1P5	1.0031
R1P6	.9565
R1P7	1.0030
R1P8	1.0029
R1P9	.9990

COWL R3

STAT	XCW/RC= .0700
S14	.9613
R3P1	.9603
R3P2	.9602
R3P3	.9602
R3P4	.9600
R3P5	.9600
R3P6	.9135
R3P7	.9925
R3P8	.9604
R3P9	.9644
R3P10	.9784
R3P11	1.0004
R3P12	1.0041
R3P13	1.0097
R3P14	1.0097
R3P15	1.0096
R3P16	1.0096

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.9798	A198	.9821
B36	.9859	B198	.9860
C36	.9876	C198	.9886
D36	.9859	D198	.9821
E36	.9835	E198	.9792
90 DEG RAKE		252 DEG RAKE	
A90	.9827	A252	.9810
B90	.9803	B252	.9874
C90	.9847	C252	.9841
D90	.9811	D252	.9836
E90	.9785	E252	.9780
144 DEG RAKE		324 DEG RAKE	
A144	.9865	A324	.9846
B144	.9895	B324	.9857
D144	.9808	C324	.9312
C144	.9774	D324	.9800
E144	.9741	E324	.9810

SPIKE R2

STAT	XCW/RC= 1.8083
S9	.9448
R2P1	.9732
R2P2	.9848
R2P3	.9956
R2P4	.9943
R2P5	.9786

COWL R4

STAT	XCW/RC= 1.5380
S20	.9104
R4P1	.9920
R4P2	.9980
R4P3	.9998
R4P4	1.0003
R4P5	1.0009
R4P6	1.0011
R4P7	1.0011
R4P8	1.0020
R4P9	1.0028
R4P10	1.0030
R4P11	1.0034
R4P12	1.0045

STATIC PRESSURES

TAP	SPIKE XCW/RC	SPIKE P/PO	TAP	COWL XCW/RC	COWL P/PO
S1	.3243	.9585	S14	.0340	.9613
S2	.4733	.9593	S15	.1860	.9536
S11	.4733	.9574	S16	.4150	.9598
S12	.4733	.9588	S17	.8470	.9674
S13	.4733	.9612	S18	1.1740	.9594
S3	.5413	.9635	S19	1.4590	.9530
S4	.6073	.9564	S20	1.5400	.9104
S5	1.0433	.9526	S21	1.8270	.9425
S6	1.2903	.9530	S22	2.7840	.9515
S7	1.4183	.9507	S23	3.2980	.9634
S8	1.5503	.9448	S26	5.2890	.9562
S9	1.9133	.9440			
S10	2.2493	.9499			
S27	5.3000	.9583			
S28	1.0433	.9440			

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.9634
R6P1	.9747
R6P2	.9785
R6P3	.9780
R6P4	.9786
R6P5	.9821
R6P8	.9824
R6P9	.9846
R6P10	.9851
R6P11	.9869

COWL R5

STAT	XCW/RC= 3.3270
S23	.9634
R5P1	.9730
R5P2	.9731
R5P3	.9741
R5P4	.9741
R5P5	.9745
R5P6	.9763
R5P7	.9789
R5P8	.9854
R5P9	.9914
R5P10	.9950
R5P11	.9980

YF-12 INLET NOISE SUPRESSION STUDY

RUN	71	FLIGHT DATE	09/13/79	SPIKE POS. DX/RC	.4577	AMBIENT TEMP	306.7 DEG K	MAX-MIN DIST	.0181
		FLIGHT NO.	0	BYPASS POS.	CLOSED	AMBIENT PRESS	.9203 ATMOS	K-CIRCUMF.	.6368
START	5:17: 7.000	INTERVAL	1.000	ENG.FACE RECOV	.9743	ENGINE M/M*	.6287	K-RADIAL	.0448
STOP	5:17:37.000	ENG COR RPM	4172.	ENG.FACE MACH NO	.2269	COWL M/M*	.3683		
				COWL LIP RECOV	.9654	ADDITIVE M/M*	.2604	K-DELTA	.0050
				MACH AT COWL LIP	.1757			K-A	.0498

SPIKE R1

STAT	XCW/RC= .4733
S2	.9468
R1P1	1.0032
R1P2	1.0095
R1P3	1.0085
R1P4	1.0063
R1P5	1.0023
R1P6	1.0044
R1P7	1.0053
R1P8	1.0050
R1P9	.9960

SPIKE R2

STAT	XCW/RC= 1.8683
S9	.9212
R2P1	.9585
R2P2	.9773
R2P3	.9848
R2P4	.9897
R2P5	.9899

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.9455
R6P1	.9614
R6P2	.9683
R6P3	.9689
R6P4	.9669
R6P5	.9672
R6P8	.9722
R6P9	.9749
R6P10	.9812
R6P11	.9816

COWL R3

STAT	XCW/RC= .0700
S14	.9428
R3P1	.9416
R3P2	.9416
R3P3	.9413
R3P4	.9415
R3P5	.9415
R3P6	.9415
R3P7	.9899
R3P8	.9416
R3P9	.9457
R3P10	.9617
R3P11	.9922
R3P12	1.0000
R3P13	1.0083
R3P14	1.0081
R3P15	1.0083
R3P16	1.0085

COWL R4

STAT	XCW/RC= 1.5540
S20	.8726
R4P1	.9842
R4P2	.9939
R4P3	.9952
R4P4	.9959
R4P5	.9963
R4P6	.9968
R4P7	.9977
R4P8	.9984
R4P9	.9988
R4P10	.9994
R4P11	1.0005
R4P12	1.0006

COWL R5

STAT	XCW/RC= 3.3270
S23	.9455
R5P1	.9588
R5P2	.9588
R5P3	.9600
R5P4	.9605
R5P5	.9615
R5P6	.9627
R5P7	.9667
R5P8	.9738
R5P9	.9827
R5P10	.9925
R5P11	.9931

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.9700	A198	.9745
B36	.9779	B198	.9787
C36	.9809	C198	.9813
D36	.9795	D198	.9715
E36	.9750	E198	.9602
90 DEG RAKE		**252 DEG RAKE**	
A90	.9730	A252	.9714
B90	.9783	B252	.9766
C90	.9752	C252	.9807
D90	.9721	D252	.9755
E90	.9681	E252	.9731
144 DEG RAKE		**324 DEG RAKE**	
A144	.9776	A324	.9711
B144	.9814	B324	.9769
D144	.9740	C324	.9749
C144	.9688	D324	.9706
E144	.9657	E324	.9707

STATIC PRESSURES

TAP	SPIKE XCW/RC	P/PO	TAP	COWL XCW/RC	P/PO
S1	.3243	.9416	S14	.0540	.9428
S2	.4733	.9468	S15	.1860	.9348
S11	.4733	.9404	S16	.4150	.9425
S12	.4733	.9415	S17	.8470	.9536
S13	.4733	.9452	S18	1.1740	.9426
S3	.5413	.9475	S19	1.4590	.9337
S4	.6073	.9390	S20	1.5400	.8726
S5	1.0433	.9335	S21	1.8270	.9190
S6	1.2963	.9342	S22	2.7840	.9315
S7	1.4183	.9306	S23	3.2980	.9455
S8	1.5503	.9223	S26	5.2890	.9384
S9	1.9133	.9212			
S10	2.2493	.9296			
S27	5.3000	.9413			
S28	1.0433	.9852			

YF-12 INLET NOISE SUPRESSION STUDY

RUN	72	FLIGHT DATE	09/13/79	SPIKE POS. DX/RC	.4577	AMBIENT TEMP	306.7 DEG K	MAX-MIN DIST	.0331
		FLIGHT NO.	0	BYPASS POS.	CLOSED	AMBIENT PRESS	.9195 ATMOS	K-CIRCUMF.	.5716
START	5:19: .007	INTERVAL	1.000	ENG.FACE RECOV	.9651	ENGINE M/Mo	.6656	K-RADIAL	.0539
STOP	5:19:29.998	ENG COR RPM	4641.	ENG.FACE MACH NO	.2044	COWL M/Mo	.4201		
				COWL LIP RECOV	.9504	ADDITIVE M/Mo	.2455	K-DELTA	.0225
				MACH AT COWL LIP	.2049			K-A	.0761

SPIKE R1

STAT	XCW/RC= .4733
S2	.9240
R1P1	1.0020
R1P2	1.0019
R1P3	1.0029
R1P4	1.0029
R1P5	1.0023
R1P6	1.0029
R1P7	1.0029
R1P8	1.0025
R1P9	.9948

COWL R3

STAT	XCW/RC= .0700
S14	.9220
R3P1	.9206
R3P2	.9204
R3P3	.9201
R3P4	.9201
R3P5	.9194
R3P6	.9202
R3P7	.9852
R3P8	.9203
R3P9	.9258
R3P10	.9451
R3P11	.9860
R3P12	.9982
R3P13	1.0091
R3P14	1.0092
R3P15	1.0093
R3P16	1.0097

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.9599	A198	.9606
B36	.9705	B198	.9686
C36	.9732	C198	.9736
D36	.9706	D198	.9637
E36	.9651	E198	.9505
90 DEG RAKE		**252 DEG RAKE**	
A90	.9647	A252	.9619
B90	.9731	B252	.9682
C90	.9725	C252	.9658
D90	.9650	D252	.9631
E90	.9587	E252	.9538
144 DEG RAKE		**324 DEG RAKE**	
A144	.9699	A324	.9615
B144	.9800	B324	.9684
D144	.9659	C324	.9682
C144	.9570	D324	.9602
E144	.9480	E324	.9601

SPIKE R2

STAT	XCW/RC= 1.8683
S9	.8908
R2P1	.9461
R2P2	.9718
R2P3	.9884
R2P4	.9859
R2P5	.9567

COWL R4

STAT	XCW/RC= 1.5380
S20	.8206
R4P1	.9782
R4P2	.9906
R4P3	.9920
R4P4	.9935
R4P5	.9943
R4P6	.9946
R4P7	.9960
R4P8	.9965
R4P9	.9961
R4P10	.9968
R4P11	.9989
R4P12	.9997

STATIC PRESSURES

TAP	SPIKE XCW/RC	SPIKE P/PO	TAP	COWL XCW/RC	COWL P/PO
S1	.3243	.9228	S14	.0340	.9220
S2	.4733	.9240	S15	.1860	.9144
S11	.4733	.9214	S16	.4150	.9253
S12	.4733	.9247	S17	.8470	.9384
S13	.4733	.9282	S18	1.1740	.9230
S3	.5413	.9307	S19	1.4590	.9108
S4	.6073	.9182	S20	1.5400	.8206
S5	1.0433	.9102	S21	1.8270	.8887
S6	1.2903	.9112	S22	2.7840	.9078
S7	1.4183	.9064	S23	3.2980	.9235
S8	1.5503	.8945	S26	5.2890	.9170
S9	1.9133	.8908			
S10	2.2493	.9046			
S27	5.3000	.9212			
S28	1.0433	.9805			

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.9235
R6P1	.9460
R6P2	.9591
R6P3	.9554
R6P4	.9548
R6P5	.9561
R6P8	.9641
R6P9	.9673
R6P10	.9705
R6P11	.9743

COWL R5

STAT	XCW/RC= 3.3270
S23	.9235
R5P1	.9400
R5P2	.9408
R5P3	.9429
R5P4	.9439
R5P5	.9448
R5P6	.9466
R5P7	.9515
R5P8	.9635
R5P9	.9763
R5P10	.9871
R5P11	.9909

YF-12 INLET NOISE SUPRESSION STUDY

RUN	73	FLIGHT DATE	09/13/79	SPIKE POS. DX/RC	.4577	AMBIENT TEMP	306.7 DEG K	MAX-MIN DIST	.0427
		FLIGHT NO.	0	BYPASS POS.	CLOSED	AMBIENT PRESS	.9198 ATMOS	K-CIRCUMF.	.5106
START	5:21:25.000	INTERVAL	1.000	ENG.FACE RECOV	.9534	ENGINE M/M.	.6999	K-RADIAL	.0718
STOP	5:21:55.000	ENG COR RPM	5080.	ENG.FACE MACH NO	.3088	CORE M/M.	.4788		
				CORE LIP RECOV	.9349	ADDITIVE M/M.	.2211	K-DELTA	.0296
				MACH AT CORE LIP	.2396			K-A	.1013

SPIKE R1

STAT	XCW/RC= .4733
S2	.9005
R1P1	1.0011
R1P2	1.0017
R1P3	1.0026
R1P4	1.0044
R1P5	1.0021
R1P6	1.0022
R1P7	1.0032
R1P8	1.0028
R1P9	.9955

SPIKE R2

STAT	XCW/RC= 1.8683
S9	.8543
R2P1	.9206
R2P2	.9586
R2P3	.9861
R2P4	.9810
R2P5	.9465

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.8946
R6P1	.9319
R6P2	.9420
R6P3	.9411
R6P4	.9395
R6P5	.9439
R6P8	.9496
R6P9	.9540
R6P10	.9584
R6P11	.9618

CORE R3

STAT	XCW/RC= .0700
S14	.8961
R3P1	.8944
R3P2	.8941
R3P3	.8942
R3P4	.8936
R3P5	.8937
R3P6	.8936
R3P7	.9719
R3P8	.8940
R3P9	.9053
R3P10	.9396
R3P11	.9889
R3P12	.9974
R3P13	1.0086
R3P14	1.0086
R3P15	1.0085
R3P16	1.0089

CORE R4

STAT	XCW/RC= 1.5380
S20	.7640
R4P1	.9677
R4P2	.9833
R4P3	.9869
R4P4	.9871
R4P5	.9886
R4P6	.9904
R4P7	.9917
R4P8	.9920
R4P9	.9924
R4P10	.9957
R4P11	.9966
R4P12	.9968

CORE R5

STAT	XCW/RC= 3.3270
S23	.8946
R5P1	.9173
R5P2	.9183
R5P3	.9196
R5P4	.9196
R5P5	.9224
R5P6	.9246
R5P7	.9301
R5P8	.9437
R5P9	.9627
R5P10	.9798
R5P11	.9863

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.9458	A198	.9506
B36	.9610	B198	.9624
C36	.9650	C198	.9684
D36	.9626	D198	.9519
E36	.9551	E198	.9374
90 DEG RAKE		**252 DEG RAKE**	
A90	.9546	A252	.9472
B90	.9625	B252	.9568
C90	.9586	C252	.9558
D90	.9515	D252	.9512
E90	.9439	E252	.9411
144 DEG RAKE		**324 DEG RAKE**	
A144	.9607	A324	.9405
B144	.9736	B324	.9592
D144	.9543	C324	.9556
C144	.9436	D324	.9461
E144	.9329	E324	.9446

STATIC PRESSURES

TAP	SPIKE XCW/RC	SPIKE P/PO	TAP	CORE XCW/RC	CORE P/PO
S1	.3243	.8994	S14	.0340	.8961
S2	.4733	.9005	S15	.1860	.8873
S11	.4733	.8975	S16	.4150	.9017
S12	.4733	.8998	S17	.8470	.9185
S13	.4734	.9062	S18	1.1740	.8979
S3	.5413	.9100	S19	1.4590	.8807
S4	.8073	.8929	S20	1.5400	.7640
S5	1.0433	.8808	S21	1.8270	.8524
S6	1.2903	.8808	S22	2.7840	.8766
S7	1.4183	.8741	S23	3.2980	.8946
S8	1.5503	.8566	S26	5.2890	.8898
S9	1.9133	.8543			
S10	2.2493	.8709			
S27	3.3000	.8943			
S28	1.0433	.9734			

YF-12 INLET NOISE SUPRESSION STUDY

RUN	74	FLIGHT DATE	09/13/79	SPIKE POS. DX/RC	.4561	AMBIENT TEMP	307.2 DEG K	MAX-MIN DIST	.0478
		FLIGHT NO.	0	BYPASS POS.	CLOSED	AMBIENT PRESS	.9211 ATMOS	K-CIRCUMF.	.4833
START	5:24:35.002	INTERVAL	1.000	ENG.FACE RECOV	.9465	ENGINE M/M*	.7133	K-RADIAL	.0776
STOP	5:25: 5.000	ENG COR RPM	5260.	ENG.FACE MACH NO	.3261	COWL M/M*	.5012		
				COWL LIP RECOV	.9272	ADDITIVE M/M*	.2121	K-DELTA	.0285
				MACH AT COWL LIP	.2540			K-A	.1061

SPIKE R1

STAT	XCW/RC= .4749
S2	.8896
R1P1	.9996
R1P2	.9992
R1P3	1.0008
R1P4	1.0005
R1P5	1.0008
R1P6	1.0008
R1P7	1.0008
R1P8	1.0006
R1P9	.9931

COWL R3

STAT	XCW/RC= .0700
S14	.8854
R3P1	.8824
R3P2	.8821
R3P3	.8820
R3P4	.8817
R3P5	.8816
R3P6	.8817
R3P7	.9727
R3P8	.8854
R3P9	.8980
R3P10	.9371
R3P11	.9903
R3P12	.9954
R3P13	1.0068
R3P14	1.0068
R3P15	1.0069
R3P16	1.0073

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.9378	A198	.9442
B36	.9542	B198	.9619
C36	.9597	C198	.9646
D36	.9551	D198	.9446
E36	.9502	E198	.9305
90 DEG RAKE		252 DEG RAKE	
A90	.9465	A252	.9402
B90	.9596	B252	.9533
C90	.9565	C252	.9506
D90	.9479	D252	.9451
E90	.9406	E252	.9314
144 DEG RAKE		324 DEG RAKE	
A144	.9536	A324	.9423
B144	.9646	B324	.9536
D144	.9409	C324	.9452
C144	.9301	D324	.9379
E144	.9194	E324	.9327

SPIKE R2

STAT	XCW/RC= 1.8699
S9	.8376
R2P1	.9134
R2P2	.9549
R2P3	.9830
R2P4	.9795
R2P5	.9359

COWL R4

STAT	XCW/RC= 1.5380
S20	.7350
R4P1	.9616
R4P2	.9793
R4P3	.9822
R4P4	.9848
R4P5	.9857
R4P6	.9868
R4P7	.9877
R4P8	.9894
R4P9	.9912
R4P10	.9937
R4P11	.9955
R4P12	.9961

STATIC PRESSURES

TAP	SPIKE XCW/RC	P/PO	TAP	COWL XCW/RC	P/PO
S1	.3259	.8883	S14	.0340	.8834
S2	.4749	.8896	S15	.1860	.8755
S11	.4749	.8867	S16	.4150	.8912
S12	.4749	.8880	S17	.8470	.9086
S13	.4749	.8940	S18	1.1740	.8853
S3	.5429	.9006	S19	1.4590	.8651
S4	.8069	.8813	S20	1.5400	.7350
S5	1.0449	.8678	S21	1.8270	.8328
S6	1.2919	.8676	S22	2.7840	.8606
S7	1.4199	.8601	S23	3.2980	.8820
S8	1.5519	.8407	S26	5.2890	.8755
S9	1.9149	.8376			
S10	2.2509	.8566			
S27	5.3000	.8821			
S28	1.0449	.9689			

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.8820
R6P1	.9171
R6P2	.9314
R6P3	.9293
R6P4	.9305
R6P5	.9315
R6P8	.9415
R6P9	.9475
R6P10	.9519
R6P11	.9575

COWL R5

STAT	XCW/RC= 3.3270
S23	.8820
R5P1	.9049
R5P2	.9077
R5P3	.9089
R5P4	.9093
R5P5	.9100
R5P6	.9134
R5P7	.9181
R5P8	.9340
R5P9	.9537
R5P10	.9716
R5P11	.9816

YF-12 INLET NOISE SUPRESSION STUDY

RUN	76	FLIGHT DATE	09/13/79	SPIKE POS. DX/RC	.4558	AMBIENT TEMP	306.1 DEG K	MAX-MIN DIST	.0558
		FLIGHT NO.	0	BYPASS POS.	CLOSED	AMBIENT PRESS	.9210 ATMOS	K-CIRCUMF.	.4273
START	5:34:45.003	INTERVAL	1.000	ENG.FACE RECOV	.9379	ENGINE M/M*	.7444	K-RADIAL	.0762
STOP	5:35:15.000	ENG COR RPM	5571.	ENG.FACE MACH NO	.3535	COWL M/M*	.5288		
				COWL LIP RECOV	.9162	ADDITIVE M/M*	.2156	K-DELTA	.0204
				MACH AT COWL LIP	.2728			K-A	.0966

SPIKE R1

STAT	XCW/RC= .4752
S2	.8735
R1P1	.9967
R1P2	.9986
R1P3	1.0004
R1P4	1.0001
R1P5	1.0004
R1P6	1.0006
R1P7	1.0006
R1P8	.9978
R1P9	.9933

COWL R3

STAT	XCW/RC= .0700
S14	.8606
R3P1	.8649
R3P2	.8647
R3P3	.8641
R3P4	.8642
R3P5	.8642
R3P6	.8644
R3P7	.9696
R3P8	.8656
R3P9	.8810
R3P10	.9203
R3P11	.9905
R3P12	.9947
R3P13	1.0070
R3P14	1.0069
R3P15	1.0070
R3P16	1.0079

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.9256	A198	.9299
B36	.9482	B198	.9454
C36	.9547	C198	.9576
D36	.9485	D198	.9412
E36	.9394	E198	.9254
90 DEG RAKE		252 DEG RAKE	
A90	.9384	A252	.9357
B90	.9510	B252	.9440
C90	.9450	C252	.9426
D90	.9548	D252	.9349
E90	.9220	E252	.9182
144 DEG RAKE		324 DEG RAKE	
A144	.9521	A324	.9306
B144	.9631	B324	.9466
D144	.9513	C324	.9457
C144	.9210	D324	.9308
E144	.9108	E324	.9260

SPIKE R2

STAT	XCW/RC= 1.6702
S9	.8100
R2P1	.8975
R2P2	.9455
R2P3	.9795
R2P4	.9733
R2P5	.9152

COWL R4

STAT	XCW/RC= 1.5380
S20	.6943
R4P1	.9525
R4P2	.9733
R4P3	.9762
R4P4	.9788
R4P5	.9796
R4P6	.9806
R4P7	.9830
R4P8	.9852
R4P9	.9870
R4P10	.9900
R4P11	.9922
R4P12	.9957

STATIC PRESSURES

TAP	SPIKE XCW/RL	SPIKE P/PO	TAP	COWL XCW/RL	COWL P/PO
S1	.3262	.8721	S14	.0340	.8666
S2	.4752	.8735	S15	.1860	.8578
S11	.4752	.8710	S16	.4150	.8747
S12	.4752	.8715	S17	.8470	.8951
S13	.4752	.8785	S18	1.1740	.8673
S3	.5432	.8862	S19	1.4590	.8446
S4	.8092	.8650	S20	1.5400	.6943
S5	1.0452	.8473	S21	1.8270	.8048
S6	1.2922	.8406	S22	2.7840	.8384
S7	1.4202	.8375	S23	3.2980	.8623
S8	1.5522	.8133	S26	5.2890	.8560
S9	1.9152	.8100			
S10	2.2512	.8331			
S27	5.3000	.8636			
S28	1.0452	.9646			

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.8623
R6P1	.9032
R6P2	.9198
R6P3	.9162
R6P4	.9193
R6P5	.9218
R6P8	.9337
R6P9	.9401
R6P10	.9452
R6P11	.9519

COWL R5

STAT	XCW/RC= 3.3270
S23	.8623
R5P1	.8896
R5P2	.8921
R5P3	.8926
R5P4	.8936
R5P5	.8961
R5P6	.8992
R5P7	.9063
R5P8	.9226
R5P9	.9469
R5P10	.9642
R5P11	.9788

YF-12 INLET NOISE SUPRESSION STUDY

RUN	77	FLIGHT DATE	09/13/79	SPIKE POS. DX/RC	.4558	AMBIENT TEMP	307.8 DEG K	MAX-MIN DIST	.0520
		FLIGHT NO.	0	BYPASS POS.	CLOSED	AMBIENT PRESS	.9201 ATMOS	K=CIRCUMF.	.4184
START	5:37:10.001	INTERVAL	1.000	ENG.FACE RECOV	.9362	ENGINE M/M*	.7522	K=RADIAL	.0766
STOP	5:37:39.998	ENG COR RPM	5060.	ENG.FACE MACH NO	.5627	COWL M/M*	.5361		
				COWL LIP RECOV	.9120	ADDITIVE M/M*	.2161	K=DELTA	.0223
				MACH AT COWL LIP	.2784			K=A	.0989

SPIKE R1

STAT	XCW/RC= .4752
S2	.8692
R1P1	.9997
R1P2	.9998
R1P3	1.0013
R1P4	1.0010
R1P5	1.0014
R1P6	.9993
R1P7	1.0014
R1P8	1.0014
R1P9	.9921

COWL R3

STAT	XCW/RC= .0700
S14	.8591
R3P1	.8587
R3P2	.8588
R3P3	.8588
R3P4	.8588
R3P5	.8584
R3P6	.8588
R3P7	.9083
R3P8	.8601
R3P9	.8725
R3P10	.9073
R3P11	.9886
R3P12	.9918
R3P13	1.0076
R3P14	1.0076
R3P15	1.0077
R3P16	1.0081

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.9279	A198	.9319
B36	.9481	B198	.9495
C36	.9490	C198	.9599
D36	.9415	D198	.9373
E36	.9352	E198	.9183
90 DEG RAKE		**252 DEG RAKE**	
A90	.9370	A252	.9330
B90	.9533	B252	.9454
C90	.9448	C252	.9430
D90	.9315	D252	.9343
E90	.9200	E252	.9157
144 DEG RAKE		**324 DEG RAKE**	
A144	.9494	A324	.9255
B144	.9524	B324	.9431
D144	.9292	C324	.9423
C144	.9202	D324	.9309
E144	.9112	E324	.9255

SPIKE R2

STAT	XCW/RC= 1.8702
S9	.8015
R2P1	.8984
R2P2	.9435
R2P3	.9728
R2P4	.9677
R2P5	.9113

COWL R4

STAT	XCW/RC= 1.5380
S20	.6777
R4P1	.9491
R4P2	.9647
R4P3	.9746
R4P4	.9764
R4P5	.9773
R4P6	.9797
R4P7	.9827
R4P8	.9847
R4P9	.9866
R4P10	.9867
R4P11	.9910
R4P12	.9959

STATIC PRESSURES

TAP	SPIKE XCW/RC	P/PO	TAP	COWL XCW/RC	P/PO
S1	.3262	.8672	S14	.0340	.8591
S2	.4752	.8692	S15	.1860	.8499
S11	.4752	.8669	S16	.4150	.8683
S12	.4752	.8675	S17	.8470	.8900
S13	.4752	.8741	S18	1.1740	.8612
S3	.5432	.8822	S19	1.4590	.8386
S4	.8092	.8584	S20	1.5400	.6777
S5	1.0452	.8413	S21	1.8270	.7961
S6	1.2922	.8406	S22	2.7840	.8324
S7	1.4202	.8308	S23	3.2980	.8565
S8	1.5522	.8051	S26	5.2890	.8506
S9	1.9152	.8015			
S10	2.2512	.8256			
S27	5.3000	.8582			
S28	1.0452	.9659			

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.8565
R6P1	.9008
R6P2	.9155
R6P3	.9128
R6P4	.9154
R6P5	.9189
R6P8	.9302
R6P9	.9374
R6P10	.9422
R6P11	.9505

COWL R5

STAT	XCW/RC= 5.3270
S23	.8565
R5P1	.8852
R5P2	.8866
R5P3	.8879
R5P4	.8898
R5P5	.8926
R5P6	.8939
R5P7	.8998
R5P8	.9184
R5P9	.9423
R5P10	.9651
R5P11	.9772

YF-12 INLET NOISE SUPRESSION STUDY

RUN	79	FLIGHT DATE	09/13/79	SPIKE POS. DX/RC	.4558	AMBIENT TEMP	307.8 DEG K	MAX-MIN DIST	.0663
		FLIGHT NO.	0	BYPASS POS.	CLOSED	AMBIENT PRESS	.9199 ATMOS	K-CIRCUMF.	.3739
START	5:41:18.001	INTERVAL	1.000	ENG.FACE RECOV	.9290	ENGINE M/M*	.7747	K-RADIAL	.0830
STOP	5:41:48.000	ENG COR RPM	5858.	ENG.FACE MACH NO	.3827	COWL M/M*	.5727		
				COWL LIP RECOV	.9084	ADDITIVE M/M*	.2020	K-DELTA	.0086
				MACH AT COWL LIP	.3008			K-A	.0917

SPIKE R1

STAT	XCW/RC= .4752
S2	.8592
R1P1	1.0018
R1P2	1.0022
R1P3	1.0032
R1P4	1.0012
R1P5	1.0020
R1P6	1.0022
R1P7	1.0010
R1P8	1.0029
R1P9	.9966

COWL R3

STAT	XCW/RC= .0700
S14	.8471
R3P1	.8464
R3P2	.8458
R3P3	.8452
R3P4	.8450
R3P5	.8446
R3P6	.8445
R3P7	.9657
R3P8	.8497
R3P9	.8781
R3P10	.9422
R3P11	.9984
R3P12	.9951
R3P13	1.0079
R3P14	1.0080
R3P15	1.0079
R3P16	1.0085

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.9180	A198	.9163
B36	.9414	B198	.9337
C36	.9488	C198	.9567
D36	.9422	D198	.9329
E36	.9303	E198	.9149
90 DEG RAKE		252 DEG RAKE	
A90	.9228	A252	.9279
B90	.9394	B252	.9390
C90	.9437	C252	.9365
D90	.9280	D252	.9266
E90	.9161	E252	.9063
144 DEG RAKE		324 DEG RAKE	
A144	.9442	A324	.9231
B144	.9540	B324	.9392
D144	.9196	C324	.9341
C144	.9074	D324	.9212
E144	.8952	E324	.9134

SPIKE R2

STAT	XCW/RC= 1.8702
S9	.7774
R2P1	.8812
R2P2	.9378
R2P3	.9784
R2P4	.9720
R2P5	.9045

COWL R4

STAT	XCW/RC= 1.5380
S20	.6418
R4P1	.9487
R4P2	.9717
R4P3	.9759
R4P4	.9788
R4P5	.9805
R4P6	.9817
R4P7	.9831
R4P8	.9844
R4P9	.9863
R4P10	.9886
R4P11	.9902
R4P12	.9918

STATIC PRESSURES

TAP	SPIKE XCW/RC	P/PO	TAP	COWL XCW/RC	P/PO
S1	.3262	.8565	S14	.0340	.8471
S2	.4752	.8592	S15	.1860	.8377
S11	.4752	.8566	S16	.4150	.8606
S12	.4752	.8556	S17	.8470	.8812
S13	.4752	.8621	S18	1.1740	.8483
S3	.5432	.8733	S19	1.4590	.8220
S4	.8092	.8457	S20	1.5400	.6418
S5	1.0452	.8252	S21	1.8270	.7732
S6	1.2922	.8240	S22	2.7840	.8137
S7	1.4202	.8121	S23	3.2980	.8400
S8	1.5522	.7812	S26	5.2890	.8355
S9	1.9152	.7774			
S10	2.2512	.8053			
S27	5.3000	.8428			
S28	1.0452	.9607			

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.8400
R6P1	.8887
R6P2	.9068
R6P3	.9046
R6P4	.9078
R6P5	.9091
R6P8	.9232
R6P9	.9303
R6P10	.9357
R6P11	.9434

COWL R5

STAT	XCW/RC= 3.3270
S23	.8400
R5P1	.8709
R5P2	.8722
R5P3	.8746
R5P4	.8765
R5P5	.8792
R5P6	.8830
R5P7	.8898
R5P8	.9117
R5P9	.9394
R5P10	.9624
R5P11	.9769

YF-12 INLET NOISE SUPRESSION STUDY

RUN	80	FLIGHT DATE	09/13/79	SPIKE POS. DX/RC	.4556	AMBIENT TEMP	308.3 DEG K	MAX-MIN DIST	.0621
		FLIGHT NO.	0	BYPASS POS.	CLOSED	AMBIENT PRESS	.9201 ATMOS	K-CIRCUMF.	.3664
START	5:42:50.000	INTERVAL	1.000	ENG.FACE RECOV	.9278	ENGINE M/M*	.7971	K-RADIAL	.0793
STOP	5:43:19.999	ENG COR RPM	6002.	ENG.FACE MACH NO	.3861	COWL M/M*	.5702		
				COWL LIP RECOV	.9071	ADDITIVE M/M*	.2269	K-DELTA	.0241
				MACH AT COWL LIP	.2998			K-A	.1034

SPIKE R1

STAT	XCW/RC= .4752
S2	.8572
R1P1	.9991
R1P2	.9992
R1P3	1.0010
R1P4	1.0005
R1P5	1.0006
R1P6	1.0011
R1P7	1.0013
R1P8	1.0010
R1P9	.9954

COWL R3

STAT	XCW/RC= .0700
S14	.8472
R3P1	.8451
R3P2	.8454
R3P3	.8449
R3P4	.8447
R3P5	.8447
R3P6	.8447
R3P7	.9646
R3P8	.8491
R3P9	.8753
R3P10	.9379
R3P11	.9986
R3P12	.9944
R3P13	1.0079
R3P14	1.0078
R3P15	1.0076
R3P16	1.0081

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.9150	A198	.9186
B36	.9406	B198	.9343
C36	.9498	C198	.9524
D36	.9417	D198	.9306
E36	.9290	E198	.9109
90 DEG RAKE		**252 DEG RAKE**	
A90	.9505	A252	.9219
B90	.9491	B252	.9337
C90	.9416	C252	.9294
D90	.9267	D252	.9264
E90	.9138	E252	.9028
144 DEG RAKE		**324 DEG RAKE**	
A144	.9595	A324	.9208
B144	.9542	B324	.9408
C144	.9186	C324	.9315
D144	.9076	D324	.9161
E144	.8965	E324	.9115

SPIKE R2

STAT	XCW/RC= 1.6702
S9	.7720
R2P1	.8812
R2P2	.9425
R2P3	.9795
R2P4	.9696
R2P5	.8994

COWL R4

STAT	XCW/RC= 1.5380
S20	.6333
R4P1	.9473
R4P2	.9699
R4P3	.9740
R4P4	.9761
R4P5	.9791
R4P6	.9800
R4P7	.9822
R4P8	.9842
R4P9	.9868
R4P10	.9906
R4P11	.9927
R4P12	.9952

STATIC PRESSURES

TAP	SPIKE XCW/RC	SPIKE P/PO	TAP	COWL XCW/RC	COWL P/PO
S1	.3262	.8548	S14	.0340	.8472
S2	.4752	.8572	S15	.1860	.8374
S11	.4752	.8536	S16	.4150	.8588
S12	.4752	.8562	S17	.8470	.8787
S13	.4752	.8628	S18	1.1740	.8459
S3	.5452	.8714	S19	1.4590	.8189
S4	.8092	.8431	S20	1.5400	.6333
S5	1.0452	.8222	S21	1.8270	.7685
S6	1.2922	.8201	S22	2.7840	.8084
S7	1.4202	.8082	S23	3.2980	.8370
S8	1.5522	.7706	S26	5.2890	.8327
S9	1.9152	.7720			
S10	2.2912	.8014			
S27	5.3000	.8404			
S28	1.0452	.9599			

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.8370
R6P1	.8857
R6P2	.9033
R6P3	.9008
R6P4	.9036
R6P5	.9066
R6P8	.9167
R6P9	.9262
R6P10	.9326
R6P11	.9406

COWL R5

STAT	XCW/RC= 3.3270
S23	.8370
R5P1	.8681
R5P2	.8698
R5P3	.8725
R5P4	.8734
R5P5	.8771
R5P6	.8811
R5P7	.8866
R5P8	.9090
R5P9	.9405
R5P10	.9671
R5P11	.9797

YF-12 INLET NOISE SUPRESSION STUDY

RUN	81	FLIGHT DATE	09/13/79	SPIKE POS. DX/RC	.4558	AMBIENT TEMP	308.3 DEG K	MAX-MIN DIST	.0775
		FLIGHT NO.	0	BYPASS POS.	CLOSED	AMBIENT PRESS	.9207 ATMOS	K-CIRCUMF.	.3231
START	5:45:32.001	INTERVAL	1.000	ENG.FACE RECOV	.9201	ENGINE M/M*	.8223	K-RADIAL	.0877
STOP	5:46: 1.999	ENG COR RPM	6165.	ENG.FACE MACH NO	.4086	COWL M/M*	.5850		
				COWL LIP RECOV	.8979	ADDITIVE M/M*	.2373	K-DELTA	.0096
				MACH AT COWL LIP	.3122			K-A	.0973

SPIKE R1

STAT	XCW/RC= .4752
S2	.8453
R1P1	.9988
R1P2	.9986
R1P3	1.0005
R1P4	1.0000
R1P5	1.0005
R1P6	1.0006
R1P7	1.0004
R1P8	1.0002
R1P9	.9928

COWL R3

STAT	XCW/RC= .0700
S14	.8332
R3P1	.8325
R3P2	.8318
R3P3	.8323
R3P4	.8317
R3P5	.8317
R3P6	.8319
R3P7	.9015
R3P8	.8351
R3P9	.8580
R3P10	.9203
R3P11	.9940
R3P12	.9940
R3P13	1.0070
R3P14	1.0070
R3P15	1.0072
R3P16	1.0076

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.9042	A198	.9129
B36	.9336	B198	.9349
C36	.9424	C198	.9531
D36	.9365	D198	.9220
E36	.9218	E198	.8985
90 DEG RAKE		**252 DEG RAKE**	
A90	.9099	A252	.9181
B90	.9334	B252	.9334
C90	.9305	C252	.9274
D90	.9146	D252	.9175
E90	.9014	E252	.8961
144 DEG RAKE		**324 DEG RAKE**	
A144	.9375	A324	.9119
B144	.9467	B324	.9337
D144	.9086	C324	.9201
C144	.8952	D324	.9117
E144	.8818	E324	.9022

SPIKE R2

STAT	XCW/RC= 1.8702
S9	.7525
R2P1	.8716
R2P2	.9363
R2P3	.9763
R2P4	.9667
R2P5	.8904

COWL R4

STAT	XCW/RC= 1.5380
S20	.6069
R4P1	.9405
R4P2	.9662
R4P3	.9707
R4P4	.9726
R4P5	.9749
R4P6	.9758
R4P7	.9802
R4P8	.9818
R4P9	.9848
R4P10	.9872
R4P11	.9899
R4P12	.9929

STATIC PRESSURES

TAP	SPIKE XCW/RC	SPIKE P/PO	TAP	COWL XCW/RC	COWL P/PO
S1	.3202	.8428	S14	.0340	.8332
S2	.4752	.8453	S15	.1860	.8240
S11	.4752	.8430	S16	.4150	.8454
S12	.4752	.8459	S17	.8470	.8687
S13	.4752	.8484	S18	1.1740	.8323
S3	.5432	.8607	S19	1.4590	.8020
S4	.6092	.8310	S20	1.5400	.6069
S5	1.0452	.8081	S21	1.8270	.7457
S6	1.2922	.8058	S22	2.7840	.7927
S7	1.4202	.7923	S23	3.2980	.8211
S8	1.5522	.7556	S26	5.2890	.8129
S9	1.9152	.7525			
S10	2.2512	.7836			
S27	5.3000	.8260			
S28	1.0452	.9563			

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.8211
R6P1	.8745
R6P2	.8950
R6P3	.8916
R6P4	.8951
R6P5	.8971
R6P8	.9152
R6P9	.9230
R6P10	.9293
R6P11	.9389

COWL R5

STAT	XCW/RC= 3.3270
S23	.8211
R5P1	.8557
R5P2	.8572
R5P3	.8591
R5P4	.8598
R5P5	.8637
R5P6	.8663
R5P7	.8729
R5P8	.8971
R5P9	.9249
R5P10	.9576
R5P11	.9744

YF-12 INLET NOISE SUPPRESSION STUDY

RUN	82	FLIGHT DATE	09/13/79	SPIKE POS. DX/RC	.4558	AMBIENT TEMP	308.9 DEG K	MAX-MIN DIST	.0868
		FLIGHT NO.	0	BYPASS POS.	CLOSED	AMBIENT PRESS	.9207 ATMOS	K=CIRCUMF.	.3229
START	5:47:20.003	INTERVAL	1.000	ENG.FACE RECOV	.9190	ENGINE M/M*	.8284	K=RADIAL	.0945
STOP	5:47:49.999	ENG COR RPM	6202.	ENG.FACE MACH NO	.4110	COWL M/M*	.5830		
				COWL LIP RECOV	.8970	ADDITIVE M/M*	.2455	K=DELTA	.0154
				MACH AT COWL LIP	.3113			K=A	.1099

SPIKE R1

STAT	XCW/RC= .4752
S2	.8467
R1P1	.9957
R1P2	.9967
R1P3	1.0001
R1P4	.9958
R1P5	1.0002
R1P6	.9997
R1P7	.9942
R1P8	.9949
R1P9	.9878

COWL R3

STAT	XCW/RC= .0700
S14	.8307
R3P1	.8296
R3P2	.8296
R3P3	.8293
R3P4	.8291
R3P5	.8290
R3P6	.8287
R3P7	.9572
R3P8	.8311
R3P9	.8538
R3P10	.9183
R3P11	.9952
R3P12	.9940
R3P13	1.0072
R3P14	1.0070
R3P15	1.0073
R3P16	1.0076

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.9006	A198	.9098
B36	.9526	B198	.9374
C36	.9421	C198	.9554
D36	.9542	D198	.9257
E36	.9205	E198	.9043
90 DEG RAKE		252 DEG RAKE	
A90	.9174	A252	.9094
B90	.9595	B252	.9305
C90	.9343	C252	.9257
D90	.9115	D252	.9186
E90	.8962	E252	.8988
144 DEG RAKE		324 DEG RAKE	
A144	.9325	A324	.9114
B144	.9476	B324	.9330
D144	.9057	C324	.9229
C144	.8907	D324	.9061
E144	.8756	E324	.9000

SPIKE R2

STAT	XCW/RC= 1.8702
S9	.7459
R2P1	.8690
R2P2	.9321
R2P3	.9771
R2P4	.9639
R2P5	.8918

COWL R4

STAT	XCW/RC= 1.5380
S20	.60*
R4P1	.9372
R4P2	.9651
R4P3	.9691
R4P4	.9727
R4P5	.9744
R4P6	.9766
R4P7	.9800
R4P8	.9818
R4P9	.9838
R4P10	.9875
R4P11	.9911
R4P12	.9929

STATIC PRESSURES

TAP	SPIKE XCW/RC	P/PO	TAP	COWL XCW/RC	P/PO
S1	.3202	.8404	S14	.0340	.8307
S2	.4752	.8467	S15	.1860	.8215
S11	.4752	.8431	S16	.4150	.8426
S12	.4752	.8448	S17	.8470	.8656
S13	.4752	.8449	S18	1.1740	.8288
S3	.5432	.8588	S19	1.4590	.7984
S4	.8092	.8276	S20	1.5400	.60*
S5	1.0452	.8037	S21	1.8270	.7392
S6	1.2922	.8015	S22	2.7840	.7877
S7	1.4202	.7873	S23	3.2980	.8161
S8	1.5522	.7497	S26	5.2890	.8128
S9	1.9152	.7459			
S10	2.2512	.7785			
S27	5.3000	.8217			
S28	1.0452	.9555			

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.8161
R6P1	.8768
R6P2	.8930
R6P3	.8889
R6P4	.8980
R6P5	.8939
R6P8	.9104
R6P9	.9202
R6P10	.9210
R6P11	.9331

COWL R5

STAT	XCW/RC= 3.3270
S23	.8161
R5P1	.8507
R5P2	.8526
R5P3	.8558
R5P4	.8574
R5P5	.8605
R5P6	.8626
R5P7	.8704
R5P8	.8940
R5P9	.9274
R5P10	.9581
R5P11	.9729

*Estimated

YF-12 INLET NOISE SUPRESSION STUDY

RUN	83	FLIGHT DATE	09/13/79	SPIKE POS. DX/RC	.4558	AMBIENT TEMP	309.4 DEG K	MAX-MIN DIST	.0855
		FLIGHT NO.	0	BYPASS POS.	CLOSED	AMBIENT PRESS	.9204 ATMOS	K=CIRCUMF.	.3053
START	5:49:10.000	INTERVAL	1.000	ENG.FACE RECOV	.9144	ENGINE M/M*	.8431	K=RADIAL	.0832
STOP	5:49:39.999	ENG COR RPM	6282.	ENG.FACE MACH NO	.4164	COWL M/M*	.5952		
				COWL LIP RECOV	.8932	ADDITIVE M/M*	.2478	K=DELTA	.0130
				MACH AT COWL LIP	.3202			K=A	.0962

SPIKE R1

STAT	XCW/RC= .4752
S2	.8386
R1P1	.9910
R1P2	.9895
R1P3	.9778
R1P4	.9889
R1P5	.9871
R1P6	.9570
R1P7	1.0011
R1P8	.9880
R1P9	.9846

SPIKE R2

STAT	XCW/RC= 1.8702
S9	.7349
R2P1	.8603
R2P2	.9311
R2P3	.9681
R2P4	.9702
R2P5	.8799

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.8077
R6P1	.8704
R6P2	.8895
R6P3	.8869
R6P4	.8893
R6P5	.8896
R6P8	.9069
R6P9	.9158
R6P10	.9201
R6P11	.9244

COWL R3

STAT	XCW/RC= .0700
S14	.8252
R3P1	.8239
R3P2	.8234
R3P3	.8232
R3P4	.8231
R3P5	.8231
R3P6	.8228
R3P7	.9628
R3P8	.8298
R3P9	.8676
R3P10	.9455
R3P11	1.0003
R3P12	.9940
R3P13	1.0077
R3P14	1.0080
R3P15	1.0075
R3P16	1.0060

COWL R4

STAT	XCW/RC= 1.5380
S20	.59*
R4P1	.9382
R4P2	.9669
R4P3	.9703
R4P4	.9732
R4P5	.9752
R4P6	.9762
R4P7	.9785
R4P8	.9808
R4P9	.9843
R4P10	.9861
R4P11	.9901
R4P12	.9958

COWL R5

STAT	XCW/RC= 3.3270
S23	.8077
R5P1	.8427
R5P2	.8460
R5P3	.8489
R5P4	.8504
R5P5	.8547
R5P6	.8579
R5P7	.8642
R5P8	.8911
R5P9	.9224
R5P10	.9537
R5P11	.9710

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.8992	A198	.9040
B36	.9305	B198	.9343
C36	.9408	C198	.9544
D36	.9313	D198	.9181
E36	.9180	E198	.8898
90 DEG RAKE		**252 DEG RAKE**	
A90	.9107	A252	.9113
B90	.9314	B252	.9190
C90	.9267	C252	.9162
D90	.9085	D252	.9042
E90	.8957	E252	.8854
144 DEG RAKE		**324 DEG RAKE**	
A144	.9320	A324	.9072
B144	.9410	B324	.9309
D144	.9004	C324	.9238
C144	.8883	D324	.9052
E144	.8761	E324	.8966

STATIC PRESSURES

TAP	SPIKE XCW/RC	SPIKE P/PO	TAP	COWL XCW/RC	COWL P/PO
S1	.3202	.8352	S14	.0340	.8252
S2	.4752	.8386	S15	.1860	.8160
S11	.4752	.8345	S16	.4150	.8423
S12	.4752	.8376	S17	.8470	.8630
S13	.4752	.8422	S18	1.1740	.8231
S3	.5432	.8554	S19	1.4590	.7904
S4	.8092	.8226	S20	1.5400	.59*
S5	1.0452	.7967	S21	1.8270	.7277
S6	1.2922	.7945	S22	2.7840	.7781
S7	1.4202	.7794	S23	3.2980	.8077
S8	1.5522	.7386	S26	5.2890	.8059
S9	1.9152	.7349			
S10	2.2512	.7697			
S27	5.3000	.8154			
S28	1.0452	.9547			

* Estimated

YF-12 INLET NOISE SUPRESSION STUDY

RUN	84	FLIGHT DATE	09/13/79	SPIKE POS. DX/RC	.4558	AMBIENT TEMP	309.4 DEG K	MAX-MIN DIST	.0832
		FLIGHT NO.	0	BYPASS POS.	CLOSED	AMBIENT PRESS	.9205 ATMOS	K-CIRCUMF.	.3050
START	5:50:55.002	INTERVAL	1.000	ENG.FACE RECOV	.9126	ENGINE M/M*	.8622	K-RADIAL	.0787
STOP	5:51:24.999	ENG COR RPM	6363.	ENG.FACE MACH NO	.4290	COWL M/M*	.6321		
				COWL LIP RECOV	.8967	ADDITIVE M/M*	.2301	K-DELTA	.0284
				MACH AT COWL LIP	.3415			K-A	.1071

SPIKE R1

STAT	XCW/RC= .4752
S2	.8343
R1P1	.9983
R1P2	.9922
R1P3	1.0005
R1P4	1.0211
R1P5	1.0007
R1P6	1.0008
R1P7	1.0007
R1P8	1.0003
R1P9	.9878

COWL R3

STAT	XCW/RC= .0700
S14	.8201
R3P1	.8187
R3P2	.8184
R3P3	.8185
R3P4	.8478
R3P5	.8183
R3P6	.8175
R3P7	.9576
R3P8	.8258
R3P9	.8672
R3P10	.9526
R3P11	1.0027
R3P12	.9930
R3P13	1.0075
R3P14	1.0071
R3P15	1.0073
R3P16	1.0077

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.8960	A198	.9011
B36	.9307	B198	.9313
C36	.9400	C198	.9508
D36	.9312	D198	.9200
E36	.9101	E198	.8906
90 DEG RAKE		252 DEG RAKE	
A90	.9106	A252	.9076
B90	.9314	B252	.9170
C90	.9248	C252	.9131
D90	.9086	D252	.9016
E90	.8930	E252	.8846
144 DEG RAKE		324 DEG RAKE	
A144	.9337	A324	.9020
B144	.9407	B324	.9241
D144	.9014	C324	.9193
C144	.8881	D324	.9030
E144	.8749	E324	.8923

SPIKE R2

STAT	XCW/RC= 1.8702
S9	.7265
R2P1	.8588
R2P2	.9352
R2P3	.9668
R2P4	.9647
R2P5	.8750

COWL R4

STAT	XCW/RC= 1.5380
S20	.578*
R4P1	.9355
R4P2	.9645
R4P3	.9704
R4P4	.9724
R4P5	.9738
R4P6	.9754
R4P7	.9785
R4P8	.9803
R4P9	.9828
R4P10	.9859
R4P11	.9896
R4P12	.9917

STATIC PRESSURES

TAP	SPIKE XCW/RC	P/PO	TAP	COWL XCW/RC	P/PO
S1	.3202	.8305	S14	.0340	.8201
S2	.4752	.8343	S15	.1860	.8103
S11	.4752	.8301	S16	.4150	.8361
S12	.4752	.8353	S17	.8470	.8579
S13	.4752	.8378	S18	1.1740	.8169
S3	.5432	.8863	S19	1.4590	.7835
S4	.8092	.8176	S20	1.5400	.578*
S5	1.0452	.7901	S21	1.8270	.7169
S6	1.2922	.7867	S22	2.7840	.7711
S7	1.4202	.7712	S23	3.2980	.8013
S8	1.5522	.7272	S26	5.2890	.7989
S9	1.9152	.7265			
S10	2.2512	.7602			
S27	5.3000	.8079			
S28	1.0452	.9553			

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.8013
R6P1	.8602
R6P2	.8825
R6P3	.8770
R6P4	.8841
R6P5	.8868
R6P8	.9038
R6P9	.9115
R6P10	.9220
R6P11	.9322

COWL R5

STAT	XCW/RC= 3.3270
S23	.8013
R5P1	.8384
R5P2	.8409
R5P3	.8427
R5P4	.8438
R5P5	.8477
R5P6	.8536
R5P7	.8590
R5P8	.8808
R5P9	.9186
R5P10	.9542
R5P11	.9726

* Estimated

YF-12 INLET NOISE SUPRESSION STUDY

RUN	85	FLIGHT DATE	09/13/79	SPIKE POS. DX/RC	.4558	AMBIENT TEMP	308.9 DEG K	MAX-MIN DIST	.0930
		FLIGHT NO.	0	BYPASS POS.	CLOSED	AMBIENT PRESS	.9206 ATMOS	K-CIRCUMF.	.2764
START	5:52:50.000	INTERVAL	1.000	ENG.FACE RECOV	.9065	ENGINE M/M*	.8898	K-RADIAL	.0785
STOP	5:53:19.999	ENG COR RPM	6507.	ENG.FACE MACH NO	.4411	COWL M/M*	.6134		
				COWL LIP RECOV	.8844	ADDITIVE M/M*	.2764	K-DELTA	.0230
				MACH AT COWL LIP	.3352			K-A	.1015

SPIKE R1

STAT	XCW/RC= .4752
S2	.8245
R1P1	.9986
R1P2	.9990
R1P3	1.0005
R1P4	.9996
R1P5	1.0007
R1P6	1.0008
R1P7	1.0006
R1P8	.9999
R1P9	.9940

SPIKE R2

STAT	XCW/RC= 1.8702
S9	.7051
R2P1	.8477
R2P2	.9256
R2P3	.9757
R2P4	.9622
R2P5	.8638

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.7893
R6P1	.8543
R6P2	.8762
R6P3	.8729
R6P4	.8769
R6P5	.8797
R6P6	.8984
R6P7	.9087
R6P8	.9179
R6P9	.9299

COWL R3

STAT	XCW/RC= .0700
S14	.8120
R3P1	.8111
R3P2	.8108
R3P3	.8108
R3P4	.8103
R3P5	.8106
R3P6	.8103
R3P7	.9591
R3P8	.8130
R3P9	.8392
R3P10	.9192
R3P11	.9992
R3P12	.9921
R3P13	1.0073
R3P14	1.0074
R3P15	1.0075
R3P16	1.0076

COWL R4

STAT	XCW/RC= 1.5360
S26	.5560*
R4P1	.9309
R4P2	.9610
R4P3	.9655
R4P4	.9683
R4P5	.9713
R4P6	.9719
R4P7	.9753
R4P8	.9780
R4P9	.9814
R4P10	.9852
R4P11	.9883
R4P12	.9915

COWL R5

STAT	XCW/RC= 3.3270
S23	.7893
R5P1	.8272
R5P2	.8294
R5P3	.8326
R5P4	.8352
R5P5	.8375
R5P6	.8391
R5P7	.8492
R5P8	.8735
R5P9	.9104
R5P10	.9480
R5P11	.9720

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.8803	A198	.9004
B36	.9242	B198	.9302
C36	.9344	C198	.9450
D36	.9250	D198	.9063
E36	.9084	E198	.8800
90 DEG RAKE		252 DEG RAKE	
A90	.9058	A252	.9073
B90	.9321	B252	.9179
C90	.9201	C252	.9126
D90	.8970	D252	.8993
E90	.8779	E252	.8769
144 DEG RAKE		324 DEG RAKE	
A144	.9335	A324	.8969
B144	.9386	B324	.9250
D144	.8924	C324	.9120
C144	.8765	D324	.8922
E144	.8607	E324	.8823

STATIC PRESSURES

TAP	SPIKE XCW/RC	P/PO	TAP	COWL XCW/RC	P/PO
S1	.5262	.8219	S14	.0340	.8120
S2	.4752	.8245	S15	.1800	.8026
S11	.4752	.8234	S16	.4150	.8264
S12	.4752	.8253	S17	.8470	.8509
S13	.4752	.8300	S18	1.1740	.8079
S3	.5432	.8432	S19	1.4590	.7721
S4	.8092	.8084	S20	1.5400	.5560*
S5	1.0452	.7794	S21	1.8270	.6985
S6	1.2922	.7759	S22	2.7840	.7576
S7	1.4202	.7594	S23	3.2980	.7893
S8	1.5522	.7096	S26	5.2890	.7871
S9	1.9152	.7051			
S10	2.2512	.7452			
S27	5.3000	.7971			
S28	1.0452	.9509			

* Estimated

YF-12 INLET NOISE SUPRESSION STUDY

RUN	87	FLIGHT DATE	09/20/79	SPIKE POS. DX/RC	.8582	AMBIENT TEMP	287.2 DEG K	MAX-MIN DIST	.0546
		FLIGHT NO.	0	BYPASS POS.	OPEN	AMBIENT PRESS	.9170 ATMOS	K=CIRCUMF.	.4837
START	2:42:10.000	INTERVAL	1.000	ENG.FACE RECOV	.9411	ENGINE M/M*	.5643	K=RADIAL	.1533
STOP	2:42:39.997	ENG COR RPM	5012.	ENG.FACE MACH NO	.3254	COWL M/M*	.3379		
				COWL LIP RECOV	.9685	ADDITIVE M/M*	.2265	K=DELTA	.0175
				MACH AT COWL LIP	.2007			K=A	.1709

SPIKE R1

STAT	XCW/RC= .0728
S2	.9648
R1P1	1.0007
R1P2	1.0010
R1P3	1.0012
R1P4	.9999
R1P5	1.0012
R1P6	1.0012
R1P7	1.0011
R1P8	1.0009
R1P9	1.0000

COWL R3

STAT	XCW/RC= .0700
S14	.9186
R3P1	.9173
R3P2	.9169
R3P3	.9170
R3P4	.9171
R3P5	.9168
R3P6	.9168
R3P7	.9839
R3P8	.9353
R3P9	.9725
R3P10	.9977
R3P11	1.0011
R3P12	.9978
R3P13	1.0018
R3P14	1.0016
R3P15	1.0018
R3P16	1.0018

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.9504	A198	.9538
B36	.9377	B198	.9508
C36	.9272	C198	.9550
D36	.9177	D198	.9304
E36	.9114	E198	.9128
90 DEG RAKE		252 DEG RAKE	
A90	.9628	A252	.9589
B90	.9617	B252	.9470
C90	.9532	C252	.9341
D90	.9447	D252	.9310
E90	.9398	E252	.9246
144 DEG RAKE		324 DEG RAKE	
A144	.9545	A324	.9545
B144	.9508	B324	.9560
D144	.9364	C324	.9459
C144	.9297	D324	.9393
E144	.9230	E324	.9346

SPIKE R2

STAT	XCW/RC= 1.4678
S9	.9440
R2P1	.9505
R2P2	.9562
R2P3	.9694
R2P4	.9837
R2P5	.9857

COWL R4

STAT	XCW/RC= 1.5380
S20	.9027
R4P1	.9768
R4P2	.9832
R4P3	.9847
R4P4	.9859
R4P5	.9859
R4P6	.9865
R4P7	.9864
R4P8	.9864
R4P9	.9865
R4P10	.9865
R4P11	.9859
R4P12	.9844

STATIC PRESSURES

TAP	SPIKE XCW/RC	P/PO	TAP	COWL XCW/RC	P/PO
S1	-.0762	.9898	S14	.0340	.9186
S2	.0728	.9648	S15	.1860	.9152
S11	.0728	.9651	S16	.4150	.9407
S12	.0728	.9649	S17	.8470	.9379
S13	.0728	.9657	S18	1.1740	.9425
S3	.1406	.9499	S19	1.4590	.9427
S4	.4066	.9243	S20	1.5400	.9027
S5	.6426	.9279	S21	1.8270	.9405
S6	.8696	.9286	S22	2.7840	.8510
S7	1.0176	.9316	S23	3.2980	.8706
S8	1.1496	.9372	S26	5.2890	.8709
S9	1.5126	.9440			
S10	1.8486	.9408			
S27	5.3000	.8765			
S28	.0428	.9804			

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.8706
R6P1	.9362
R6P2	.9543
R6P3	.9554
R6P4	.9611
R6P5	.9631
R6P8	.9639
R6P9	.9592
R6P10	.9530
R6P11	.9346

COWL R5

STAT	XCW/RC= 3.3270
S23	.8706
R5P1	.9165
R5P2	.9205
R5P3	.9245
R5P4	.9284
R5P5	.9310
R5P6	.9396
R5P7	.9575
R5P8	.9711
R5P9	.9699
R5P10	.9677
R5P11	.9659

YF-12 INLET NOISE SUPRESSION STUDY

RUN	88	FLIGHT DATE	09/20/79	SPIKE POS. DX/RC	.8582	AMBIENT TEMP	287.8 DEG K	MAX-MIN DIST	.0957
		FLIGHT NO.	0	BYPASS POS.	OPEN	AMBIENT PRESS	.9166 ATMOS	K-CIRCUMF.	.5061
START	2:48:33.001	INTERVAL	1.000	ENG.FACE RECOV	.9062	ENGINE M/M*	.6864	K-RADIAL	.1657
STOP	2:49: 2.998	ENG COR RPM	6124.	ENG.FACE MACH NO	.4315	COWL M/M*	.4134		
				COWL LIP RECOV	.9516	ADDITIVE M/M*	.2730	K-DELTA	.0270
				MACH AT COWL LIP	.2536			K-A	.1927

SPIKE R1

STAT	XCW/RC= .0728
S2	.9454
R1P1	1.0000
R1P2	1.0005
R1P3	1.0006
R1P4	.9989
R1P5	1.0007
R1P6	1.0005
R1P7	1.0005
R1P8	1.0004
R1P9	.9985

COWL R3

STAT	XCW/RC= .0700
S14	.8747
R3P1	.8723
R3P2	.8722
R3P3	.8721
R3P4	.8720
R3P5	.8720
R3P6	.8724
R3P7	.8745
R3P8	.9160
R3P9	.9776
R3P10	.9996
R3P11	1.0009
R3P12	.9953
R3P13	1.0014
R3P14	1.0011
R3P15	1.0014
R3P16	1.0013

STAT XCW/RC= 5.4850

36 DEG RAKE		198 DEG RAKE	
A36	.9230	A198	.9300
B36	.9067	B198	.9357
C36	.8848	C198	.9239
D36	.8703	D198	.8841
E36	.8596	E198	.8572
90 DEG RAKE		252 DEG RAKE	
A90	.9439	A252	.9301
B90	.9392	B252	.9106
C90	.9226	C252	.8971
D90	.9113	D252	.8874
E90	.9015	E252	.8783
144 DEG RAKE		324 DEG RAKE	
A144	.9341	A324	.9280
B144	.9280	B324	.9340
C144	.8960	C324	.9151
D144	.8876	D324	.9019
E144	.8865	E324	.8860

SPIKE R2

STAT	XCW/RC= 1.4678
S9	.9118
R2P1	.9214
R2P2	.9300
R2P3	.9529
R2P4	.9753
R2P5	.9788

COWL R4

STAT	XCW/RC= 1.5386
S20	.8498
R4P1	.9651
R4P2	.9737
R4P3	.9755
R4P4	.9771
R4P5	.9780
R4P6	.9780
R4P7	.9789
R4P8	.9786
R4P9	.9789
R4P10	.9788
R4P11	.9784
R4P12	.9768

STATIC PRESSURES

TAP	SPIKE XCW/RC	P/PO	TAP	COWL XCW/RC	P/PO
S1	-.0782	.9843	S14	.0540	.8747
S2	.0728	.9454	S15	.1860	.8709
S11	.0728	.9465	S16	.4150	.9106
S12	.0728	.9459	S17	.8470	.9045
S13	.0728	.9475	S18	1.1740	.9111
S3	.1408	.9251	S19	1.4590	.9117
S4	.4068	.8835	S20	1.5400	.8498
S5	.6428	.8879	S21	1.8270	.9076
S6	.8898	.8899	S22	2.7840	.7630
S7	1.0178	.8936	S23	3.2980	.7885
S8	1.1498	.9008	S26	5.2890	.7914
S9	1.5128	.9118			
S10	1.8488	.9077			
S27	5.3000	.8008			
S28	.0428	.9700			

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.7885
R6P1	.8969
R6P2	.9259
R6P3	.9306
R6P4	.9340
R6P5	.9434
R6P8	.9462
R6P9	.9404
R6P10	.9303
R6P11	.9011

COWL R5

STAT	XCW/RC= 3.3270
S23	.7885
R5P1	.8628
R5P2	.8712
R5P3	.8759
R5P4	.8817
R5P5	.8874
R5P6	.9033
R5P7	.9330
R5P8	.9574
R5P9	.9554
R5P10	.9504
R5P11	.9483

YF-12 INLET NOISE SUPRESSION STUDY

RUN	89	FLIGHT DATE	09/20/79	SPIKE POS. DX/RC	.8582	AMBIENT TEMP	288.9 DEG K	MAX-MIN DIST	.1039
		FLIGHT NO.	0	BYPASS POS.	OPEN	AMBIENT PRESS	.9170 ATMOS	K-CIRCUMF.	.2808
START	2:51:40.000	INTERVAL	1.000	ENG.FACE RECOV	.8988	ENGINE M/M*	.7109	K-RADIAL	.1621
STOP	2:52:10.000	ENG COR RPM	6298.	ENG.FACE MACH NO	.4511	COWL M/M*	.4233		
				COWL LIP RECOV	.9474	ADDITIVE M/M*	.2876	K-DELTA	.0280
				MACH AT COWL LIP	.2614			K-A	.1902

SPIKE R1

STAT	XCW/RC= .0728
S2	.9411
R1P1	.9994
R1P2	.9997
R1P3	.9999
R1P4	.9980
R1P5	.9998
R1P6	.9998
R1P7	.9997
R1P8	.9997
R1P9	.9976

COWL R3

STAT	XCW/RC= .0700
S14	.8658
R3P1	.8637
R3P2	.8635
R3P3	.8636
R3P4	.8634
R3P5	.8633
R3P6	.8633
R3P7	.9723
R3P8	.9045
R3P9	.9715
R3P10	.9988
R3P11	1.0003
R3P12	.9948
R3P13	1.0009
R3P14	1.0003
R3P15	1.0008
R3P16	1.0007

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.9181	A198	.9244
B36	.8981	B198	.9298
C36	.8700	C198	.9256
D36	.8618	D198	.8743
E36	.8513	E198	.8439
90 DEG RAKE		252 DEG RAKE	
A90	.9375	A252	.9241
B90	.9343	B252	.9008
C90	.9143	C252	.8855
D90	.9019	D252	.8791
E90	.8920	E252	.8696
144 DEG RAKE		324 DEG RAKE	
A144	.9290	A324	.9247
B144	.9235	B324	.9277
D144	.8854	C324	.9094
C144	.8810	D324	.8917
E144	.8767	E324	.8768

SPIKE R2

STAT	XCW/RC= 1.4678
S9	.9050
R2P1	.9143
R2P2	.9238
R2P3	.9472
R2P4	.9734
R2P5	.9768

COWL R4

STAT	XCW/RC= 1.5380
S20	.8380
R4P1	.9604
R4P2	.9718
R4P3	.9751
R4P4	.9765
R4P5	.9768
R4P6	.9769
R4P7	.9776
R4P8	.9771
R4P9	.9774
R4P10	.9767
R4P11	.9756
R4P12	.9743

STATIC PRESSURES

TAP	SPIKE XCW/RC	P/PO	TAP	COWL XCW/RC	P/PO
S1	-.0762	.9830	S14	.0340	.8658
S2	.0728	.9411	S15	.1860	.8615
S11	.0728	.9426	S16	.4150	.9034
S12	.0728	.9422	S17	.8470	.8969
S13	.0728	.9434	S18	1.1740	.9039
S3	.1408	.9175	S19	1.4590	.9051
S4	.4068	.8751	S20	1.5400	.8380
S5	.6428	.8798	S21	1.8270	.9009
S6	.8898	.8817	S22	2.7840	.7443
S7	1.0178	.8866	S23	3.2980	.7714
S8	1.1498	.8938	S26	5.2890	.7754
S9	1.5128	.9050			
S10	1.8488	.9010			
S27	5.3000	.7851			
S28	.6428	.9676			

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.7714
R6P1	.8891
R6P2	.9195
R6P3	.9240
R6P4	.9325
R6P5	.9372
R6P8	.9407
R6P9	.9350
R6P10	.9251
R6P11	.8953

COWL R5

STAT	XCW/RC= 3.3270
S23	.7714
R5P1	.8519
R5P2	.8588
R5P3	.8659
R5P4	.8721
R5P5	.8801
R5P6	.8918
R5P7	.9292
R5P8	.9523
R5P9	.9506
R5P10	.9449
R5P11	.9446

YF-12 INLET NOISE SUPRESSION STUDY

RUN	90	FLIGHT DATE	09/20/79	SPIKE POS. DX/RC	.8582	AMBIENT TEMP	287.8 DEG K	MAX-MIN DIST	.1066
		FLIGHT NO.	0	BYPASS POS.	OPEN	AMBIENT PRESS	.9171 ATMOS	K-CIRCUMF.	.2572
START	2:55:40.001	INTERVAL	1.000	ENG.FACE RECOV	.8936	ENGINE M/M*	.7344	K-RADIAL	.1592
STOP	2:56: 9.999	ENG COR RPM	6477.	ENG.FACE MACH NO	.4697	COWL M/M*	.4310		
				COWL LIP RECOV	.9444	ADDITIVE M/M*	.3034	K-DELTA	.0262
				MACH AT COWL LIP	.2675			K-A	.1854

SPIKE R1

STAT	XCW/RC= .0728
S2	.9380
R1P1	.9990
R1P2	.9996
R1P3	.9997
R1P4	.9983
R1P5	.9998
R1P6	.9998
R1P7	.9998
R1P8	.9996
R1P9	.9976

COWL R3

STAT	XCW/RC= .0700
S14	.8591
R3P1	.8574
R3P2	.8573
R3P3	.8571
R3P4	.8571
R3P5	.8572
R3P6	.8569
R3P7	.8689
R3P8	.8957
R3P9	.9667
R3P10	.9982
R3P11	1.0004
R3P12	.9945
R3P13	1.0009
R3P14	1.0003
R3P15	1.0007
R3P16	1.0008

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.9136	A198	.9219
B36	.8946	B198	.9297
C36	.8695	C198	.9228
D36	.8535	D198	.8676
E36	.8437	E198	.8381
90 DEG RAKE		**252 DEG RAKE**	
A90	.9333	A252	.9209
B90	.9291	B252	.8977
C90	.9075	C252	.8830
D90	.8902	D252	.8718
E90	.8846	E252	.8619
144 DEG RAKE		**324 DEG RAKE**	
A144	.9245	A324	.9205
B144	.9158	B324	.9276
D144	.8787	C324	.9023
C144	.8749	D324	.8831
E144	.8710	E324	.8701

SPIKE R2

STAT	XCW/RC= 1.4078
S9	.8999
R2P1	.9097
R2P2	.9209
R2P3	.9441
R2P4	.9722
R2P5	.9747

COWL R4

STAT	XCW/RC= 1.5380
S20	.8297
R4P1	.9570
R4P2	.9701
R4P3	.9725
R4P4	.9736
R4P5	.9746
R4P6	.9752
R4P7	.9753
R4P8	.9757
R4P9	.9760
R4P10	.9751
R4P11	.9746
R4P12	.9730

STATIC PRESSURES

TAP	SPIKE XCW/RC	SPIKE P/PO	TAP	COWL XCW/RC	COWL P/PO
S1	-.0762	.9822	S14	.0340	.8591
S2	.0728	.9380	S15	.1860	.8552
S11	.0728	.9398	S16	.4150	.8987
S12	.0728	.9395	S17	.8470	.8914
S13	.0728	.9408	S18	1.1740	.8991
S3	.1408	.9154	S19	1.4590	.9000
S4	.4008	.8685	S20	1.5400	.8297
S5	.6428	.8735	S21	1.8270	.8954
S6	.8898	.8756	S22	2.7840	.7293
S7	1.0178	.8803	S23	3.2980	.7574
S8	1.1498	.8879	S26	5.2890	.7616
S9	1.5128	.8999			
S10	1.8488	.8959			
S27	5.3000	.7719			
S28	.6428	.9000			

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.7574
R6P1	.8833
R6P2	.9126
R6P3	.9190
R6P4	.9292
R6P5	.9345
R6P8	.9388
R6P9	.9337
R6P10	.9216
R6P11	.8887

COWL R5

STAT	XCW/RC= 3.3270
S23	.7574
R5P1	.8431
R5P2	.8481
R5P3	.8593
R5P4	.8645
R5P5	.8743
R5P6	.8858
R5P7	.9280
R5P8	.9507
R5P9	.9488
R5P10	.9454
R5P11	.9401

YF-12 INLET NOISE SUPRESSION STUDY

RUN	91	FLIGHT DATE	09/20/79	SPIKE POS. DX/RC	.6582	AMBIENT TEMP	288.9 DEG K	MAX-MIN DIST	.1160
		FLIGHT NO.	0	BYPASS POS.	OPEN	AMBIENT PRESS	.9170 ATMOS	K-CIRCUMF.	.2448
START	2:59:50.001	INTERVAL	1.000	ENG.FACE RECOV	.8880	ENGINE M/M*	.7534	K-RADIAL	.1569
STOP	3: 0:19.999	ENG COR RPM	6699.	ENG.FACE MACH NO	.4878	COWL M/M*	.4417		
				COWL LIP RECOV	.9425	ADDITIVE M/M*	.3117	K-DELTA	.0308
				MACH AT COWL LIP	.2754			K-A	.1877

SPIKE R1

STAT	XCW/RC= .0728
S2	.9354
R1P1	.9994
R1P2	1.0002
R1P3	1.0003
R1P4	.9981
R1P5	1.0002
R1P6	1.0002
R1P7	1.0003
R1P8	1.0002
R1P9	.9976

COWL R3

STAT	XCW/RC= .0700
S14	.8529
R3P1	.8511
R3P2	.8510
R3P3	.8509
R3P4	.8506
R3P5	.8508
R3P6	.8507
R3P7	.9692
R3P8	.8983
R3P9	.9736
R3P10	.9996
R3P11	1.0006
R3P12	.9948
R3P13	1.0010
R3P14	1.0009
R3P15	1.0009
R3P16	1.0009

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.9071	A198	.9101
B36	.8879	B198	.9202
C36	.8625	C198	.9199
D36	.8446	D198	.8603
E36	.8337	E198	.8296
90 DEG RAKE		252 DEG RAKE	
A90	.9326	A252	.9134
B90	.9284	B252	.8924
C90	.9039	C252	.8741
D90	.8891	D252	.8646
E90	.8783	E252	.8549
144 DEG RAKE		324 DEG RAKE	
A144	.9230	A324	.9173
B144	.9127	B324	.9217
C144	.8933	C324	.8988
D144	.8689	D324	.8789
E144	.8646	E324	.8621

SPIKE R2

STAT	XCW/RC= 1.4678
S9	.8950
R2P1	.9059
R2P2	.9178
R2P3	.9432
R2P4	.9710
R2P5	.9752

COWL R4

STAT	XCW/RC= 1.5580
S20	.8210
R4P1	.9569
R4P2	.9691
R4P3	.9719
R4P4	.9738
R4P5	.9746
R4P6	.9755
R4P7	.9763
R4P8	.9759
R4P9	.9749
R4P10	.9745
R4P11	.9740
R4P12	.9725

STATIC PRESSURES

TAP	SPIKE XCW/RC	P/PO	TAP	COWL XCW/RC	P/PO
S1	-.0762	.9815	S14	.0340	.8529
S2	.0728	.9354	S15	.1860	.8493
S11	.0728	.9374	S16	.4150	.8938
S12	.0728	.9368	S17	.8470	.8862
S13	.0728	.9385	S18	1.1740	.8941
S3	.1408	.9098	S19	1.4590	.8951
S4	.4068	.8624	S20	1.5400	.8216
S5	.6428	.8672	S21	1.8270	.8902
S6	.8898	.8700	S22	2.7840	.7130
S7	1.0178	.8743	S23	5.2980	.7425
S8	1.1498	.8830	S26	5.2890	.7475
S9	1.5128	.8950			
S10	1.8488	.8908			
S27	5.3000	.7586			
S28	.6428	.9646			

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.7425
R6P1	.8749
R6P2	.9090
R6P3	.9157
R6P4	.9256
R6P5	.9310
R6P8	.9351
R6P9	.9294
R6P10	.9194
R6P11	.8837

COWL R5

STAT	XCW/RC= 3.3270
S23	.7425
R5P1	.8355
R5P2	.8436
R5P3	.8508
R5P4	.8579
R5P5	.8652
R5P6	.8824
R5P7	.9197
R5P8	.9480
R5P9	.9449
R5P10	.9405
R5P11	.9386

YF-12 INLET NOISE SUPRESSION STUDY

RUN	93	FLIGHT DATE	09/20/79	SPIKE POS. DX/RC	.8582	AMBIENT TEMP	288.9 DEG K	MAX-MIN DIST	.0190
		FLIGHT NO.	0	BYPASS POS.	CLOSED	AMBIENT PRESS	.9166 ATMOS	K-CIRCUMF.	.0764
START	3: 5:35.001	INTERVAL	1.000	ENG. FACE RECOV	.9702	ENGINE M/M*	.4882	K-RADIAL	.0230
STOP	3: 6: 5.000	ENG COR RPM	3799.	ENG. FACE MACH NO	.2025	COWL M/M*	.3362		
				COWL LIP RECOV	.9719	ADDITIVE M/M*	.1519	K-DELTA	.0014
				MACH AT COWL LIP	.1990			K-A	.0243

SPIKE R1

STAT	XCW/RC= .0728
S2	.9680
R1P1	1.0023
R1P2	1.0028
R1P3	1.0030
R1P4	1.0016
R1P5	1.0029
R1P6	1.0028
R1P7	1.0029
R1P8	1.0024
R1P9	1.0009

SPIKE R2

STAT	XCW/RC= 1.4678
S9	.9455
R2P1	.9532
R2P2	.9583
R2P3	.9706
R2P4	.9848
R2P5	.9879

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.9443
R6P1	.9615
R6P2	.9687
R6P3	.9658
R6P4	.9676
R6P5	.9693
R6P8	.9706
R6P9	.9716
R6P10	.9721
R6P11	.9727

COWL R3

STAT	XCW/RC= .0700
S14	.9228
R3P1	.9212
R3P2	.9211
R3P3	.9209
R3P4	.9207
R3P5	.9209
R3P6	.9210
R3P7	.9862
R3P8	.9456
R3P9	.9848
R3P10	1.0014
R3P11	1.0028
R3P12	.9994
R3P13	1.0030
R3P14	1.0029
R3P15	1.0033
R3P16	1.0033

COWL R4

STAT	XCW/RC= 1.5380
S20	.9055
R4P1	.9778
R4P2	.9855
R4P3	.9873
R4P4	.9881
R4P5	.9882
R4P6	.9883
R4P7	.9884
R4P8	.9878
R4P9	.9882
R4P10	.9867
R4P11	.9865
R4P12	.9858

COWL R5

STAT	XCW/RC= 3.3270
S23	.9443
R5P1	.9575
R5P2	.9575
R5P3	.9590
R5P4	.9598
R5P5	.9614
R5P6	.9633
R5P7	.9656
R5P8	.9713
R5P9	.9748
R5P10	.9758
R5P11	.9735

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.9685	A198	.9721
B36	.9712	B198	.9731
C36	.9725	C198	.9801
D36	.9723	D198	.9707
E36	.9708	E198	.9662
90 DEG RAKE		252 DEG RAKE	
A90	.9704	A252	.9685
B90	.9765	B252	.9697
C90	.9727	C252	.9692
D90	.9700	D252	.9683
E90	.9673	E252	.9654
144 DEG RAKE		324 DEG RAKE	
A144	.9706	A324	.9707
B144	.9732	B324	.9728
D144	.9706	C324	.9719
C144	.9656	D324	.9700
E144	.9611	E324	.9679

STATIC PRESSURES

TAP	SPIKE XCW/RC	SPIKE P/PO	TAP	COWL XCW/RC	COWL P/PO
S1	-.0762	.9924	S14	.0340	.9228
S2	.0728	.9680	S15	.1860	.9192
S11	.0728	.9669	S16	.4150	.9451
S12	.0728	.9670	S17	.8470	.9414
S13	.0728	.9680	S18	1.1740	.9457
S3	.1408	.9525	S19	1.4590	.9458
S4	.4068	.9270	S20	1.5400	.9055
S5	.6428	.9305	S21	1.8270	.9406
S6	.8898	.9313	S22	2.7840	.9392
S7	1.0178	.9345	S23	3.2980	.9443
S8	1.1498	.9394	S26	5.2890	.9415
S9	1.5128	.9455			
S10	1.8488	.9423			
S27	5.3000	.9440			
S28	.0428	.9820			

YF-12 INLET NOISE SUPRESSION STUDY

RUN	98	FLIGHT DATE	09/20/79	SPIKE POS. DX/RC	.8582	AMBIENT TEMP	289.4 DEG K	MAX-MIN DIST	.0222
		FLIGHT NO.	0	BYPASS POS.	CLOSED	AMBIENT PRESS	.9177 ATMOS	K-CIRCUMF.	.6250
START	3: 8:35.003	INTERVAL	1.000	ENG.FACE RECOV	.9637	ENGINE M/M*	.4076	K-RADIAL	.0260
STOP	3: 9: 4.999	ENG COR RPM	4009.	ENG.FACE MACH NO	.2191	COWL M/M*	.3586		
				COWL LIP RECOV	.9653	ADDITIVE M/M*	.1390	K-DELTA	-.0146
				MACH AT COWL LIP	.2145			K-A	.0406

SPIKE R1

STAT	XCW/RC= .0728
S2	.9612
R1P1	1.0011
R1P2	1.0018
R1P3	1.0019
R1P4	.9999
R1P5	1.0018
R1P6	1.0018
R1P7	1.0017
R1P8	1.0016
R1P9	.9995

COWL R3

STAT	XCW/RC= .0700
S14	.9084
R3P1	.9065
R3P2	.9064
R3P3	.9062
R3P4	.9063
R3P5	.9060
R3P6	.9062
R3P7	.9815
R3P8	.9315
R3P9	.9770
R3P10	.9998
R3P11	1.0015
R3P12	.9978
R3P13	1.0020
R3P14	1.0017
R3P15	1.0020
R3P16	1.0020

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.9616	A198	.9657
B36	.9647	B198	.9679
C36	.9652	C198	.9740
D36	.9655	D198	.9651
E36	.9642	E198	.9594
90 DEG RAKE		252 DEG RAKE	
A90	.9633	A252	.9642
B90	.9656	B252	.9649
C90	.9657	C252	.9654
D90	.9626	D252	.9634
E90	.9596	E252	.9598
144 DEG RAKE		324 DEG RAKE	
A144	.9636	A324	.9653
B144	.9653	B324	.9675
D144	.9625	C324	.9661
C144	.9575	D324	.9635
E144	.9526	E324	.9608

SPIKE R2

STAT	XCW/RC= 1.4078
S9	.9353
R2P1	.9426
R2P2	.9492
R2P3	.9651
R2P4	.9808
R2P5	.9850

COWL R4

STAT	XCW/RC= 1.5380
S20	.8871
R4P1	.9718
R4P2	.9813
R4P3	.9831
R4P4	.9847
R4P5	.9847
R4P6	.9842
R4P7	.9848
R4P8	.9851
R4P9	.9846
R4P10	.9842
R4P11	.9832
R4P12	.9820

STATIC PRESSURES

TAP	SPIKE XCW/RC	P/PO	TAP	COWL XCW/RC	P/PO
S1	-.0762	.9899	S14	.0340	.9084
S2	.0728	.9612	S15	.1860	.9053
S11	.0728	.9606	S16	.4150	.9339
S12	.0728	.9600	S17	.8470	.9302
S13	.0728	.9615	S18	1.1740	.9355
S3	.1408	.9433	S19	1.4590	.9352
S4	.4068	.9136	S20	1.5400	.8871
S5	.6428	.9176	S21	1.8270	.9294
S6	.8898	.9187	S22	2.7840	.9276
S7	1.0178	.9219	S23	3.2980	.9335
S8	1.1498	.9278	S26	5.2890	.9304
S9	1.5128	.9353			
S10	1.8488	.9316			
S27	5.3000	.9335			
S28	.6428	.9779			

SPIKE R6

STAT	XCW/PC= 3.5040
S23	.9335
R6P1	.9532
R6P2	.9615
R6P3	.9595
R6P4	.9600
R6P5	.9612
R6P8	.9642
R6P9	.9651
R6P10	.9661
R6P11	.9670

COWL R5

STAT	XCW/RC= 3.3270
S23	.9335
R5P1	.9483
R5P2	.9494
R5P3	.9506
R5P4	.9514
R5P5	.9532
R5P6	.9549
R5P7	.9591
R5P8	.9645
R5P9	.9688
R5P10	.9692
R5P11	.9693

YF-12 INLET NOISE SUPRESSION STUDY

RUN	95	FLIGHT DATE	09/20/79	SPIKE POS. DX/RC	.8582	AMBIENT TEMP	289.4 DEG K	MAX-MIN DIST	.0801
		FLIGHT NO.	0	BYPASS POS.	CLOSED	AMBIENT PRESS	.9171 ATMOS	K-CIRCUMF.	.5890
START	3:11:20.000	INTERVAL	1.000	ENG.FACE RECOV	.9589	ENGINE M/M*	.5093	K-RADIAL	.0290
STOP	3:11:49.997	ENG COR RPM	4215.	ENG.FACE MACH NO	.2342	COWL M/M*	.3796		
				COWL LIP RECOV	.9610	ADDITIVE M/M*	.1296	K-DELTA	-.0139
				MACH AT COWL LIP	.2290			K-A	.0428

SPIKE R1

STAT	XCW/RC= .0728
S2	.9564
R1P1	1.0018
R1P2	1.0020
R1P3	1.0021
R1P4	1.0003
R1P5	1.0021
R1P6	1.0022
R1P7	1.0021
R1P8	1.0021
R1P9	1.0002

COWL R3

STAT	XCW/RC= .0700
S14	.8967
R3P1	.8946
R3P2	.8939
R3P3	.8938
R3P4	.8937
R3P5	.8937
R3P6	.8939
R3P7	.9805
R3P8	.9244
R3P9	.9755
R3P10	.9997
R3P11	1.0021
R3P12	.9977
R3P13	1.0026
R3P14	1.0023
R3P15	1.0027
R3P16	1.0027

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.9565	A198	.9596
B36	.9605	B198	.9634
C36	.9614	C198	.9709
D36	.9615	D198	.9628
E36	.9603	E198	.9545
90 DEG RAKE		252 DEG RAKE	
A90	.9579	A252	.9586
B90	.9615	B252	.9597
C90	.9615	C252	.9601
D90	.9578	D252	.9585
E90	.9548	E252	.9542
144 DEG RAKE		324 DEG RAKE	
A144	.9580	A324	.9604
B144	.9612	B324	.9652
D144	.9574	C324	.9609
C144	.9517	D324	.9589
E144	.9454	E324	.9547

SPIKE R2

STAT	XCW/RC= 1.4678
S9	.9265
R2P1	.9355
R2P2	.9434
R2P3	.9599
R2P4	.9789
R2P5	.9830

COWL R4

STAT	XCW/RC= 1.5380
S20	.8721
R4P1	.9683
R4P2	.9786
R4P3	.9826
R4P4	.9832
R4P5	.9834
R4P6	.9836
R4P7	.9832
R4P8	.9828
R4P9	.9828
R4P10	.9825
R4P11	.9815
R4P12	.9805

STATIC PRESSURES

TAP	SPIKE XCW/RC	P/PO	TAP	COWL XCW/RC	P/PO
S1	-.0702	.9893	S14	.0340	.8967
S2	.0728	.9564	S15	.1860	.8927
S11	.0728	.9558	S16	.4150	.9263
S12	.0728	.9536	S17	.8470	.9213
S13	.0728	.9567	S18	1.1740	.9268
S3	.1406	.9360	S19	1.4590	.9270
S4	.4068	.9025	S20	1.5400	.8721
S5	.6428	.9070	S21	1.8270	.9201
S6	.8898	.9086	S22	2.7840	.9181
S7	1.0178	.9120	S23	3.2980	.9244
S8	1.1498	.9183	S26	5.2890	.9212
S9	1.5128	.9265			
S10	1.8488	.9226			
S27	5.5000	.9246			
S28	.6428	.9756			

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.9244
R6P1	.9468
R6P2	.9562
R6P3	.9540
R6P4	.9549
R6P5	.9568
R6P8	.9593
R6P9	.9604
R6P10	.9620
R6P11	.9626

COWL R5

STAT	XCW/RC= 3.3270
S23	.9244
R5P1	.9418
R5P2	.9424
R5P3	.9444
R5P4	.9446
R5P5	.9474
R5P6	.9498
R5P7	.9534
R5P8	.9601
R5P9	.9640
R5P10	.9661
R5P11	.9653

YF-12 INLET NOISE SUPRESSION STUDY

RUN	96	FLIGHT DATE	09/20/79	SPIKE POS. DX/RC	.8582	AMBIENT TEMP	290.0 DEG K	MAX-MIN DIST	.0285
		FLIGHT NO.	0	BYPASS POS.	CLOSED	AMBIENT PRESS	.9172 ATMOS	K-CIRCUMF.	.9671
START	3:13:50.001	INTERVAL	1.000	ENG.FACE RECOV	.9529	ENGINE M/M*	.5185	K-RADIAL	.0304
STOP	3:14:20.000	ENG COR RPM	4385.	ENG.FACE MACH NO	.2522	COWL M/M*	.4028		
				COWL LIP RECOV	.9551	ADDITIVE M/M*	.1156	K-DELTA	-.0059
				MACH AT COWL LIP	.2456			K-A	.0363

SPIKE R1

STAT	XCW/RC= .0728
S2	.9498
R1P1	1.0014
R1P2	1.0018
R1P3	1.0020
R1P4	1.0003
R1P5	1.0022
R1P6	1.0019
R1P7	1.0021
R1P8	1.0019
R1P9	1.0002

COWL R3

STAT	XCW/RC= .0700
S14	.8819
R3P1	.8785
R3P2	.8782
R3P3	.8779
R3P4	.8779
R3P5	.8780
R3P6	.8784
R3P7	.9763
R3P8	.9156
R3P9	.9733
R3P10	.9999
R3P11	1.0022
R3P12	.9972
R3P13	1.0027
R3P14	1.0022
R3P15	1.0026
R3P16	1.0026

STAT XCW/RC= 5.4850

36 DEG RAKE		198 DEG RAKE	
A36	.9506	A198	.9558
B36	.9552	B198	.9579
C36	.9505	C198	.9656
D36	.9505	D198	.9545
E36	.9542	E198	.9403
90 DEG RAKE		**252 DEG RAKE**	
A90	.9533	A252	.9505
B90	.9562	B252	.9529
C90	.9560	C252	.9517
D90	.9526	D252	.9506
E90	.9488	E252	.9453
144 DEG RAKE		**324 DEG RAKE**	
A144	.9519	A324	.9535
B144	.9500	B324	.9571
D144	.9536	C324	.9553
C144	.9480	D324	.9533
E144	.9584	E324	.9497

SPIKE R2

STAT	XCW/RC= 1.4078
S9	.9150
R2P1	.9243
R2P2	.9338
R2P3	.9529
R2P4	.9765
R2P5	.9809

COWL R4

STAT	XCW/RC= 1.5380
S20	.8513
R4P1	.9647
R4P2	.9764
R4P3	.9785
R4P4	.9804
R4P5	.9805
R4P6	.9809
R4P7	.9817
R4P8	.9813
R4P9	.9803
R4P10	.9803
R4P11	.9798
R4P12	.9773

STATIC PRESSURES

TAP	SPIKE XCW/RC	P/PO	TAP	COWL XCW/RC	P/PO
S1	-.0762	.9876	S14	.0340	.8819
S2	.0728	.9498	S15	.1860	.8778
S11	.0728	.9491	S16	.4150	.9152
S12	.0728	.9489	S17	.8470	.9096
S13	.0728	.9505	S18	1.1740	.9161
S3	.1406	.9264	S19	1.4590	.9157
S4	.4066	.8862	S20	1.5400	.8513
S5	.6428	.8927	S21	1.8270	.9082
S6	.8698	.8945	S22	2.7840	.9054
S7	1.0178	.8986	S23	3.2980	.9131
S8	1.1498	.9054	S26	5.2890	.9095
S9	1.3128	.9150			
S10	1.8488	.9107			
S27	5.3000	.9134			
S28	.6428	.9723			

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.9131
R6P1	.9387
R6P2	.9479
R6P3	.9460
R6P4	.9486
R6P5	.9489
R6P8	.9531
R6P9	.9543
R6P10	.9553
R6P11	.9557

COWL R5

STAT	XCW/RC= 3.3270
S23	.9131
R5P1	.9331
R5P2	.9337
R5P3	.9360
R5P4	.9373
R5P5	.9395
R5P6	.9425
R5P7	.9467
R5P8	.9533
R5P9	.9592
R5P10	.9603
R5P11	.9596

YF-12 INLET NOISE SUPRESSION STUDY

RUN	97	FLIGHT DATE	09/20/79	SPIKE POS. DX/RC	.8582	AMBIENT TEMP	290.0 DEG K	MAX-MIN DIST	.0348
		FLIGHT NO.	0	BYPASS POS.	CLOSED	AMBIENT PRESS	.9180 ATMOS	K-CIRCUMF.	.5136
START	3:15:50.000	INTERVAL	1.000	ENG.FACE RECOV	.9445	ENGINE M/M*	.5314	K-RADIAL	.0313
STOP	3:16:20.000	ENG COR RPM	4601.	ENG.FACE MACH NO	.2724	COWL M/M*	.4272		
				COWL LIP RECOV	.9470	ADDITIVE M/M*	.1042	K-DELTA	-.0205
				MACH AT COWL LIP	.2642			K-A	.0516

SPIKE R1

STAT	XCW/RC= .0728
S2	.9414
R1P1	1.0005
R1P2	1.0010
R1P3	1.0011
R1P4	.9991
R1P5	1.0011
R1P6	1.0010
R1P7	1.0010
R1P8	1.0009
R1P9	.9987

COWL R3

STAT	XCW/RC= .0700
S14	.8628
R3P1	.8597
R3P2	.8595
R3P3	.8594
R3P4	.8593
R3P5	.8596
R3P6	.8594
R3P7	.9731
R3P8	.9001
R3P9	.9684
R3P10	.9987
R3P11	1.0009
R3P12	.9953
R3P13	1.0016
R3P14	1.0012
R3P15	1.0017
R3P16	1.0016

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.9410	A198	.9487
B36	.9466	B198	.9490
C36	.9474	C198	.9580
D36	.9479	D198	.9486
E36	.9456	E198	.9364
90 DEG RAKE		**252 DEG RAKE**	
A90	.9444	A252	.9442
B90	.9476	B252	.9480
C90	.9467	C252	.9475
D90	.9432	D252	.9455
E90	.9388	E252	.9395
144 DEG RAKE		**324 DEG RAKE**	
A144	.9443	A324	.9452
B144	.9469	B324	.9500
D144	.9428	C324	.9478
C144	.9340	D324	.9447
E144	.9251	E324	.9406

SPIKE R2

STAT	XCW/RC= 1.4078
S9	.9010
R2P1	.9108
R2P2	.9207
R2P3	.9447
R2P4	.9716
R2P5	.9777

COWL R4

STAT	XCW/RC= 1.5380
S20	.8277
R4P1	.9568
R4P2	.9724
R4P3	.9750
R4P4	.9769
R4P5	.9775
R4P6	.9778
R4P7	.9779
R4P8	.9778
R4P9	.9774
R4P10	.9756
R4P11	.9745
R4P12	.9727

STATIC PRESSURES

TAP	SPIKE XCW/RC	SPIKE P/PO	TAP	COWL XCW/RC	COWL P/PO
S1	-.0702	.9650	S14	.0340	.8628
S2	.0728	.9414	S15	.1860	.8589
S11	.0728	.9407	S16	.4150	.9018
S12	.0728	.9390	S17	.8470	.8943
S13	.0728	.9426	S18	1.1740	.9018
S3	.1408	.9151	S19	1.4590	.9025
S4	.4068	.8710	S20	1.5400	.8277
S5	.6428	.8760	S21	1.8270	.8933
S6	.8698	.8776	S22	2.7840	.8904
S7	1.0178	.8825	S23	3.2980	.8988
S8	1.1498	.8900	S26	5.2890	.8947
S9	1.5128	.9010			
S10	1.8488	.8960			
S27	5.3000	.8990			
S28	.6428	.9672			

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.8988
R6P1	.9292
R6P2	.9397
R6P3	.9381
R6P4	.9389
R6P5	.9409
R6P8	.9447
R6P9	.9462
R6P10	.9465
R6P11	.9481

COWL R5

STAT	XCW/RC= 3.3270
S23	.8988
R5P1	.9210
R5P2	.9229
R5P3	.9247
R5P4	.9259
R5P5	.9287
R5P6	.9316
R5P7	.9357
R5P8	.9447
R5P9	.9513
R5P10	.9534
R5P11	.9517

YF-12 INLET NOISE SUPRESSION STUDY

RUN	98	FLIGHT DATE	09/20/79	SPIKE POS. DX/RC	.8582	AMBIENT TEMP	290.0 DEG K	MAX-MIN DIST	.0378
		FLIGHT NO.	0	BYPASS POS.	CLOSED	AMBIENT PRESS	.9173 ATMOS	K-CIRCUMF.	.4821
START	3:17:40.001	INTERVAL	1.000	ENG.FACE RECOV	.9378	ENGINE M/M*	.5425	K-RADIAL	.0334
STOP	3:18: 9.998	ENG COR RPM	4798.	ENG.FACE MACH NO	.2905	COWL M/M*	.4479		
				COWL LIP RECOV	.9410	ADDITIVE M/M*	.0946	K-DELTA	-.0211
				MACH AT COWL LIP	.2802			K-A	.0544

SPIKE R1

STAT	XCW/RC= .0728
S2	.9344
R1P1	1.0009
R1P2	1.0014
R1P3	1.0015
R1P4	.9994
R1P5	1.0021
R1P6	1.0016
R1P7	1.0016
R1P8	1.0013
R1P9	.9990

SPIKE R2

STAT	XCW/RC= 1.4676
S9	.8880
R2P1	.8978
R2P2	.9098
R2P3	.9372
R2P4	.9694
R2P5	.9759

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.8854
R6P1	.9193
R6P2	.9317
R6P3	.9290
R6P4	.9320
R6P5	.9338
R6P8	.9371
R6P9	.9389
R6P10	.9410
R6P11	.9410

COWL R3

STAT	XCW/RC= .0700
S14	.8478
R3P1	.8445
R3P2	.8442
R3P3	.8437
R3P4	.8435
R3P5	.8435
R3P6	.8435
R3P7	.8699
R3P8	.8896
R3P9	.9083
R3P10	1.0000
R3P11	1.0014
R3P12	.9953
R3P13	1.0022
R3P14	1.0016
R3P15	1.0021
R3P16	1.0019

COWL R4

STAT	XCW/RC= 1.5580
S20	.8068
R4P1	.9551
R4P2	.9682
R4P3	.9720
R4P4	.9743
R4P5	.9756
R4P6	.9753
R4P7	.9761
R4P8	.9751
R4P9	.9741
R4P10	.9738
R4P11	.9723
R4P12	.9694

COWL R5

STAT	XCW/RC= 3.3270
S23	.8854
R5P1	.9112
R5P2	.9127
R5P3	.9148
R5P4	.9161
R5P5	.9194
R5P6	.9236
R5P7	.9284
R5P8	.9378
R5P9	.9451
R5P10	.9481
R5P11	.9470

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.9340	A198	.9405
B36	.9403	B198	.9443
C36	.9419	C198	.9522
D36	.9425	D198	.9423
E36	.9402	E198	.9243
90 DEG RAKE		**252 DEG RAKE**	
A90	.9374	A252	.9376
B90	.9409	B252	.9407
C90	.9403	C252	.9411
D90	.9370	D252	.9379
E90	.9325	E252	.9334
144 DEG RAKE		**324 DEG RAKE**	
A144	.9381	A324	.9400
B144	.9412	B324	.9453
D144	.9364	C324	.9406
C144	.9266	D324	.9381
E144	.9167	E324	.9323

STATIC PRESSURES

TAP	SPIKE XCW/RC	SPIKE P/PO	TAP	COWL XCW/RC	COWL P/PO
S1	-.0762	.9840	S14	.0340	.8478
S2	.0728	.9344	S15	.1860	.8433
S11	.0728	.9346	S16	.4150	.8892
S12	.0728	.9316	S17	.8470	.8816
S13	.0728	.9365	S18	1.1740	.8894
S3	.1408	.9054	S19	1.4590	.8900
S4	.4068	.8556	S20	1.5400	.8068
S5	.6428	.8607	S21	1.8270	.8799
S6	.8898	.8626	S22	2.7840	.8772
S7	1.0178	.8672	S23	3.2980	.8854
S8	1.1498	.8755	S26	5.2890	.8816
S9	1.5128	.8880			
S10	1.8488	.8829			
S27	5.3000	.8869			
S28	.6428	.9641			

YF-12 INLET NOISE SUPRESSION STUDY

RUN	99	FLIGHT DATE	09/20/79	SPIKE POS. DX/RC	.8582	AMBIENT TEMP	290.0 DEG K	MAX-MIN DIST	.0416
		FLIGHT NO.	0	BYPASS POS.	CLOSED	AMBIENT PRESS	.9177 ATMOS	K-CIRCUMF.	.4545
START	3:19:40.002	INTERVAL	1.000	ENG. FACE RECOV	.9282	ENGINE M/M*	1.5577	K-RADIAL	.0378
STOP	3:20: 9.999	ENG COR RPM	5049.	ENG. FACE MACH NO	.3146	COWL M/M*	.4748		
				COWL LIP RECOV	.9320	ADDITIVE M/M*	.0829	K-DELTA	-.0097
				MACH AT COWL LIP	.3021			K-A	.0475

SPIKE R1

STAT	XCW/RC= .0728
S2	.9248
R1P1	1.0000
R1P2	1.0008
R1P3	1.0010
R1P4	.9988
R1P5	1.0009
R1P6	1.0009
R1P7	1.0008
R1P8	1.0007
R1P9	.9982

COWL R3

STAT	XCW/RC= .0700
S14	.8248
R3P1	.8204
R3P2	.8203
R3P3	.8202
R3P4	.8203
R3P5	.8201
R3P6	.8200
R3P7	.9055
R3P8	.8809
R3P9	.9721
R3P10	1.0002
R3P11	1.0007
R3P12	.9939
R3P13	1.0016
R3P14	1.0008
R3P15	1.0015
R3P16	1.0014

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.9250	A198	.9300
B36	.9320	B198	.9334
C36	.9337	C198	.9836
D36	.9349	D198	.9304
E36	.9322	E198	.9169
90 DEG RAKE		252 DEG RAKE	
A90	.9284	A252	.9250
B90	.9335	B252	.9300
C90	.9334	C252	.9278
D90	.9297	D252	.9261
E90	.9227	E252	.9178
144 DEG RAKE		324 DEG RAKE	
A144	.9286	A324	.9296
B144	.9340	B324	.9341
D144	.9292	C324	.9318
C144	.9171	D324	.9276
F144	.9049	E324	.9218

SPIKE R2

STAT	XCW/RC= 1.4678
S9	.8699
R2P1	.8820
R2P2	.8946
R2P3	.9277
R2P4	.9660
R2P5	.9715

COWL R4

STAT	XCW/RC= 1.5380
S20	.7774
R4P1	.9467
R4P2	.9631
R4P3	.9675
R4P4	.9698
R4P5	.9715
R4P6	.9715
R4P7	.9724
R4P8	.9721
R4P9	.9724
R4P10	.9710
R4P11	.9701
R4P12	.9672

STATIC PRESSURES

TAP	SPIKE XCW/RC	SPIKE P/PO	TAP	COWL XCW/RC	COWL P/PO
S1	-.0762	.9807	S14	.0340	.8248
S2	.0728	.9248	S15	.1860	.8206
S11	.0728	.9240	S16	.4150	.8733
S12	.0728	.9234	S17	.8470	.8629
S13	.0728	.9262	S18	1.1740	.8720
S3	.1408	.8905	S19	1.4590	.8726
S4	.4068	.8327	S20	1.5400	.7774
S5	.6428	.8381	S21	1.8270	.8607
S6	.8698	.8416	S22	2.7840	.8576
S7	1.0178	.8464	S23	3.2980	.8678
S8	1.1498	.8552	S26	5.2890	.8633
S9	1.5128	.8699			
S10	1.8488	.8644			
S27	5.3000	.8695			
S28	.6428	.9581			

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.8678
R6P1	.9084
R6P2	.9210
R6P3	.9183
R6P4	.9198
R6P5	.9220
R6P8	.9270
R6P9	.9291
R6P10	.9313
R6P11	.9333

COWL R5

STAT	XCW/RC= 3.3270
S23	.8678
R5P1	.8977
R5P2	.8987
R5P3	.9009
R5P4	.9030
R5P5	.9065
R5P6	.9102
R5P7	.9177
R5P8	.9282
R5P9	.9387
R5P10	.9409
R5P11	.9378

YF-12 INLET NOISE SUPRESSION STUDY

RUN	100	FLIGHT DATE	09/20/79	SPIKE POS. DX/RC	.8582	AMBIENT TEMP	290.0 DEG K	MAX-MIN DIST	.0455
		FLIGHT NO.	0	BYPASS POS.	CLOSED	AMBIENT PRESS	.9179 ATMOS	K-CIRCUMF.	.4375
START	3:22:10.001	INTERVAL	1.000	ENG.FACE RECOV	.9202	ENGINE M/M*	.5703	K-RADIAL	.0379
STOP	3:22:40.000	ENG COR RPM	5243.	ENG.FACE MACH NO	.3350	COWL M/M*	.4941		
				COWL LIP RECOV	.9250	ADDITIVE M/M*	.0762	K-DELTA	.0031
				MACH AT COWL LIP	.3187			K-A	.0410

SPIKE R1

STAT	XCW/RC= .0728
S2	.9170
R1P1	.9995
R1P2	1.0002
R1P3	1.0005
R1P4	.9984
R1P5	1.0004
R1P6	1.0006
R1P7	1.0003
R1P8	1.0004
R1P9	.9977

COWL R3

STAT	XCW/RC= .0700
S14	.8073
R3P1	.8025
R3P2	.8023
R3P3	.8022
R3P4	.8024
R3P5	.8026
R3P6	.8027
R3P7	.9596
R3P8	.8773
R3P9	.9770
R3P10	1.0003
R3P11	1.0005
R3P12	.9931
R3P13	1.0012
R3P14	1.0006
R3P15	1.0015
R3P16	1.0011

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.9158	A198	.9235
B36	.9238	B198	.9282
C36	.9272	C198	.9300
D36	.9273	D198	.9234
E36	.9247	E198	.9054
90 DEG RAKE		252 DEG RAKE	
A90	.9212	A252	.9154
B90	.9267	B252	.9180
C90	.9273	C252	.9198
D90	.9222	D252	.9171
E90	.9142	E252	.9093
144 DEG RAKE		324 DEG RAKE	
A144	.9226	A324	.9220
B144	.9284	B324	.9262
D144	.9237	C324	.9227
C144	.9089	D324	.9197
E144	.8941	E324	.9124

SPIKE R2

STAT	XCW/RC= 1.4678
S9	.8552
R2P1	.8668
R2P2	.8805
R2P3	.9168
R2P4	.9615
R2P5	.9689

COWL R4

STAT	XCW/RC= 1.5380
S20	.7531
R4P1	.9399
R4P2	.9594
R4P3	.9642
R4P4	.9661
R4P5	.9667
R4P6	.9677
R4P7	.9693
R4P8	.9695
R4P9	.9682
R4P10	.9679
R4P11	.9664
R4P12	.9642

STATIC PRESSURES

TAP	SPIKE XCW/RC	SPIKE P/PO	TAP	COWL XCW/RC	COWL P/PO
S1	-.0702	.9787	S14	.0340	.8073
S2	.0728	.9170	S15	.1860	.8020
S11	.0728	.9166	S16	.4150	.8592
S12	.0728	.9160	S17	.8470	.8475
S13	.0728	.9184	S18	1.1740	.8574
S3	.1408	.8797	S19	1.4590	.8582
S4	.4068	.8163	S20	1.5400	.7531
S5	.6428	.8218	S21	1.8270	.8443
S6	.8898	.8247	S22	2.7040	.8410
S7	1.0178	.8298	S23	3.2980	.8517
S8	1.1498	.8393	S26	5.2890	.8480
S9	1.5128	.8552			
S10	1.8488	.8492			
S27	5.3000	.8544			
S28	.6426	.9541			

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.8517
R6P1	.8952
R6P2	.9108
R6P3	.9076
R6P4	.9115
R6P5	.9138
R6P8	.9180
R6P9	.9202
R6P10	.9226
R6P11	.9250

COWL R5

STAT	XCW/RC= 3.3270
S23	.8517
R5P1	.8854
R5P2	.8879
R5P3	.8904
R5P4	.8916
R5P5	.8956
R5P6	.8999
R5P7	.9071
R5P8	.9234
R5P9	.9309
R5P10	.9354
R5P11	.9326

YF-12 INLET NOISE SUPRESSION STUDY

RUN	101	FLIGHT DATE	09/20/79	SPIKE POS. DX/RC	.8582	AMBIENT TEMP	290.0 DEG K	MAX-MIN DIST	.0470
		FLIGHT NO.	0	BYPASS POS.	CLOSED	AMBIENT PRESS	.9170 ATMOS	K-CIRCUMF.	.0188
START	3:24:10.000	INTERVAL	1.000	ENG.FACE RECOV	.9160	ENGINE M/M*	.5851	K-RADIAL	.0431
STOP	3:24:39.998	ENG COR RPM	5422.	ENG.FACE MACH NO	.3481	COWL M/M*	.5086		
				COWL LIP RECOV	.9208	ADDITIVE M/M*	.0765	K-DELTA	.0119
				MACH AT COWL LIP	.3511			K-A	.0549

SPIKE R1

STAT	XCW/RC= .0728
S2	.9127
R1P1	1.0015
R1P2	1.0011
R1P3	1.0015
R1P4	1.0003
R1P5	1.0015
R1P6	1.0021
R1P7	1.0015
R1P8	1.0012
R1P9	.9992

COWL R3

STAT	XCW/RC= .0700
S14	.7944
R3P1	.7911
R3P2	.7907
R3P3	.7906
R3P4	.7904
R3P5	.7906
R3P6	.7904
R3P7	.9590
R3P8	.8734
R3P9	.9793
R3P10	1.0016
R3P11	1.0017
R3P12	.9939
R3P13	1.0023
R3P14	1.0017
R3P15	1.0022
R3P16	1.0021

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.9101	A198	.9188
B36	.9189	B198	.9241
C36	.9212	C198	.9345
D36	.9233	D198	.9219
E36	.9198	E198	.9048
90 DEG RAKE		252 DEG RAKE	
A90	.9175	A252	.9094
B90	.9234	B252	.9152
C90	.9235	C252	.9153
D90	.9182	D252	.9125
E90	.9103	E252	.9042
144 DEG RAKE		324 DEG RAKE	
A144	.9161	A324	.9149
B144	.9242	B324	.9209
D144	.9186	C324	.9202
C144	.9051	D324	.9144
E144	.8915	E324	.9069

SPIKE R2

STAT	XCW/RC= 1.4678
S9	.8452
R2P1	.8582
R2P2	.8752
R2P3	.9129
R2P4	.9602
R2P5	.9687

COWL R4

STAT	XCW/RC= 1.5380
S20	.7364
R4P1	.9391
R4P2	.9583
R4P3	.9634
R4P4	.9650
R4P5	.9674
R4P6	.9678
R4P7	.9694
R4P8	.9687
R4P9	.9684
R4P10	.9664
R4P11	.9650
R4P12	.9607

STATIC PRESSURES

TAP	SPIKE XCW/RC	SPIKE P/PO	TAP	COWL XCW/RC	COWL P/PO
S1	-.0706	.9785	S14	.0340	.7944
S2	.0728	.9127	S15	.1860	.7897
S11	.0728	.9122	S16	.4150	.8512
S12	.0728	.9117	S17	.8470	.8376
S13	.0728	.9150	S18	1.1740	.8477
S3	.1408	.8727	S19	1.4590	.8488
S4	.4068	.8042	S20	1.5400	.7364
S5	.6428	.8099	S21	1.8270	.8354
S6	.8648	.8134	S22	2.7840	.8314
S7	1.0178	.8184	S23	3.2980	.8436
S8	1.1498	.8277	S26	5.2890	.8386
S9	1.5128	.8452			
S10	1.8488	.8396			
S27	5.3000	.8456			
S28	.0428	.9520			

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.8436
R6P1	.8905
R6P2	.9051
R6P3	.9017
R6P4	.9045
R6P5	.9075
R6P8	.9146
R6P9	.9158
R6P10	.9180
R6P11	.9199

COWL R5

STAT	XCW/RC= 3.3270
S23	.8436
R5P1	.8789
R5P2	.8811
R5P3	.8831
R5P4	.8851
R5P5	.8883
R5P6	.8932
R5P7	.9021
R5P8	.9176
R5P9	.9282
R5P10	.9320
R5P11	.9271

YF-12 INLET NOISE SUPRESSION STUDY

RUN	102	FLIGHT DATE	09/20/79	SPIKE POS. DX/RC	.8582	AMBIENT TEMP	290.0 DEG K	MAX-MIN DIST	.0499
		FLIGHT NO.	0	BYPASS POS.	CLOSED	AMBIENT PRESS	.9174 ATMOS	K-CIRCUMF.	.3956
START	3:20:15.003	INTERVAL	1.000	ENG. FACE RECOV	.9095	ENGINE M/M*	.5952	K-RADIAL	.0450
STOP	3:20:44.999	ENG COR RPM	5559.	ENG. FACE MACH NO	.3642	COWL M/M*	.5206		
				COWL LIP RECOV	.9147	ADDITIVE M/M*	.0746	K-DELTA	.0096
				MACH AT COWL LIP	.3428			K-A	.0546

SPIKE R1

STAT	XCW/RC* .0728
S2	.9061
R1P1	.9993
R1P2	1.0000
R1P3	1.0005
R1P4	.9983
R1P5	1.0002
R1P6	1.0009
R1P7	1.0005
R1P8	.9998
R1P9	.9976

COWL R3

STAT	XCW/RC* .0700
S14	.7804
R3P1	.7700
R3P2	.7755
R3P3	.7749
R3P4	.7751
R3P5	.7748
R3P6	.7751
R3P7	.9548
R3P8	.8691
R3P9	.9811
R3P10	1.0010
R3P11	1.0009
R3P12	.9927
R3P13	1.0015
R3P14	1.0010
R3P15	1.0014
R3P16	1.0013

STAT XCW/RC* 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.9034	A198	.9109
B36	.9121	B198	.9185
C36	.9101	C198	.9307
D36	.9181	D198	.9166
E36	.9144	E198	.9009
90 DEG RAKE		252 DEG RAKE	
A90	.9095	A252	.9019
B90	.9167	B252	.9067
C90	.9175	C252	.9094
D90	.9109	D252	.9047
E90	.9015	E252	.8995
144 DEG RAKE		324 DEG RAKE	
A144	.9095	A324	.9082
B144	.9174	B324	.9141
D144	.9110	C324	.9141
C144	.8982	D324	.9094
E144	.8854	E324	.8994

SPIKE R2

STAT	XCW/RC* 1.4678
S9	.8318
R2P1	.8448
R2P2	.8662
R2P3	.9059
R2P4	.9584
R2P5	.9661

COWL R4

STAT	XCW/RC* 1.5380
S20	.7166
R4P1	.9320
R4P2	.9548
R4P3	.9605
R4P4	.9634
R4P5	.9645
R4P6	.9650
R4P7	.9668
R4P8	.9664
R4P9	.9662
R4P10	.9651
R4P11	.9638
R4P12	.9611

STATIC PRESSURES

TAP	SPIKE XCW/RC	P/PO	TAP	COWL XCW/RC	P/PO
S1	-.0762	.9765	S14	.0340	.7804
S2	.0728	.9061	S15	.1860	.7753
S11	.0728	.9053	S16	.4150	.8403
S12	.0728	.9051	S17	.8470	.8248
S13	.0728	.9083	S18	1.1740	.8349
S3	.1408	.8630	S19	1.4590	.8359
S4	.4068	.7849	S20	1.5400	.7166
S5	.6428	.7942	S21	1.8270	.8198
S6	.8896	.7983	S22	2.7840	.8168
S7	1.0178	.8033	S23	3.2980	.8305
S8	1.1498	.8131	S26	5.2890	.8255
S9	1.5126	.8318			
S10	1.8488	.8258			
S27	5.3000	.8358			
S28	.6428	.9482			

SPIKE R6

STAT	XCW/RC* 3.5040
S23	.8305
R6P1	.8796
R6P2	.8976
R6P3	.8924
R6P4	.8960
R6P5	.8980
R6P8	.9061
R6P9	.9081
R6P10	.9109
R6P11	.9136

COWL R5

STAT	XCW/RC* 3.3270
S23	.8305
R5P1	.8691
R5P2	.8704
R5P3	.8724
R5P4	.8741
R5P5	.8798
R5P6	.8858
R5P7	.8945
R5P8	.9111
R5P9	.9222
R5P10	.9270
R5P11	.9216

YF-12 INLET NOISE SUPRESSION STUDY

RUN	103	FLIGHT DATE	09/20/79	SPIKE POS. DX/RC	.8582	AMBIENT TEMP	290.6 DEG K	MAX-MIN DIST	.0514
		FLIGHT NO.	0	BYPASS POS.	CLOSED	AMBIENT PRESS	.9177 ATMOS	K-CIRCUMF.	.3883
START	3:27:55.001	INTERVAL	1.000	ENG.FACE RECOV	.9047	ENGINE M/M*	.6004	K-RADIAL	.0461
STOP	3:28:55.000	ENG COR RPM	5036.	ENG.FACE MACH NO	.3750	COWL M/M*	.5302		
				COWL LIP RECOV	.9104	ADDITIVE M/M*	.0702	K-DELTA	.0138
				MACH AT COWL LIP	.3521			K-A	.0599

SPIKE R1

STAT	XCW/RC= .0728
S2	.9015
R1P1	.9993
R1P2	1.0003
R1P3	1.0006
R1P4	.9983
R1P5	1.0005
R1P6	1.0007
R1P7	1.0006
R1P8	1.0003
R1P9	.9976

COWL R3

STAT	XCW/RC= .0700
S14	.7696
R3P1	.7651
R3P2	.7647
R3P3	.7642
R3P4	.7636
R3P5	.7637
R3P6	.7648
R3P7	.9539
R3P8	.8662
R3P9	.9826
R3P10	1.0008
R3P11	1.0006
R3P12	.9923
R3P13	1.0014
R3P14	1.0005
R3P15	1.0013
R3P16	1.0012

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.8969	A198	.9078
B36	.9068	B198	.9135
C36	.9112	C198	.9280
D36	.9134	D198	.9112
E36	.9098	E198	.8924
90 DEG RAKE		252 DEG RAKE	
A90	.9051	A252	.8970
B90	.9121	B252	.9016
C90	.9135	C252	.9028
D90	.9068	D252	.8986
E90	.8983	E252	.8894
144 DEG RAKE		324 DEG RAKE	
A144	.9046	A324	.9035
B144	.9127	B324	.9113
D144	.9062	C324	.9104
C144	.8948	D324	.9036
E144	.8815	E324	.8965

SPIKE R2

STAT	XCW/RC= 1.4678
S9	.8225
R2P1	.8354
R2P2	.8524
R2P3	.8978
R2P4	.9550
R2P5	.9636

COWL R4

STAT	XCW/RC= 1.5380
S20	.6993
R4P1	.9304
R4P2	.9523
R4P3	.9582
R4P4	.9605
R4P5	.9624
R4P6	.9632
R4P7	.9648
R4P8	.9645
R4P9	.9645
R4P10	.9642
R4P11	.9622
R4P12	.9593

STATIC PRESSURES

TAP	SPIKE XCW/RC	SPIKE P/PO	TAP	COWL XCW/RC	COWL P/PO
S1	-.0762	.9750	S14	.0340	.7696
S2	.0728	.9015	S15	.1860	.7643
S11	.0728	.9010	S16	.4150	.8319
S12	.0728	.8999	S17	.8470	.8160
S13	.0728	.9032	S18	1.1740	.8273
S3	.1408	.8562	S19	1.4590	.8282
S4	.4068	.7790	S20	1.5400	.6993
S5	.6468	.7835	S21	1.8270	.8119
S6	.8898	.7876	S22	2.7840	.8082
S7	1.0178	.7926	S23	3.2980	.8213
S8	1.1498	.8022	S26	5.2890	.8171
S9	1.5128	.8225			
S10	1.8488	.8158			
S27	5.3000	.8245			
S28	.6428	.9457			

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.8213
R6P1	.8737
R6P2	.8918
R6P3	.8880
R6P4	.8907
R6P5	.8941
R6P8	.9000
R6P9	.9025
R6P10	.9054
R6P11	.9076

COWL R5

STAT	XCW/RC= 3.3270
S23	.8213
R5P1	.8607
R5P2	.8653
R5P3	.8664
R5P4	.8684
R5P5	.8738
R5P6	.8791
R5P7	.8864
R5P8	.9062
R5P9	.9186
R5P10	.9218
R5P11	.9187

YF-12 INLET NOISE SUPRESSION STUDY

RUN	104	FLIGHT DATE	09/20/79	SPIKE POS. DX/RC	.8582	AMBIENT TEMP	290.6 DEG K	MAX-MIN DIST	.0502
		FLIGHT NO.	0	BYPASS POS.	CLOSED	AMBIENT PRESS	.9177 ATMOS	K-CIRCUMF.	.3760
START	3:39:10.002	INTERVAL	1.000	ENG.FACE RECOV	.9041	ENGINE M/M*	.6185	K-RADIAL	.0416
STOP	3:39:40.000	ENG COR RPM	5779.	ENG.FACE MACH NO	.3755	COWL M/M*	.5275		
				COWL LIP RECOV	.9090	ADDITIVE M/M*	.0909	K-DELTA	.0256
				MACH AT COWL LIP	.3507			K-A	.0672

SPIKE R1

STAT	XCW/RC= .0728
S2	.9012
R1P1	.9997
R1P2	.9935
R1P3	1.0006
R1P4	.9889
R1P5	.9866
R1P6	1.0008
R1P7	.9893
R1P8	1.0004
R1P9	.9670

COWL R3

STAT	XCW/RC= .0700
S14	.7686
R3P1	.7635
R3P2	.7631
R3P3	.7628
R3P4	.7626
R3P5	.7629
R3P6	.7635
R3P7	.9546
R3P8	.8689
R3P9	.9827
R3P10	1.0009
R3P11	1.0007
R3P12	.9919
R3P13	1.0013
R3P14	1.0006
R3P15	1.0014
R3P16	1.0012

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.8978	A198	.9087
B36	.9072	B198	.9139
C36	.9119	C198	.9247
D36	.9165	D198	.9092
E36	.9093	E198	.8917
90 DEG RAKE		252 DEG RAKE	
A90	.9050	A252	.8945
B90	.9139	B252	.8996
C90	.9157	C252	.8986
D90	.9088	D252	.8975
E90	.9000	E252	.8905
144 DEG RAKE		324 DEG RAKE	
A144	.9053	A324	.9012
B144	.9137	B324	.9095
D144	.9068	C324	.9059
C144	.8931	D324	.9020
E144	.8794	E324	.8951

SPIKE R2

STAT	XCW/RC= 1.4678
S9	.8217
R2P1	.8366
R2P2	.8558
R2P3	.8999
R2P4	.9552
R2P5	.9628

COWL R4

STAT	XCW/RC= 1.5380
S20	.7030
R4P1	.9308
R4P2	.9520
R4P3	.9564
R4P4	.9598
R4P5	.9618
R4P6	.9618
R4P7	.9639
R4P8	.9632
R4P9	.9630
R4P10	.9611
R4P11	.9605
R4P12	.9590

STATIC PRESSURES

TAP	SPIKE XCW/RC	P/PO	TAP	COWL XCW/RC	P/PO
S1	-.0762	.9749	S14	.0340	.7686
S2	.0728	.9012	S15	.1860	.7638
S11	.0728	.8999	S16	.4150	.8312
S12	.0728	.9006	S17	.8470	.8151
S13	.0728	.9018	S18	1.1740	.8262
S3	.1408	.8550	S19	1.4590	.8274
S4	.4068	.7780	S20	1.5400	.7030
S5	.6428	.7829	S21	1.8270	.8097
S6	.8898	.7869	S22	2.7840	.8067
S7	1.0178	.7922	S23	3.2980	.8200
S8	1.1498	.8024	S26	5.2890	.8159
S9	1.5128	.8217			
S10	1.8488	.8152			
S27	5.3000	.8240			
S28	.6428	.9456			

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.8200
R6P1	.8727
R6P2	.8891
R6P3	.8875
R6P4	.8893
R6P5	.8915
R6P8	.9000
R6P9	.9023
R6P10	.9059
R6P11	.9095

COWL R5

STAT	XCW/RC= 3.3270
S23	.8200
R5P1	.8605
R5P2	.8632
R5P3	.8656
R5P4	.8673
R5P5	.8726
R5P6	.8782
R5P7	.8871
R5P8	.9067
R5P9	.9189
R5P10	.9205
R5P11	.9164

YF-12 INLET NOISE SUPRESSION STUDY

RUN	105	FLIGHT DATE	09/20/79	SPIKE POS. DX/RC	.8582	AMBIENT TEMP	290.6 DEG K	MAX-MIN DIST	.0505
		FLIGHT NO.	0	BYPASS POS.	CLOSED	AMBIENT PRESS	.9180 ATMOS	K-CIRCUMF.	.3689
START	3:41:50.000	INTERVAL	1.000	ENG.FACE RECOV	.8977	ENGINE M/M*	.6289	K-RADIAL	.0417
STOP	3:42:20.000	ENG COR RPM	5883.	ENG.FACE MACH NO	.3878	COWL M/M*	.5433		
				COWL LIP RECOV	.9049	ADDITIVE M/M*	.0856	K-DELTA	.0324
				MACH AT COWL LIP	.3649			K-A	.0741

SPIKE R1

STAT	XCW/RC= .0728
S2	.8955
R1P1	.9989
R1P2	1.0000
R1P3	1.0003
R1P4	.9977
R1P5	1.0003
R1P6	1.0003
R1P7	1.0002
R1P8	1.0000
R1P9	.9972

SPIKE R2

STAT	XCW/RC= 1.4678
S9	.8105
R2P1	.8276
R2P2	.8468
R2P3	.8927
R2P4	.9508
R2P5	.9617

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.8083
R6P1	.8651
R6P2	.8828
R6P3	.8805
R6P4	.8832
R6P5	.8848
R6P8	.8919
R6P9	.8956
R6P10	.8995
R6P11	.9012

COWL R3

STAT	XCW/RC= .0700
S14	.7553
R3P1	.7497
R3P2	.7494
R3P3	.7496
R3P4	.7495
R3P5	.7492
R3P6	.7505
R3P7	.9494
R3P8	.8773
R3P9	.9876
R3P10	1.0006
R3P11	1.0003
R3P12	.9911
R3P13	1.0010
R3P14	1.0001
R3P15	1.0007
R3P16	1.0008

COWL R4

STAT	XCW/RC= 1.5340
S20	.6860
R4P1	.9237
R4P2	.9485
R4P3	.9529
R4P4	.9573
R4P5	.9594
R4P6	.9588
R4P7	.9594
R4P8	.9610
R4P9	.9604
R4P10	.9596
R4P11	.9576
R4P12	.9559

COWL R5

STAT	XCW/RC= 3.3270
S23	.8083
R5P1	.8519
R5P2	.8542
R5P3	.8570
R5P4	.8596
R5P5	.8645
R5P6	.8704
R5P7	.8800
R5P8	.9005
R5P9	.9143
R5P10	.9160
R5P11	.9111

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.8917	A198	.9020
B36	.9021	B198	.9085
C36	.9078	C198	.9172
D36	.9082	D198	.8950
E36	.9043	E198	.8790
90 DEG RAKE		252 DEG RAKE	
A90	.9005	A252	.8879
B90	.9094	B252	.8914
C90	.9093	C252	.8935
D90	.9029	D252	.8890
E90	.8946	E252	.8808
144 DEG RAKE		324 DEG RAKE	
A144	.9021	A324	.8947
B144	.9117	B324	.9020
D144	.9021	C324	.9000
C144	.8870	D324	.8955
E144	.8719	E324	.8891

STATIC PRESSURES

TAP	SPIKE XCW/RC	SPIKE P/PO	TAP	COWL XCW/RC	COWL P/PO
S1	-.0762	.9734	S14	.0340	.7553
S2	.0728	.8955	S15	.1860	.7499
S11	.0728	.8942	S16	.4150	.8241
S12	.0728	.8955	S17	.8470	.8038
S13	.0728	.8963	S18	1.1740	.8155
S3	.1408	.8465	S19	1.4590	.8166
S4	.4068	.7651	S20	1.5400	.6860
S5	.6428	.7700	S21	1.8270	.7981
S6	.8898	.7747	S22	2.7840	.7945
S7	1.0178	.7802	S23	3.2980	.8083
S8	1.1498	.7903	S26	5.2890	.8045
S9	1.5128	.8105			
S10	1.8488	.8038			
S27	5.3000	.8133			
S28	.6428	.9427			

YF-12 INLET NOISE SUPRESSION STUDY

RUN	106	FLIGHT DATE	09/20/79	SPIKE POS. DX/RC	.8582	AMBIENT TEMP	290.6 DEG K	MAX-MIN DIST	.0600
		FLIGHT NO.	0	BYPASS POS.	CLOSED	AMBIENT PRESS	.9181 ATMOS	K-CIRCUMF.	.3440
START	3:43:26.002	INTERVAL	1.000	ENG.FACE RECOV	.8935	ENGINE M/M*	.6379	K-RADIAL	.0474
STOP	3:43:55.999	ENG COR RPM	5957.	ENG.FACE MACH NO	.3973	COWL M/M*	.5504		
				COWL LIP RECOV	.9011	ADDITIVE M/M*	.0875	K-DELTA	.0251
				MACH AT COWL LIP	.3725			K-A	.0725

SPIKE R1

STAT	XCW/RC= .0728
S2	.8916
R1P1	.9991
R1P2	.9996
R1P3	1.0001
R1P4	.9976
R1P5	1.0000
R1P6	1.0003
R1P7	1.0002
R1P8	.9998
R1P9	.9970

COWL R3

STAT	XCW/RC= .0700
S14	.7459
R3P1	.7407
R3P2	.7398
R3P3	.7398
R3P4	.7397
R3P5	.7397
R3P6	.7414
R3P7	.9495
R3P8	.8756
R3P9	.9888
R3P10	1.0003
R3P11	.9999
R3P12	.9909
R3P13	1.0005
R3P14	.9995
R3P15	1.0003
R3P16	1.0005

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.8845	A198	.8969
B36	.8974	B198	.9041
C36	.9033	C198	.9190
D36	.9054	D198	.8994
E36	.9007	E198	.8819
90 DEG RAKE		252 DEG RAKE	
A90	.8947	A252	.8828
B90	.9067	B252	.8866
C90	.9069	C252	.8850
D90	.8986	D252	.8854
E90	.8896	E252	.8751
144 DEG RAKE		324 DEG RAKE	
A144	.8929	A324	.8906
B144	.9032	B324	.9006
D144	.8966	C324	.8968
C144	.8810	D324	.8927
E144	.8853	E324	.8834

SPIKE R2

STAT	XCW/RC= 1.4678
S9	.8019
R2P1	.8194
R2P2	.8365
R2P3	.8864
R2P4	.9510
R2P5	.9607

COWL R4

STAT	XCW/RC= 1.5380
S20	.6699
R4P1	.9213
R4P2	.9467
R4P3	.9522
R4P4	.9555
R4P5	.9573
R4P6	.9576
R4P7	.9597
R4P8	.9606
R4P9	.9603
R4P10	.9583
R4P11	.9579
R4P12	.9557

STATIC PRESSURES

TAP	SPIKE XCW/RC	P/PO	TAP	COWL XCW/RC	P/PO
S1	-.0762	.9724	S14	.0340	.7459
S2	.0728	.8916	S15	.1860	.7405
S11	.0728	.8903	S16	.4150	.8170
S12	.0728	.8906	S17	.8470	.7955
S13	.0728	.8921	S18	1.1740	.8075
S3	.1408	.8410	S19	1.4590	.8084
S4	.4068	.7560	S20	1.5400	.6699
S5	.6428	.7602	S21	1.8270	.7888
S6	.8698	.7655	S22	2.7840	.7859
S7	1.0178	.7711	S23	3.2980	.7998
S8	1.1498	.7811	S26	5.2890	.7969
S9	1.5128	.8019			
S10	1.8488	.7958			
S27	5.5000	.8054			
S28	.6428	.9403			

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.7998
R6P1	.8586
R6P2	.8776
R6P3	.8744
R6P4	.8781
R6P5	.8807
R6P8	.8887
R6P9	.8913
R6P10	.8950
R6P11	.8985

COWL R5

STAT	XCW/RC= 3.3270
S23	.7998
R5P1	.8455
R5P2	.8477
R5P3	.8503
R5P4	.8532
R5P5	.8595
R5P6	.8650
R5P7	.8762
R5P8	.8962
R5P9	.9090
R5P10	.9157
R5P11	.9094

YF-12 INLET NOISE SUPRESSION STUDY

RUN	107	FLIGHT DATE	09/20/79	SPIKE POS. DX/RC	.8582	AMBIENT TEMP	290.6 DEG K	MAX-MIN DIST	.0664
		FLIGHT NO.	0	BYPASS POS.	CLOSED	AMBIENT PRESS	.9176 ATMOS	K-CIRCUMF.	.3143
START	3:45:20.001	INTERVAL	1.000	ENG.FACE RECOV	.8865	ENGINE M/M*	.6633	K-RADIAL	.0493
STOP	3:45:50.000	ENG COR RPM	6114.	ENG.FACE MACH NO	.4166	COWL M/M*	.5632		
				COWL LIP RECOV	.8952	ADDITIVE M/M*	.1002	K-DELTA	.0274
				MACH AT COWL LIP	.3859			K-A	.0767

SPIKE R1

STAT	XCW/RC= .0728
S2	.8854
R1P1	.9992
R1P2	1.0001
R1P3	1.0005
R1P4	.9977
R1P5	1.0006
R1P6	1.0005
R1P7	1.0006
R1P8	1.0003
R1P9	.9976

SPIKE R2

STAT	XCW/RC= 1.4678
S9	.7870
R2P1	.8051
R2P2	.8265
R2P3	.8793
R2P4	.9484
R2P5	.9601

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.7857
R6P1	.8476
R6P2	.8681
R6P3	.8619
R6P4	.8680
R6P5	.8722
R6P8	.8816
R6P9	.8842
R6P10	.8876
R6P11	.8905

COWL R3

STAT	XCW/RC= .0700
S14	.7301
R3P1	.7247
R3P2	.7243
R3P3	.7239
R3P4	.7242
R3P5	.7239
R3P6	.7256
R3P7	.9462
R3P8	.8789
R3P9	.9924
R3P10	1.0007
R3P11	1.0004
R3P12	.9911
R3P13	1.0013
R3P14	1.0005
R3P15	1.0010
R3P16	1.0007

COWL R4

STAT	XCW/RC= 1.5380
S20	.6525
R4P1	.9157
R4P2	.9423
R4P3	.9491
R4P4	.9536
R4P5	.9555
R4P6	.9559
R4P7	.9578
R4P8	.9583
R4P9	.9587
R4P10	.9578
R4P11	.9557
R4P12	.9531

COWL R5

STAT	XCW/RC= 3.3270
S23	.7857
R5P1	.8342
R5P2	.8363
R5P3	.8361
R5P4	.8430
R5P5	.8493
R5P6	.8530
R5P7	.8660
R5P8	.8892
R5P9	.9032
R5P10	.9074
R5P11	.9022

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.8767	A198	.8805
B36	.8916	B198	.8973
C36	.8980	C198	.9153
D36	.8990	D198	.8927
E36	.8951	E198	.8724
90 DEG RAKE		**252 DEG RAKE**	
A90	.8864	A252	.8751
B90	.9001	B252	.8810
C90	.9001	C252	.8790
D90	.8933	D252	.8740
E90	.8840	E252	.8642
144 DEG RAKE		**324 DEG RAKE**	
A144	.8882	A324	.8842
B144	.8980	B324	.8930
D144	.8902	C324	.8910
C144	.8733	D324	.8832
E144	.8564	E324	.8700

STATIC PRESSURES

TAP	SPIKE XCW/RC	SPIKE P/PO	TAP	COWL XCW/RC	COWL P/PO
S1	-.0762	.9712	S14	.0340	.7301
S2	.0728	.8854	S15	.1860	.7245
S11	.0728	.8836	S16	.4150	.8044
S12	.0728	.8843	S17	.8470	.7811
S13	.0728	.8858	S18	1.1740	.7934
S3	.1408	.8307	S19	1.4590	.7946
S4	.4068	.7387	S20	1.5400	.6525
S5	.6428	.7453	S21	1.8270	.7735
S6	.8898	.7487	S22	2.7840	.7696
S7	1.0178	.7545	S23	3.2980	.7857
S8	1.1498	.7648	S26	5.2890	.7815
S9	1.5128	.7870			
S10	1.8488	.7801			
S27	5.3000	.7911			
S28	.6428	.9371			

YF-12 INLET NOISE SUPRESSION STUDY

RUN	108	FLIGHT DATE	09/20/79	SPIKE POS. DX/RC	.8582	AMBIENT TEMP	290.6 DEG K	MAX-MIN DIST	.0685
		FLIGHT NO.	0	BYPASS POS.	CLOSED	AMBIENT PRESS	.9183 ATMOS	K=CIRCUMF.	.2917
START	3:47:15.000	INTERVAL	1.000	ENG. FACE RECOV	.8821	ENGINE M/M*	.6740	K=RADIAL	.0437
STOP	3:47:44.998	ENG COR RPM	6182.	ENG. FACE MACH NO	.4264	COWL M/M*	.5698		
				COWL LIP RECOV	.8911	ADDITIVE M/M*	.1043	K=DELTA	.0181
				MACH AT COWL LIP	.3936			K=A	.0618

SPIKE R1

STAT	XCW/RC= .0728
S2	.8814
R1P1	.9982
R1P2	.9988
R1P3	.9997
R1P4	.9970
R1P5	.9996
R1P6	.9996
R1P7	.9995
R1P8	.9992
R1P9	.9965

COWL R3

STAT	XCW/RC= .0700
S14	.7203
R3P1	.7152
R3P2	.7145
R3P3	.7147
R3P4	.7144
R3P5	.7143
R3P6	.7164
R3P7	.9449
R3P8	.8876
R3P9	.9948
R3P10	1.0002
R3P11	.9995
R3P12	.9896
R3P13	1.0003
R3P14	.9997
R3P15	1.0001
R3P16	.9997

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.8742	A198	.8873
B36	.8880	B198	.8926
C36	.8940	C198	.9113
D36	.8967	D198	.8862
E36	.8912	E198	.8653
90 DEG RAKE		**252 DEG RAKE**	
A90	.8826	A252	.8719
B90	.8968	B252	.8757
C90	.8971	C252	.8784
D90	.8890	D252	.8717
E90	.8787	E252	.8618
144 DEG RAKE		**324 DEG RAKE**	
A144	.8788	A324	.8809
B144	.8878	B324	.8893
D144	.8849	C324	.8848
C144	.8679	D324	.8778
E144	.8509	E324	.8720

SPIKE R2

STAT	XCW/RC= 1.4678
S9	.7782
R2P1	.7978
R2P2	.8223
R2P3	.8787
R2P4	.9491
R2P5	.9565

COWL R4

STAT	XCW/RC= 1.5380
S20	.6417
R4P1	.9086
R4P2	.9378
R4P3	.9453
R4P4	.9488
R4P5	.9509
R4P6	.9526
R4P7	.9539
R4P8	.9541
R4P9	.9549
R4P10	.9558
R4P11	.9549
R4P12	.9522

STATIC PRESSURES

TAP	SPIKE XCW/RC	P/PO	TAP	COWL XCW/RC	P/PO
S1	-.0762	.9697	S14	.0340	.7203
S2	.0728	.8814	S15	.1860	.7144
S11	.0728	.8768	S16	.4150	.7991
S12	.0728	.8807	S17	.8470	.7728
S13	.0728	.8824	S18	1.1740	.7851
S3	.1408	.8245	S19	1.4590	.7879
S4	.4068	.7291	S20	1.5400	.6417
S5	.6428	.7333	S21	1.8270	.7642
S6	.8898	.7390	S22	2.7840	.7606
S7	1.0178	.7447	S23	3.2980	.7773
S8	1.1498	.7556	S26	5.2890	.7732
S9	1.5128	.7782			
S10	1.8486	.7713			
S27	5.3000	.7831			
S28	.0428	.9349			

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.7773
R6P1	.8390
R6P2	.8622
R6P3	.8585
R6P4	.8620
R6P5	.8650
R6P8	.8756
R6P9	.8785
R6P10	.8828
R6P11	.8880

COWL R5

STAT	XCW/RC= 3.3270
S23	.7773
R5P1	.8276
R5P2	.8301
R5P3	.8326
R5P4	.8349
R5P5	.8418
R5P6	.8468
R5P7	.8602
R5P8	.8837
R5P9	.9015
R5P10	.9067
R5P11	.8978

YF-12 INLET NOISE SUPRESSION STUDY

RUN	109	FLIGHT DATE	09/20/79	SPIKE POS. DX/RC	.8582	AMBIENT TEMP	291.7 DEG K	MAX-MIN DIST	.0706
		FLIGHT NO.	0	BYPASS POS.	CLOSED	AMBIENT PRESS	.9177 ATMOS	K-CIRCUMF.	.2653
START	3:48:40.000	INTERVAL	1.000	ENG.FACE RECOV	.8778	ENGINE M/M*	.6921	K-RADIAL	.0469
STOP	3:49:10.000	ENG COR RPM	6314.	ENG.FACE MACH NO	.4374	COWL M/M*	.5765		
				COWL LIP RECOV	.8873	ADDITIVE M/M*	.1156	K-DELTA	.0107
				MACH AT COWL LIP	.4014			K-A	.0576

SPIKE R1

STAT	XCW/RC= .0728
S2	.8777
R1P1	.9988
R1P2	.9997
R1P3	1.0002
R1P4	.9973
R1P5	1.0002
R1P6	1.0002
R1P7	1.0003
R1P8	.9999
R1P9	.9971

COWL R3

STAT	XCW/RC= .0700
S14	.7104
R3P1	.7056
R3P2	.7050
R3P3	.7054
R3P4	.7054
R3P5	.7055
R3P6	.7072
R3P7	.9431
R3P8	.8837
R3P9	.9958
R3P10	1.0006
R3P11	1.0002
R3P12	.9896
R3P13	1.0008
R3P14	1.0000
R3P15	1.0005
R3P16	1.0004

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.8692	A198	.8736
B36	.8819	B198	.8858
C36	.8928	C198	.9046
D36	.8957	D198	.8830
E36	.8870	E198	.8654
90 DEG RAKE		252 DEG RAKE	
A90	.8755	A252	.8708
B90	.8908	B252	.8808
C90	.8918	C252	.8783
D90	.8823	D252	.8737
E90	.8731	E252	.8589
144 DEG RAKE		324 DEG RAKE	
A144	.8787	A324	.8745
B144	.8901	B324	.8818
D144	.8787	C324	.8798
C144	.8606	D324	.8734
E144	.8426	E324	.8667

SPIKE R2

STAT	XCW/RC= 1.4678
S9	.7692
R2P1	.7897
R2P2	.8136
R2P3	.8755
R2P4	.9480
R2P5	.9547

COWL R4

STAT	XCW/RC= 1.5386
S20	.6282
R4P1	.9051
R4P2	.9374
R4P3	.9443
R4P4	.9480
R4P5	.9509
R4P6	.9519
R4P7	.9529
R4P8	.9545
R4P9	.9543
R4P10	.9548
R4P11	.9537
R4P12	.9523

STATIC PRESSURES

TAP	SPIKE XCW/RC	SPIKE P/PO	TAP	COWL XCW/RC	COWL P/PO
S1	-.0762	.9695	S14	.0340	.7104
S2	.0728	.8777	S15	.1860	.7054
S11	.0728	.8732	S16	.4150	.7917
S12	.0728	.8743	S17	.8470	.7642
S13	.0728	.8786	S18	1.1740	.7765
S3	.1406	.8184	S19	1.4590	.7794
S4	.4068	.7197	S20	1.5400	.6282
S5	.6428	.7253	S21	1.8270	.7546
S6	.8698	.7269	S22	2.7840	.7508
S7	1.0178	.7351	S23	3.2980	.7673
S8	1.1498	.7453	S26	5.2890	.7641
S9	1.5128	.7692			
S10	1.8488	.7618			
S27	5.5000	.7747			
S28	.6428	.9333			

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.7673
R6P1	.8372
R6P2	.8568
R6P3	.8537
R6P4	.8566
R6P5	.8598
R6P8	.8704
R6P9	.8733
R6P10	.8770
R6P11	.8825

COWL R5

STAT	XCW/RC= 3.3276
S23	.7673
R5P1	.8207
R5P2	.8227
R5P3	.8259
R5P4	.8295
R5P5	.8339
R5P6	.8415
R5P7	.8537
R5P8	.8742
R5P9	.8977
R5P10	.9045
R5P11	.8963

YF-12 INLET NOISE SUPRESSION STUDY

RUN	110	FLIGHT DATE	09/20/79	SPIKE POS. DX/RC	.8582	AMBIENT TEMP	291.7 DEG K	MAX-MIN DIST	.0719
		FLIGHT NO.	0	BYPASS POS.	CLOSED	AMBIENT PRESS	.9181 ATMOS	K-CIRCUMF.	.2535
START	3:50:25.004	INTERVAL	1.000	ENG. FACE RECOV	.8756	ENGINE M/M*	.7009	K-RADIAL	.0440
STOP	3:50:55.000	ENG COR RPM	6381.	ENG. FACE MACH NO	.4451	COWL M/M*	.5802		
				COWL LIP RECOV	.8652	ADDITIVE M/M*	.1207	K-DELTA	.0077
				MACH AT COWL LIP	.4058			K-A	.0517

SPIKE R1

STAT	XCW/RC= .0728
S2	.8752
R1P1	.9986
R1P2	.9993
R1P3	.9998
R1P4	.9970
R1P5	.9999
R1P6	.9998
R1P7	.9997
R1P8	.9996
R1P9	.9968

COWL R3

STAT	XCW/RC= .0700
S14	.7053
R3P1	.7001
R3P2	.6996
R3P3	.6996
R3P4	.6994
R3P5	.6996
R3P6	.7018
R3P7	.9412
R3P8	.8925
R3P9	.9968
R3P10	1.0004
R3P11	.9999
R3P12	.9891
R3P13	1.0007
R3P14	.9999
R3P15	1.0004
R3P16	1.0000

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.8638	A198	.8740
B36	.8820	B198	.8805
C36	.8904	C198	.9028
D36	.8936	D198	.8788
E36	.8847	E198	.8635
90 DEG RAKE		252 DEG RAKE	
A90	.8752	A252	.8707
B90	.8894	B252	.8805
C90	.8920	C252	.8761
D90	.8823	D252	.8726
E90	.8704	E252	.8559
144 DEG RAKE		324 DEG RAKE	
A144	.8751	A324	.8730
B144	.8834	B324	.8818
D144	.8725	C324	.8766
C144	.8562	D324	.8699
E144	.8599	E324	.8603

SPIKE R2

STAT	XCW/RC= 1.4678
S9	.7634
R2P1	.7827
R2P2	.8086
R2P3	.8725
R2P4	.9487
R2P5	.9547

COWL R4

STAT	XCW/RC= 1.5380
S20	.6201
R4P1	.9049
R4P2	.9373
R4P3	.9426
R4P4	.9475
R4P5	.9494
R4P6	.9509
R4P7	.9527
R4P8	.9538
R4P9	.9552
R4P10	.9554
R4P11	.9541
R4P12	.9521

STATIC PRESSURES

TAP	SPIKE XCW/RC	SPIKE P/PO	TAP	COWL XCW/RC	COWL P/PO
S1	-.0762	.9686	S14	.0340	.7053
S2	.0728	.8752	S15	.1860	.6990
S11	.0728	.8709	S16	.4150	.7883
S12	.0728	.8720	S17	.8470	.7582
S13	.0728	.8763	S18	1.1740	.7709
S3	.1408	.8148	S19	1.4590	.7741
S4	.4068	.7137	S20	1.5400	.6201
S5	.6428	.7168	S21	1.8270	.7487
S6	.8898	.7234	S22	2.7840	.7447
S7	1.0178	.7295	S23	3.2980	.7617
S8	1.1498	.7397	S26	5.2890	.7588
S9	1.5128	.7634			
S10	1.8488	.7560			
S27	5.3000	.7690			
S28	.6428	.9318			

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.7617
R6P1	.8306
R6P2	.8540
R6P3	.8498
R6P4	.8539
R6P5	.8585
R6P8	.8690
R6P9	.8717
R6P10	.8763
R6P11	.8821

COWL R5

STAT	XCW/RC= 3.3270
S23	.7617
R5P1	.8158
R5P2	.8186
R5P3	.8216
R5P4	.8242
R5P5	.8291
R5P6	.8380
R5P7	.8498
R5P8	.8757
R5P9	.8976
R5P10	.9006
R5P11	.8924

YF-12 INLET NOISE SUPRESSION STUDY

RUN	111	FLIGHT DATE	09/20/79	SPIKE POS. DX/RC	.8582	AMBIENT TEMP	290.6 DEG K	MAX-MIN DIST	.0624
		FLIGHT NO.	0	BYPASS POS.	CLOSED	AMBIENT PRESS	.9186 ATMOS	K-CIRCUMF.	.2369
START	3:54:20.002	INTERVAL	1.000	ENG.FACE RECOV	.8711	ENGINE M/M*	.7151	K-RADIAL	.0459
STOP	3:54:49.999	ENG COR RPM	6503.	ENG.FACE MACH NO	.4527	COWL M/M*	.5873		
				COWL LIP RECOV	.8817	ADDITIVE M/M*	.1278	K-DELTA	.0054
				MACH AT COWL LIP	.4140			K-A	.0512

SPIKE R1

STAT	XCW/RC= .0728
S2	.8711
R1P1	.9979
R1P2	.9989
R1P3	.9993
R1P4	.9965
R1P5	.9994
R1P6	.9994
R1P7	.9993
R1P8	.9991
R1P9	.9965

COWL R3

STAT	XCW/RC= .0700
S14	.6961
R3P1	.6910
R3P2	.6906
R3P3	.6904
R3P4	.6905
R3P5	.6902
R3P6	.6941
R3P7	.9410
R3P8	.9169
R3P9	.9983
R3P10	1.0001
R3P11	.9996
R3P12	.9895
R3P13	1.0002
R3P14	.9994
R3P15	.9999
R3P16	.9997

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.8601	A198	.8623
B36	.8768	B198	.8682
C36	.8862	C198	.8886
D36	.8897	D198	.8686
E36	.8824	E198	.8506
90 DEG RAKE		252 DEG RAKE	
A90	.8753	A252	.8662
B90	.8891	B252	.8721
C90	.8886	C252	.8723
D90	.8772	D252	.8664
E90	.8663	E252	.8494
144 DEG RAKE		324 DEG RAKE	
A144	.8679	A324	.8680
B144	.8841	B324	.8810
D144	.8771	C324	.8767
C144	.8562	D324	.8679
E144	.8354	E324	.8564

SPIKE R2

STAT	XCW/RC= 1.4678
S9	.7561
R2P1	.7756
R2P2	.8001
R2P3	.8659
R2P4	.9489
R2P5	.9547

COWL R4

STAT	XCW/RC= 1.5380
S20	.6140
R4P1	.9040
R4P2	.9357
R4P3	.9423
R4P4	.9475
R4P5	.9515
R4P6	.9523
R4P7	.9543
R4P8	.9560
R4P9	.9571
R4P10	.9565
R4P11	.9557
R4P12	.9521

STATIC PRESSURES

TAP	SPIKE XCW/RC	P/PO	TAP	COWL XCW/RC	P/PO
S1	-.0762	.9668	S14	.0340	.6961
S2	.0728	.8711	S15	.1860	.6900
S11	.0728	.8674	S16	.4150	.7834
S12	.0728	.8645	S17	.8470	.7518
S13	.0728	.8726	S18	1.1740	.7645
S3	.1408	.8098	S19	1.4590	.7666
S4	.4068	.7059	S20	1.5400	.6140
S5	.6428	.7088	S21	1.8270	.7405
S6	.8898	.7155	S22	2.7840	.7367
S7	1.0178	.7214	S23	3.2980	.7541
S8	1.1498	.7313	S26	5.2890	.7509
S9	1.5128	.7561			
S10	1.8488	.7481			
S27	5.3000	.7621			
S28	.8428	.9299			

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.7541
R6P1	.8229
R6P2	.8489
R6P3	.8435
R6P4	.8506
R6P5	.8497
R6P8	.8640
R6P9	.8665
R6P10	.8708
R6P11	.8780

COWL R5

STAT	XCW/RC= 3.3270
S23	.7541
R5P1	.8098
R5P2	.8125
R5P3	.8163
R5P4	.8187
R5P5	.8245
R5P6	.8326
R5P7	.8472
R5P8	.8728
R5P9	.8933
R5P10	.9003
R5P11	.8906

YF-12 INLET NOISE SUPRESSION STUDY

RUN	112	FLIGHT DATE	09/20/79	SPIKE POS. DX/RC	.8582	AMBIENT TEMP	290.6 DEG K	MAX-MIN DIST	.0727
		FLIGHT NO.	0	BYPASS POS.	CLOSED	AMBIENT PRESS	.9184 ATMOS	K-CIRCUMF.	.2350
START	3:57:50.000	INTERVAL	1.000	ENG.FACE RECOV	.8687	ENGINE M/M*	.7243	K-RADIAL	.0460
STOP	3:58:19.998	ENG COR RPM	6597.	ENG.FACE MACH NO	.4630	COWL M/M*	.5891		
				COWL LIP RECOV	.8790	ADDITIVE M/M*	.1352	K-DELTA	.0118
				MACH AT COWL LIP	.4172			K-A	.0578

SPIKE R1

STAT	XCW/RC= .0728
S2	.8691
R1P1	.9984
R1P2	.9994
R1P3	1.0000
R1P4	.9974
R1P5	1.0000
R1P6	1.0001
R1P7	1.0001
R1P8	.9997
R1P9	.9970

SPIKE R2

STAT	XCW/RC= 1.4678
S9	.7492
R2P1	.7702
R2P2	.7977
R2P3	.8624
R2P4	.9476
R2P5	.9529

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.7472
R6P1	.8213
R6P2	.8447
R6P3	.8383
R6P4	.8418
R6P5	.8452
R6P8	.8584
R6P9	.8619
R6P10	.8682
R6P11	.8724

COWL R3

STAT	XCW/RC= .0700
S14	.6905
R3P1	.6854
R3P2	.6852
R3P3	.6851
R3P4	.6849
R3P5	.6850
R3P6	.6873
R3P7	.9389
R3P8	.8890
R3P9	.9970
R3P10	1.0006
R3P11	1.0002
R3P12	.9893
R3P13	1.0008
R3P14	1.0001
R3P15	1.0005
R3P16	1.0003

COWL R4

STAT	XCW/RC= 1.5380
S20	.5975
R4P1	.8974
R4P2	.9326
R4P3	.9400
R4P4	.9441
R4P5	.9466
R4P6	.9476
R4P7	.9507
R4P8	.9523
R4P9	.9527
R4P10	.9537
R4P11	.9536
R4P12	.9518

COWL R5

STAT	XCW/RC= 3.3270
S23	.7472
R5P1	.8052
R5P2	.8075
R5P3	.8108
R5P4	.8128
R5P5	.8206
R5P6	.8276
R5P7	.8411
R5P8	.8708
R5P9	.8911
R5P10	.8986
R5P11	.8874

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.8569	A198	.8638
B36	.8742	B198	.8710
C36	.8816	C198	.8952
D36	.8852	D198	.8728
E36	.8780	E198	.8576
90 DEG RAKE		**252 DEG RAKE**	
A90	.8668	A252	.8671
B90	.8827	B252	.8742
C90	.8845	C252	.8696
D90	.8745	D252	.8629
E90	.8626	E252	.8456
144 DEG RAKE		**324 DEG RAKE**	
A144	.8659	A324	.8640
B144	.8824	B324	.8748
D144	.8746	C324	.8712
C144	.8533	D324	.8630
E144	.8526	E324	.8541

STATIC PRESSURES

TAP	SPIKE XCW/RC	SPIKE P/PO	TAP	COWL XCW/RC	COWL P/PO
S1	-.0762	.9670	S14	.0340	.6905
S2	.0728	.8691	S15	.1860	.6844
S11	.0728	.8650	S16	.4150	.7759
S12	.0728	.8556	S17	.8470	.7451
S13	.0728	.8703	S18	1.1740	.7585
S3	.1408	.8052	S19	1.4590	.7617
S4	.4068	.6987	S20	1.5400	.5975
S5	.6428	.7017	S21	1.8270	.7333
S6	.8898	.7083	S22	2.7840	.7295
S7	1.0178	.7141	S23	3.2980	.7472
S8	1.1498	.7248	S26	5.2890	.7438
S9	1.5128	.7492			
S10	1.8488	.7409			
S27	5.3000	.7555			
S28	.6428	.9292			

YF-12 INLET NOISE SUPPRESSION STUDY

RUN	113	FLIGHT DATE	09/20/79	SPIKE POS. DX/RC	.8582	AMBIENT TEMP	291.1 DEG K	MAX-MIN DIST	.0928
		FLIGHT NO.	0	BYPASS POS.	CLOSED	AMBIENT PRESS	.9194 ATMOS	K-CIRCUMF.	.2264
START	3:59:50.003	INTERVAL	1.000	ENG.FACE RECOV	.8657	ENGINE M/M*	.7311	K-RADIAL	.0499
STOP	4: 0:19.999	ENG COR RPM	6691.	ENG.FACE MACH NO	.4675	COWL M/M*	.5931		
				COWL LIP RECOV	.8763	ADDITIVE M/M*	.1380	K-DELTA	.0100
				MACH AT COWL LIP	.4224			K-A	.0599

SPIKE R1	
STAT	XCW/RC= .0728
S2	.8656
R1P1	.9974
R1P2	.9987
R1P3	.9984
R1P4	.9960
R1P5	.9976
R1P6	.9979
R1P7	.9988
R1P8	.9987
R1P9	.9960

COWL R3	
STAT	XCW/RC= .0700
S14	.6846
R3P1	.6769
R3P2	.6785
R3P3	.6785
R3P4	.6785
R3P5	.6788
R3P6	.6828
R3P7	.9374
R3P8	.9169
R3P9	.9979
R3P10	.9995
R3P11	.9990
R3P12	.9882
R3P13	.9998
R3P14	.9990
R3P15	.9994
R3P16	.9989

STAT XCW/RC= 5.4830			
36 DEG RAKE		198 DEG RAKE	
A36	.8528	A198	.8653
B36	.8715	B198	.8782
C36	.8823	C198	.9048
D36	.8836	D198	.8745
E36	.8777	E198	.8504
90 DEG RAKE		252 DEG RAKE	
A90	.8602	A252	.8542
B90	.8761	B252	.8657
C90	.8801	C252	.8608
D90	.8713	D252	.8625
E90	.8595	E252	.8457
144 DEG RAKE		324 DEG RAKE	
A144	.8658	A324	.8603
B144	.8722	B324	.8737
C144	.8662	C324	.8682
D144	.8453	D324	.8606
E144	.8244	E324	.8516

SPIKE R2	
STAT	XCW/RC= 1.4678
S9	.7439
R2P1	.7647
R2P2	.7926
R2P3	.8631
R2P4	.9497
R2P5	.9529

COWL R4	
STAT	XCW/RC= 1.5340
S20	.5875
R4P1	.8966
R4P2	.9311
R4P3	.9400
R4P4	.9431
R4P5	.9456
R4P6	.9471
R4P7	.9503
R4P8	.9517
R4P9	.9526
R4P10	.9534
R4P11	.9531
R4P12	.9514

STATIC PRESSURES

TAP	SPIKE XCW/RC	SPIKE P/PO	TAP	COWL XCW/RC	COWL P/PO
S1	-.0702	.9650	S14	.0340	.6846
S2	.0728	.8656	S15	.1860	.6780
S11	.0728	.8624	S16	.4150	.7732
S12	.0728	.8644	S17	.8470	.7396
S13	.0728	.8664	S18	1.1740	.7533
S3	.1408	.8019	S19	1.4590	.7563
S4	.4068	.6936	S20	1.5400	.5875
S5	.6428	.6953	S21	1.8270	.7274
S6	.8898	.7029	S22	2.7840	.7234
S7	1.0178	.7083	S23	3.2980	.7415
S8	1.1498	.7189	S26	5.2890	.7391
S9	1.5128	.7439			
S10	1.8488	.7355			
S27	5.3000	.7506			
S28	.6428	.9270			

SPIKE R6	
STAT	XCW/RC= 3.5040
S23	.7415
R6P1	.8151
R6P2	.8396
R6P3	.8372
R6P4	.8416
R6P5	.8442
R6P8	.8548
R6P9	.8599
R6P10	.8652
R6P11	.8708

COWL R5	
STAT	XCW/RC= 3.3270
S23	.7415
R5P1	.8009
R5P2	.8033
R5P3	.8062
R5P4	.8092
R5P5	.8153
R5P6	.8234
R5P7	.8403
R5P8	.8674
R5P9	.8894
R5P10	.8994
R5P11	.8872

YF-12 INLET NOISE SUPRESSION STUDY

RUN	115	FLIGHT DATE	09/20/79	SPIKE POS. DX/RC	.4558	AMBIENT TEMP	292.2 DEG K	MAX-MIN DIST	.0450
		FLIGHT NO.	0	BYPASS POS.	OPEN	AMBIENT PRESS	.9188 ATMOS	K-CIRCUMF.	.0493
START	4: 7: 5.000	INTERVAL	1.000	ENG.FACE RECOV	.9667	ENGINE M/M*	.6344	K-RADIAL	.1370
STOP	4: 7:35.000	ENG COR RPM	4197.	ENG.FACE MACH NO	.2498	COWL M/M*	.2828		
				COWL LIP RECOV	.9827	ADDITIVE M/M*	.3516	K-DELTA	.0397
				MACH AT COWL LIP	.1315			K-A	.1767

SPIKE R1

STAT	XCW/RC= .4752
S2	.9725
R1P1	1.0006
R1P2	1.0007
R1P3	1.0010
R1P4	1.0004
R1P5	1.0010
R1P6	1.0009
R1P7	1.0009
R1P8	1.0007
R1P9	.9990

SPIKE R2

STAT	XCW/RC= 1.8702
S9	.9640
R2P1	.9804
R2P2	.9893
R2P3	.9959
R2P4	.9954
R2P5	.9875

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.9217
R6P1	.9508
R6P2	.9628
R6P3	.9630
R6P4	.9672
R6P5	.9704
R6P8	.9838
R6P9	.9826
R6P10	.9782
R6P11	.9644

COWL R3

STAT	XCW/RC= .0700
S14	.9692
R3P1	.9694
R3P2	.9695
R3P3	.9693
R3P4	.9694
R3P5	.9692
R3P6	.9693
R3P7	.9939
R3P8	.9698
R3P9	.9756
R3P10	.9890
R3P11	1.0005
R3P12	.9992
R3P13	1.0024
R3P14	1.0019
R3P15	1.0023
R3P16	1.0023

COWL R4

STAT	XCW/RC= 1.5340
S20	.9377
R4P1	.9930
R4P2	.9956
R4P3	.9958
R4P4	.9965
R4P5	.9963
R4P6	.9968
R4P7	.9973
R4P8	.9978
R4P9	.9982
R4P10	.9984
R4P11	.9993
R4P12	.9995

COWL R5

STAT	XCW/RC= 3.3270
S23	.9217
R5P1	.9473
R5P2	.9505
R5P3	.9539
R5P4	.9546
R5P5	.9577
R5P6	.9638
R5P7	.9774
R5P8	.9911
R5P9	.9913
R5P10	.9900
R5P11	.9888

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.9705	A198	.9698
B36	.9654	B198	.9684
C36	.9561	C198	.9721
D36	.9487	D198	.9554
E36	.9436	E198	.9477
90 DEG RAKE		**252 DEG RAKE**	
A90	.9873	A252	.9824
B90	.9850	B252	.9795
C90	.9759	C252	.9701
D90	.9671	D252	.9626
E90	.9627	E252	.9575
144 DEG RAKE		**324 DEG RAKE**	
A144	.9796	A324	.9711
B144	.9746	B324	.9713
D144	.9655	C324	.9652
C144	.9615	D324	.9640
E144	.9575	E324	.9618

STATIC PRESSURES

TAP	SPIKE XCW/RC	SPIKE P/PO	TAP	COWL XCW/RC	COWL P/PO
S1	.3262	.9703	S14	.0340	.9692
S2	.4752	.9725	S15	.1860	.9667
S11	.4752	.9709	S16	.4150	.9721
S12	.4752	.9709	S17	.8470	.9767
S13	.4752	.9724	S18	1.1740	.9709
S3	.5432	.9743	S19	1.4590	.9665
S4	.8092	.9698	S20	1.5400	.9377
S5	1.0452	.9666	S21	1.8270	.9630
S6	1.2922	.9670	S22	2.7840	.9053
S7	1.4202	.9660	S23	3.2980	.9217
S8	1.5522	.9631	S26	5.2890	.9233
S9	1.9152	.9640			
S10	2.2512	.9586			
S27	5.3000	.9265			
S28	1.0452	.9911			

YF-12 INLET NOISE SUPRESSION STUDY

RUN	116	FLIGHT DATE	09/20/79	SPIKE POS. DX/RC	.4558	AMBIENT TEMP	292.2 DEG K	MAX-MIN DIST	.0576
		FLIGHT NO.	0	BYPASS POS.	OPEN	AMBIENT PRESS	.9191 ATMOS	K=CIRCUMF.	.5902
START	4: 9:10.001	INTERVAL	1.000	ENG.FACE RECOV	.9564	ENGINE M/M*	.6643	K=RADIAL	.1727
STOP	4: 9:40.000	ENG COR RPM	4577.	ENG.FACE MACH NO	.2654	COWL M/M*	.3115		
				COWL LIP RECOV	.9769	ADDITIVE M/M*	.3529	K=DELTA	.0492
				MACH AT COWL LIP	.1460			K=A	.2819

SPIKE R1

STAT	XCW/RC= .4752
S2	.9646
R1P1	1.0004
R1P2	1.0005
R1P3	1.0009
R1P4	1.0000
R1P5	1.0011
R1P6	1.0010
R1P7	1.0009
R1P8	1.0009
R1P9	.9982

COWL R3

STAT	XCW/RC= .0700
S14	.9604
R3P1	.9601
R3P2	.9600
R3P3	.9600
R3P4	.9598
R3P5	.9597
R3P6	.9598
R3P7	.9916
R3P8	.9609
R3P9	.9696
R3P10	.9878
R3P11	1.0003
R3P12	.9983
R3P13	1.0019
R3P14	1.0016
R3P15	1.0019
R3P16	1.0018

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.9622	A198	.9656
B36	.9581	B198	.9603
C36	.9418	C198	.9605
D36	.9349	D198	.9814
E36	.9295	E198	.9304
90 DEG RAKE		252 DEG RAKE	
A90	.9847	A252	.9765
B90	.9787	B252	.9672
C90	.9656	C252	.9525
D90	.9572	D252	.9493
E90	.9504	E252	.9424
144 DEG RAKE		324 DEG RAKE	
A144	.9758	A324	.9637
B144	.9704	B324	.9650
D144	.9558	C324	.9560
C144	.9502	D324	.9527
E144	.9446	E324	.9503

SPIKE R2

STAT	XCW/RC= 1.8702
S9	.9542
R2P1	.9743
R2P2	.9860
R2P3	.9946
R2P4	.9938
R2P5	.9845

COWL R4

STAT	XCW/RC= 1.5380
S20	.9200
R4P1	.9894
R4P2	.9933
R4P3	.9942
R4P4	.9948
R4P5	.9952
R4P6	.9952
R4P7	.9955
R4P8	.9962
R4P9	.9964
R4P10	.9975
R4P11	.9980
R4P12	.9987

STATIC PRESSURES

TAP	SPIKE XCW/RC	P/PO	TAP	COWL XCW/RC	P/PO
S1	.3202	.9621	S14	.0340	.9604
S2	.4752	.9646	S15	.1860	.9573
S11	.4752	.9627	S16	.4150	.9650
S12	.4752	.9628	S17	.8470	.9701
S13	.4752	.9653	S18	1.1740	.9627
S3	.5432	.9672	S19	1.4590	.9569
S4	.8092	.9616	S20	1.5400	.9200
S5	1.0452	.9576	S21	1.8270	.9524
S6	1.2922	.9580	S22	2.7840	.8780
S7	1.4202	.9562	S23	3.2980	.8981
S8	1.5522	.9525	S26	5.2890	.9007
S9	1.9152	.9542			
S10	2.2512	.9470			
S27	5.3000	.9050			
S28	1.0452	.9893			

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.8981
R6P1	.9369
R6P2	.9516
R6P3	.9519
R6P4	.9569
R6P5	.9622
R6P8	.9800
R6P9	.9785
R6P10	.9706
R6P11	.9550

COWL R5

STAT	XCW/RC= 3.3270
S23	.8981
R5P1	.9317
R5P2	.9355
R5P3	.9397
R5P4	.9424
R5P5	.9445
R5P6	.9519
R5P7	.9697
R5P8	.9891
R5P9	.9881
R5P10	.9803
R5P11	.9853

YF-12 INLET NOISE SUPRESSION STUDY

RUN	118	FLIGHT DATE	09/20/79	SPIKE POS. DX/RC	.4558	AMBIENT TEMP	292.2 DEG K	MAX-MIN DIST	.1025
		FLIGHT NO.	0	BYPASS POS.	OPEN	AMBIENT PRESS	.9185 ATMOS	K-CIRCUMF.	.4409
START	4:13:10.000	INTERVAL	1.000	ENG.FACE RECOV	.9230	ENGINE M/M*	.7583	K-RADIAL	.2278
STOP	4:13:40.000	ENG COR RPM	5634.	ENG.FACE MACH NO	.3912	COWL M/M*	.3943		
				COWL LIP RECOV	.9593	ADDITIVE M/M*	.3640	K-DELTA	.0635
				MACH AT COWL LIP	.1899			K-A	.2913

SPIKE R1

STAT	XCW/RC= .4752
S2	.9390
R1P1	.9998
R1P2	1.0001
R1P3	1.0006
R1P4	.9992
R1P5	1.0000
R1P6	1.0006
R1P7	1.0006
R1P8	1.0004
R1P9	.9950

SPIKE R2

STAT	XCW/RC= 1.8702
S9	.9217
R2P1	.9574
R2P2	.9765
R2P3	.9890
R2P4	.9878
R2P5	.9668

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.8190
R6P1	.8899
R6P2	.9141
R6P3	.9170
R6P4	.9263
R6P5	.9345
R6P8	.9660
R6P9	.9632
R6P10	.9512
R6P11	.9216

COWL R3

STAT	XCW/RC= .0700
S14	.9320
R3P1	.9319
R3P2	.9323
R3P3	.9323
R3P4	.9322
R3P5	.9322
R3P6	.9323
R3P7	.9848
R3P8	.9325
R3P9	.9389
R3P10	.9587
R3P11	.9890
R3P12	.9945
R3P13	1.0021
R3P14	1.0013
R3P15	1.0020
R3P16	1.0018

COWL R4

STAT	XCW/RC= 1.5340
S20	.8649
R4P1	.9791
R4P2	.9864
R4P3	.9871
R4P4	.9882
R4P5	.9893
R4P6	.9890
R4P7	.9901
R4P8	.9904
R4P9	.9916
R4P10	.9930
R4P11	.9939
R4P12	.9943

COWL R5

STAT	XCW/RC= 3.3270
S23	.8190
R5P1	.8771
R5P2	.8869
R5P3	.8880
R5P4	.8907
R5P5	.8992
R5P6	.9109
R5P7	.9403
R5P8	.9702
R5P9	.9805
R5P10	.9764
R5P11	.9743

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.9531	A198	.9466
B36	.9239	B198	.9401
C36	.9026	C198	.9324
D36	.8859	D198	.8973
E36	.8751	E198	.8741
90 DEG RAKE		252 DEG RAKE	
A90	.9688	A252	.9558
B90	.9561	B252	.9333
C90	.9357	C252	.9132
D90	.9230	D252	.9059
E90	.9155	E252	.9003
144 DEG RAKE		324 DEG RAKE	
A144	.9619	A324	.9359
B144	.9505	B324	.9418
D144	.9171	C324	.9290
C144	.9087	D324	.9189
E144	.9005	E324	.9083

STATIC PRESSURES

TAP	SPIKE XCW/RC	SPIKE P/PO	TAP	COWL XCW/RC	COWL P/PO
S1	.3262	.9305	S14	.0340	.9320
S2	.4752	.9390	S15	.1860	.9288
S11	.4752	.9377	S16	.4150	.9391
S12	.4752	.9384	S17	.8470	.9494
S13	.4752	.9413	S18	1.1740	.9372
S3	.5432	.9449	S19	1.4590	.9286
S4	.8092	.9359	S20	1.5400	.8649
S5	1.0452	.9293	S21	1.8270	.9196
S6	1.2922	.9300	S22	2.7840	.7855
S7	1.4202	.9269	S23	3.2980	.8190
S8	1.5522	.9200	S26	5.2890	.8255
S9	1.9152	.9217			
S10	2.2512	.9101			
S27	5.3000	.8323			
S28	1.0452	.9821			

YF-12 INLET NOISE SUPRESSION STUDY

RUN	119	FLIGHT DATE	09/20/79	SPIKE POS. DX/RC	.4558	AMBIENT TEMP	292.2 DEG K	MAX-MIN DIST	.1325
		FLIGHT NO.	0	BYPASS POS.	OPEN	AMBIENT PRESS	.9184 ATMOS	K-CIRCUMF.	.3337
START	4:15:11.001	INTERVAL	1.000	ENG.FACE RECOV	.9051	ENGINE M/M*	.8575	K-RADIAL	.2154
STOP	4:15:41.000	ENG COR RPM	6193.	ENG.FACE MACH NO	.4462	COWL M/M*	.4240		
				COWL LIP RECOV	.9503	ADDITIVE M/M*	.4334	K-DELTA	.0588
				MACH AT COWL LIP	.2070			K-A	.2742

SPIKE R1

STAT	XCW/RC= .4752
S2	.9268
R1P1	.9998
R1P2	.9999
R1P3	1.0002
R1P4	.9991
R1P5	1.0004
R1P6	1.0005
R1P7	1.0004
R1P8	1.0001
R1P9	.9938

COWL R3

STAT	XCW/RC= .0700
S14	.9179
R3P1	.9181
R3P2	.9179
R3P3	.9180
R3P4	.9179
R3P5	.9176
R3P6	.9178
R3P7	.9820
R3P8	.9186
R3P9	.9275
R3P10	.9539
R3P11	.9917
R3P12	.9936
R3P13	1.0016
R3P14	1.0007
R3P15	1.0014
R3P16	1.0013

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.9245	A198	.9324
B36	.9089	B198	.9243
C36	.8786	C198	.9107
D36	.8620	D198	.8743
E36	.8495	E198	.8452
90 DEG RAKE		252 DEG RAKE	
A90	.9656	A252	.9445
B90	.9553	B252	.9180
C90	.9230	C252	.8933
D90	.9056	D252	.8798
E90	.8895	E252	.8694
144 DEG RAKE		324 DEG RAKE	
A144	.9497	A324	.9214
B144	.9352	B324	.9296
D144	.8973	C324	.9116
C144	.8885	D324	.8985
E144	.8792	E324	.8858

SPIKE R2

STAT	XCW/RC= 1.6702
S9	.9045
R2P1	.9476
R2P2	.9709
R2P3	.9862
R2P4	.9841
R2P5	.9613

COWL R4

STAT	XCW/RC= 1.5380
S20	.8355
R4P1	.9750
R4P2	.9833
R4P3	.9845
R4P4	.9850
R4P5	.9867
R4P6	.9877
R4P7	.9884
R4P8	.9884
R4P9	.9899
R4P10	.9907
R4P11	.9927
R4P12	.9935

STATIC PRESSURES

TAP	SPIKE XCW/RC	P/PO	TAP	COWL XCW/RC	P/PO
S1	.3262	.9238	S14	.0340	.9179
S2	.4752	.9268	S15	.1860	.9144
S11	.4752	.9260	S16	.4150	.9273
S12	.4752	.9262	S17	.8470	.9393
S13	.4752	.9291	S18	1.1740	.9242
S3	.5432	.9342	S19	1.4590	.9132
S4	.8092	.9226	S20	1.5400	.8355
S5	1.0452	.9141	S21	1.8270	.9022
S6	1.2922	.9151	S22	2.7840	.7337
S7	1.4202	.9111	S23	3.2980	.7740
S8	1.5522	.9028	S26	5.2890	.7828
S9	1.9152	.9045			
S10	2.2512	.8905			
S27	5.3000	.7921			
S28	1.0452	.9784			

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.7740
R6P1	.8587
R6P2	.8898
R6P3	.8951
R6P4	.9071
R6P5	.9163
R6P8	.9615
R6P9	.9575
R6P10	.9457
R6P11	.9099

COWL R5

STAT	XCW/RC= 3.3270
S23	.7740
R5P1	.8472
R5P2	.8552
R5P3	.8604
R5P4	.8654
R5P5	.8728
R5P6	.8795
R5P7	.9249
R5P8	.9720
R5P9	.9779
R5P10	.9733
R5P11	.9704

YF-12 INLET NOISE SUPRESSION STUDY

RUN	120	FLIGHT DATE	09/20/79	SPIKE POS. DX/RC	.4558	AMBIENT TEMP	292.2 DEG K	MAX-MIN DIST	.1482
		FLIGHT NO.	0	BYPASS POS.	OPEN	AMBIENT PRESS	.9186 ATMOS	K-CIRCUMF.	.3137
START	4:17:45.003	INTERVAL	1.000	ENG.FACE RECOV	.8985	ENGINE M/M*	.8945	K-RADIAL	.2106
STOP	4:18:15.000	ENG COR RPM	6392.	ENG.FACE MACH NO	.4687	COWL M/M*	.4313		
				COWL LIP RECOV	.9461	ADDITIVE M/M*	.4631	K-DELTA	.0685
				MACH AT COWL LIP	.2117			K-A	.2792

SPIKE R1

STAT	XCW/RC= .4752
S2	.9214
R1P1	.9990
R1P2	.9995
R1P3	1.0000
R1P4	.9985
R1P5	.9999
R1P6	1.0000
R1P7	1.0002
R1P8	.9998
R1P9	.9921

COWL R3

STAT	XCW/RC= .0700
S14	.9127
R3P1	.9126
R3P2	.9126
R3P3	.9128
R3P4	.9127
R3P5	.9124
R3P6	.9125
R3P7	.9799
R3P8	.9125
R3P9	.9204
R3P10	.9463
R3P11	.9884
R3P12	.9927
R3P13	1.0013
R3P14	1.0005
R3P15	1.0012
R3P16	1.0011

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.9166	A198	.9328
B36	.9040	B198	.9259
C36	.8695	C198	.9096
D36	.8501	D198	.8585
E36	.8344	E198	.8291
90 DEG RAKE		**252 DEG RAKE**	
A90	.9022	A252	.9373
B90	.9488	B252	.9087
C90	.9122	C252	.8853
D90	.8945	D252	.8717
E90	.8807	E252	.8599
144 DEG RAKE		**324 DEG RAKE**	
A144	.9516	A324	.9136
B144	.9531	B324	.9282
D144	.8970	C324	.9070
C144	.8889	D324	.8847
E144	.8808	E324	.8781

SPIKE R2

STAT	XCW/RC= 1.8702
S9	.8977
R2P1	.9431
R2P2	.9673
R2P3	.9861
R2P4	.9835
R2P5	.9587

COWL R4

STAT	XCW/RC= 1.5380
S20	.8253
R4P1	.9709
R4P2	.9811
R4P3	.9825
R4P4	.9838
R4P5	.9851
R4P6	.9853
R4P7	.9870
R4P8	.9881
R4P9	.9884
R4P10	.9901
R4P11	.9910
R4P12	.9921

STATIC PRESSURES

TAP	SPIKE XCW/RC	P/PO
S1	.3262	.9183
S2	.4752	.9214
S11	.4752	.9205
S12	.4752	.9224
S13	.4752	.9246
S3	.5432	.9296
S4	.8092	.9172
S5	1.0452	.9082
S6	1.2922	.9090
S7	1.4202	.9051
S8	1.5522	.8959
S9	1.9152	.8977
S10	2.2512	.8829
S27	5.3000	.7755
S28	1.0452	.9769

TAP	COWL XCW/RC	P/PO
S14	.0340	.9127
S15	.1860	.9095
S16	.4150	.9219
S17	.8470	.9356
S18	1.1740	.9193
S19	1.4590	.9077
S20	1.5400	.8253
S21	1.8270	.8955
S22	2.7840	.7129
S23	3.2980	.7565
S26	5.2890	.7658

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.7565
R6P1	.8473
R6P2	.8801
R6P3	.8855
R6P4	.8985
R6P5	.9097
R6P8	.9558
R6P9	.9537
R6P10	.9402
R6P11	.8996

COWL R5

STAT	XCW/RC= 3.3270
S23	.7565
R5P1	.8361
R5P2	.8433
R5P3	.8481
R5P4	.8530
R5P5	.8600
R5P6	.8751
R5P7	.9178
R5P8	.9695
R5P9	.9737
R5P10	.9715
R5P11	.9659

YF-12 INLET NOISE SUPRESSION STUDY

RUN	122	FLIGHT DATE	09/20/79	SPIKE POS. DX/RC	.4561	AMBIENT TEMP	290.6 DEG K	MAX-MIN DIST	.1517
		FLIGHT NO.	0	BYPASS POS.	OPEN	AMBIENT PRESS	.9191 ATMOS	K-CIRCUMF.	.2963
START	4:24:20.000	INTERVAL	1.000	ENG. FACE RECOV	.8924	ENGINE M/M*	.9240	K-RADIAL	.2039
STOP	4:24:49.995	ENG COR RPM	6594.	ENG. FACE MACH NO	.4878	COWL M/M*	.4380		
				COWL LIP RECOV	.9430	ADDITIVE M/M*	.4860	K-DELTA	.0729
				MACH AT COWL LIP	.2160			K-A	.2769

SPIKE R1

STAT	XCW/RC= .4749
S2	.9171
R1P1	.9988
R1P2	.9991
R1P3	.9994
R1P4	.9985
R1P5	.9995
R1P6	.9947
R1P7	.9956
R1P8	.9915
R1P9	.9783

COWL R3

STAT	XCW/RC= .0700
S14	.9086
R3P1	.9085
R3P2	.9083
R3P3	.9082
R3P4	.9084
R3P5	.9084
R3P6	.9081
R3P7	.9787
R3P8	.9086
R3P9	.9179
R3P10	.9483
R3P11	.9908
R3P12	.9923
R3P13	1.0012
R3P14	1.0000
R3P15	1.0009
R3P16	1.0008

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.9140	A198	.9265
B36	.8978	B198	.9158
C36	.8831	C198	.9055
D36	.8413	D198	.8525
E36	.8241	E198	.8293
90 DEG RAKE		252 DEG RAKE	
A90	.9595	A252	.9242
B90	.9426	B252	.9016
C90	.9051	C252	.8785
D90	.8827	D252	.8630
E90	.8679	E252	.8563
144 DEG RAKE		324 DEG RAKE	
A144	.9551	A324	.9100
B144	.9343	B324	.9257
D144	.8892	C324	.8951
C144	.8824	D324	.8838
E144	.8757	E324	.8689

SPIKE R2

STAT	XCW/RC= 1.8699
S9	.8889
R2P1	.9358
R2P2	.9445
R2P3	.9847
R2P4	.9617
R2P5	.9526

COWL R4

STAT	XCW/RC= 1.5380
S20	.8172
R4P1	.9707
R4P2	.9809
R4P3	.9815
R4P4	.9822
R4P5	.9831
R4P6	.9840
R4P7	.9850
R4P8	.9861
R4P9	.9879
R4P10	.9898
R4P11	.9907
R4P12	.9913

STATIC PRESSURES

TAP	SPIKE XCW/RC	P/PU	TAP	COWL XCW/RC	P/PU
S1	.3659	.9146	S14	.0340	.9086
S2	.4749	.9171	S15	.1860	.9053
S11	.4749	.9165	S16	.4150	.9192
S12	.4749	.9182	S17	.8470	.9319
S13	.4749	.9216	S18	1.1740	.9152
S3	.5429	.9261	S19	1.4590	.9031
S4	.8089	.9133	S20	1.5400	.8172
S5	1.0449	.9040	S21	1.8270	.8901
S6	1.2919	.9044	S22	2.7840	.6944
S7	1.4199	.9002	S23	3.2980	.7404
S8	1.5519	.8907	S26	5.2890	.7506
S9	1.9149	.8889			
S10	2.6509	.8766			
S27	5.3000	.7616			
S28	1.0449	.9755			

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.7404
R6P1	.8364
R6P2	.8711
R6P3	.8717
R6P4	.8868
R6P5	.8995
R6P8	.9423
R6P9	.9454
R6P10	.9061
R6P11	.8918

COWL R5

STAT	XCW/RC= 3.3270
S23	.7404
R5P1	.8240
R5P2	.8325
R5P3	.8377
R5P4	.8441
R5P5	.8526
R5P6	.8699
R5P7	.9187
R5P8	.9678
R5P9	.9731
R5P10	.9690
R5P11	.9661

YF-12 INLET NOISE SUPRESSION STUDY

RUN	124	FLIGHT DATE	09/20/79	SPIKE POS. DX/RC	.0860	AMBIENT TEMP	292.8 DEG K	MAX-MIN DIST	.0429
		FLIGHT NO.	6	BYPASS POS.	OPEN	AMBIENT PRESS	.9191 ATMOS	K-CIRCUMF.	.7440
START	4:29:15.000	INTERVAL	1.000	ENG. FACE RECOV	.9597	ENGINE M/M*	.8567	K-RADIAL	.1230
STOP	4:29:45.000	ENG COR RPM	3784.	ENG. FACE MACH NO	.2124	CUWL M/M*	*2279		
				CUWL LIP RECOV	.9932	ADDITIVE M/M*	.6288	K-DELTA	.0621
				MACH AT CUWL LIP	.0725			K-A	.1850

SPIKE R1

STAT	XCW/RC= .8450
S2	.9896
R1P1	1.0001
R1P2	1.0011
R1P3	1.0014
R1P4	.9998
R1P5	1.0013
R1P6	1.0014
R1P7	1.0014
R1P8	1.0015
R1P9	1.0006

CUWL R3

STAT	XCW/RC= .0700
S14	.9895
R3P1	.9896
R3P2	.9895
R3P3	.9895
R3P4	.9894
R3P5	.9894
R3P6	.9896
R3P7	.9901
R3P8	.9897
R3P9	.9894
R3P10	.9903
R3P11	.9931
R3P12	.9967
R3P13	1.0026
R3P14	1.0023
R3P15	1.0025
R3P16	1.0026

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.9605	A198	.9620
B36	.9549	B198	.9597
C36	.9477	C198	.9636
D36	.9457	D198	.9508
E36	.9431	E198	.9823
90 DEG RAKE		252 DEG RAKE	
A90	.9835	A252	.9750
B90	.9816	B252	.9606
C90	.9707	C252	.9608
D90	.9637	D252	.9577
E90	.9581	E252	.9527
144 DEG RAKE		324 DEG RAKE	
A144	.9714	A324	.9620
B144	.9626	B324	.9579
D144	.9597	C324	.9565
C144	.9548	D324	.9585
E144	.9498	E324	.9575

SPIKE R2

STAT	XCW/RC= 2.2400
S9	.9654
R2P1	.9862
R2P2	.9969
R2P3	.9943
R2P4	.9828
R2P5	.9561

CUWL R4

STAT	XCW/RC= 1.5380
S20	.9371
R4P1	.9984
R4P2	1.0005
R4P3	1.0004
R4P4	1.0008
R4P5	1.0012
R4P6	1.0014
R4P7	1.0020
R4P8	1.0022
R4P9	1.0024
R4P10	1.0025
R4P11	1.0023
R4P12	1.0013

STATIC PRESSURES

TAP	SPIKE XCW/RC	P/PO	TAP	CUWL XCW/RC	P/PO
S1	.6960	.9887	S14	.0340	.9895
S2	.8450	.9896	S15	.1860	.9868
S11	.8450	.9885	S16	.4150	.9876
S12	.8450	.9889	S17	.8470	.9917
S13	.8450	.9893	S18	1.1740	.9849
S3	.9130	.9894	S19	1.4590	.9701
S4	1.1790	.9806	S20	1.5400	.9371
S5	1.4150	.9671	S21	1.8270	.9653
S6	1.6020	.9635	S22	2.7840	.9039
S7	1.7900	.9635	S23	3.2980	.9244
S8	1.9220	.9634	S26	5.2890	.9284
S9	2.2850	.9654			
S10	2.6210	.9269			
S27	5.3000	.9301			
S28	1.4150	.9939			

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.9244
R6P1	.9536
R6P2	.9635
R6P3	.9606
R6P4	.9640
R6P5	.9655
R6P8	.9628
R6P9	.9567
R6P10	.9523
R6P11	.9409

CUWL R5

STAT	XCW/RC= 3.3270
S23	.9244
R5P1	.9479
R5P2	.9510
R5P3	.9535
R5P4	.9542
R5P5	.9585
R5P6	.9633
R5P7	.9782
R5P8	.9932
R5P9	.9933
R5P10	.9869
R5P11	.9818

YF-12 INLET NOISE SUPRESSION STUDY

RUN	125	FLIGHT DATE	09/20/79	SPIKE POS. DX/RC	.0854	AMBIENT TEMP	292.8 DEG K	MAX-MIN DIST	.0623
		FLIGHT NO.	0	BYPASS POS.	OPEN	AMBIENT PRESS	.9188 ATMOS	K-CIRCUMF.	.6828
START	4:31:50.001	INTERVAL	1.000	ENG.FACE RECOV	.9473	ENGINE M/M*	.8873	K-RADIAL	.1599
STOP	4:32:19.998	ENG COR RPM	4163.	ENG.FACE MACH NO	.2454	COWL M/M*	.2412		
				COWL LIP RECOV	.9904	ADDITIVE M/M*	.6461	K-DELTA	.0662
				MACH AT COWL LIP	.0770			K-A	.2261

SPIKE R1

STAT	XCW/RC= .8456
S2	.9866
R1P1	1.0008
R1P2	1.0019
R1P3	1.0018
R1P4	.9996
R1P5	1.0018
R1P6	1.0019
R1P7	1.0021
R1P8	1.0018
R1P9	1.0006

COWL R3

STAT	XCW/RC= .0700
S14	.9860
R3P1	.9859
R3P2	.9859
R3P3	.9858
R3P4	.9859
R3P5	.9860
R3P6	.9860
R3P7	.9945
R3P8	.9858
R3P9	.9857
R3P10	.9860
R3P11	.9879
R3P12	.9927
R3P13	1.0027
R3P14	1.0027
R3P15	1.0030
R3P16	1.0030

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.9491	A198	.9516
B36	.9422	B198	.9482
C36	.9337	C198	.9521
D36	.9276	D198	.9337
E36	.9229	E198	.9218
90 DEG RAKE		252 DEG RAKE	
A90	.9806	A252	.9674
B90	.9733	B252	.9537
C90	.9585	C252	.9487
D90	.9508	D252	.9456
E90	.9457	E252	.9398
144 DEG RAKE		324 DEG RAKE	
A144	.9616	A324	.9522
B144	.9579	B324	.9460
D144	.9468	C324	.9439
C144	.9596	D324	.9406
E144	.9524	E324	.9455

SPIKE R2

STAT	XCW/RC= 2.2406
S9	.9548
R2P1	.9806
R2P2	.9954
R2P3	.9928
R2P4	.9788
R2P5	.9425

COWL R4

STAT	XCW/RC= 1.5580
S20	.9167
R4P1	.9963
R4P2	.9996
R4P3	1.0001
R4P4	1.0004
R4P5	1.0004
R4P6	1.0007
R4P7	1.0012
R4P8	1.0019
R4P9	1.0021
R4P10	1.0028
R4P11	1.0027
R4P12	1.0009

STATIC PRESSURES

TAP	SPIKE XCW/RC	SPIKE P/PO	TAP	COWL XCW/RC	COWL P/PO
S1	.0906	.9855	S14	.0340	.9860
S2	.8456	.9866	S15	.1860	.9833
S11	.8456	.9859	S16	.4150	.9842
S12	.8456	.9862	S17	.8470	.9891
S13	.8456	.9869	S18	1.1740	.9808
S3	.9136	.9863	S19	1.4590	.9618
S4	1.1796	.9754	S20	1.5400	.9167
S5	1.4156	.9578	S21	1.8270	.9548
S6	1.6626	.9529	S22	2.7840	.8739
S7	1.7906	.9533	S23	3.2980	.9011
S8	1.9226	.9530	S26	5.2890	.9058
S9	2.2856	.9548			
S10	2.6216	.9045			
S27	5.3000	.9087			
S28	1.4156	.9924			

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.9011
R6P1	.9403
R6P2	.9511
R6P3	.9488
R6P4	.9531
R6P5	.9551
R6P8	.9532
R6P9	.9449
R6P10	.9370
R6P11	.9235

COWL R5

STAT	XCW/RC= 3.3270
S23	.9011
R5P1	.9305
R5P2	.9332
R5P3	.9372
R5P4	.9363
R5P5	.9440
R5P6	.9495
R5P7	.9688
R5P8	.9888
R5P9	.9897
R5P10	.9843
R5P11	.9777

YF-12 INLET NOISE SUPRESSION STUDY

RUN	126	FLIGHT DATE	09/20/79	SPIKE POS. DX/RC	.0849	AMBIENT TEMP	293.3 DEG K	MAX-MIN DIST	.0666
		FLIGHT NO.	0	BYPASS POS.	OPEN	AMBIENT PRESS	.9190 ATMOS	K-CIRCUMF.	.6705
START	4:33:50.001	INTERVAL	1.000	ENG.FACE RECOV	.9425	ENGINE M/M*	.8981	K-RADIAL	.1656
STOP	4:34:20.000	ENG COR RPM	4289.	ENG.FACE MACH NO	.2577	COWL M/M*	.2730		
				COWL LIP RECOV	.9901	ADDITIVE M/M*	.6251	K-DELTA	.0758
				MACH AT COWL LIP	.0873			K-A	.2414

SPIKE R1

STAT	XCW/RC= .8461
S2	.9854
R1P1	1.0003
R1P2	1.0012
R1P3	1.0015
R1P4	.9989
R1P5	1.0016
R1P6	1.0015
R1P7	1.0015
R1P8	1.0013
R1P9	1.0003

SPIKE R2

STAT	XCW/RC= 2.2411
S9	.9503
R2P1	.9790
R2P2	.9952
R2P3	.9913
R2P4	.9761
R2P5	.9364

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.8905
R6P1	.9337
R6P2	.9469
R6P3	.9443
R6P4	.9486
R6P5	.951A
R6P8	.9494
R6P9	.9405
R6P10	.9319
R6P11	.91A2

COWL R3

STAT	XCW/RC= .0700
S14	.9843
R3P1	.9845
R3P2	.9845
R3P3	.9843
R3P4	.9845
R3P5	.9844
R3P6	.9845
R3P7	.9941
R3P8	.9844
R3P9	.9843
R3P10	.9850
R3P11	.9890
R3P12	.9948
R3P13	1.0027
R3P14	1.0023
R3P15	1.0029
R3P16	1.0028

COWL R4

STAT	XCW/RC= 1.5380
S20	.9101
R4P1	.9962
R4P2	.9992
R4P3	.9997
R4P4	.9998
R4P5	1.0000
R4P6	1.0006
R4P7	1.0010
R4P8	1.0016
R4P9	1.0021
R4P10	1.0025
R4P11	1.0024
R4P12	1.0002

COWL R5

STAT	XCW/RC= 3.3270
S23	.8905
R5P1	.9241
R5P2	.9279
R5P3	.9299
R5P4	.9311
R5P5	.9378
R5P6	.9456
R5P7	.9605
R5P8	.9864
R5P9	.9872
R5P10	.9824
R5P11	.9760

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.9444	A198	.9459
B36	.9359	B198	.9430
C36	.9279	C198	.9441
D36	.9218	D198	.9279
E36	.9156	E198	.9170
90 DEG RAKE		**252 DEG RAKE**	
A90	.9784	A252	.9663
B90	.9720	B252	.9560
C90	.9560	C252	.9453
D90	.9476	D252	.9812
E90	.9428	E252	.9343
144 DEG RAKE		**324 DEG RAKE**	
A144	.9574	A324	.9459
B144	.9541	B324	.9397
D144	.9420	C324	.9389
C144	.9359	D324	.9406
E144	.9259	E324	.9381

STATIC PRESSURES

TAP	SPIKE XCW/RC	SPIKE P/PO	TAP	COWL XCW/RC	COWL P/PO
S1	.6971	.9843	S14	.0340	.9843
S2	.8461	.9854	S15	.1860	.9816
S11	.8461	.9845	S16	.4150	.9831
S12	.8461	.9846	S17	.8470	.9884
S13	.8461	.9855	S18	1.1740	.9790
S3	.9141	.9852	S19	1.4590	.9580
S4	1.1801	.9731	S20	1.5400	.9101
S5	1.4161	.9540	S21	1.8270	.9506
S6	1.8031	.9487	S22	2.7840	.8633
S7	1.7911	.9487	S23	3.2980	.8905
S8	1.9231	.9486	S26	5.2890	.8974
S9	2.2861	.9503			
S10	2.0221	.8953			
S27	5.5000	.9001			
S28	1.4161	.9918			

YF-12 INLET NOISE SUPRESSION STUDY

RUN	127	FLIGHT DATE	09/20/79	SPIKE POS. DX/RC	.0857	AMBIENT TEMP	293.3 DEG K	MAX-MIN DIST	.0722
		FLIGHT NO.	0	BYPASS POS.	OPEN	AMBIENT PRESS	.9197 ATMOS	K-CIRCUMF.	.0601
START	4:36: .000	INTERVAL	1.000	ENG FACE RECOV	.9375	ENGINE M/M*	.9057	K-RADIAL	.1757
STOP	4:36:30.000	ENG COR RPM	4383.	ENG FACE MACH NO	.2671	COWL M/M*	.2934		
				COWL LIP RECOV	.9890	ADDITIVE M/M*	.6123	K-DELTA	.0823
				MACH AT COWL LIP	.0940			K-A	.2580

SPIKE R1

STAT	XCW/RC= .8453
S2	.9836
R1P1	.9993
R1P2	1.0007
R1P3	1.0010
R1P4	.9982
R1P5	1.0008
R1P6	1.0009
R1P7	1.0008
R1P8	1.0007
R1P9	.9998

COWL R3

STAT	XCW/RC= .0700
S14	.9823
R3P1	.9826
R3P2	.9826
R3P3	.9826
R3P4	.9826
R3P5	.9826
R3P6	.9826
R3P7	.9928
R3P8	.9826
R3P9	.9826
R3P10	.9836
R3P11	.9885
R3P12	.9946
R3P13	1.0023
R3P14	1.0018
R3P15	1.0021
R3P16	1.0020

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.9399	A198	.9439
B36	.9316	B198	.9425
C36	.9216	C198	.9418
D36	.9142	D198	.9212
E36	.9102	E198	.9077
90 DEG RAKE		252 DEG RAKE	
A90	.9754	A252	.9591
B90	.9727	B252	.9431
C90	.9559	C252	.9379
D90	.9455	D252	.9343
E90	.9373	E252	.9275
144 DEG RAKE		324 DEG RAKE	
A144	.9530	A324	.9424
B144	.9471	B324	.9363
D144	.9354	C324	.9338
C144	.9273	D324	.9363
E144	.9192	E324	.9326

SPIKE R2

STAT	XCW/RC= 2.2403
S9	.9464
R2P1	.9774
R2P2	.9946
R2P3	.9900
R2P4	.9724
R2P5	.9319

COWL R4

STAT	XCW/RC= 1.5380
S20	.9023
R4P1	.9947
R4P2	.9987
R4P3	.9986
R4P4	.9992
R4P5	.9996
R4P6	1.0000
R4P7	1.0004
R4P8	1.0009
R4P9	1.0015
R4P10	1.0018
R4P11	1.0019
R4P12	.9994

STATIC PRESSURES

TAP	SPIKE XCW/RC	SPIKE P/PO	TAP	COWL XCW/RC	COWL P/PO
S1	.6963	.9828	S14	.0340	.9823
S2	.8453	.9836	S15	.1860	.9798
S11	.8453	.9827	S16	.4150	.9812
S12	.8453	.9830	S17	.8470	.9869
S13	.8453	.9836	S18	1.1740	.9770
S3	.9133	.9836	S19	1.4590	.9547
S4	1.1793	.9707	S20	1.5400	.9023
S5	1.4153	.9503	S21	1.8270	.9466
S6	1.6623	.9443	S22	2.7840	.8524
S7	1.7903	.9447	S23	3.2980	.8831
S8	1.9223	.9446	S26	5.2890	.8894
S9	2.2853	.9464			
S10	2.6213	.8868			
S27	5.3000	.8922			
S28	1.4153	.9903			

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.8831
R6P1	.9282
R6P2	.9422
R6P3	.9395
R6P4	.9441
R6P5	.9491
R6P6	.9454
R6P9	.9366
R6P10	.9263
R6P11	.9095

COWL R5

STAT	XCW/RC= 3.3270
S23	.8831
R5P1	.9184
R5P2	.9204
R5P3	.9230
R5P4	.9268
R5P5	.9295
R5P6	.9377
R5P7	.9578
R5P8	.9879
R5P9	.9887
R5P10	.9822
R5P11	.9734

YF-12 INLET NOISE SUPRESSION STUDY

RUN	128	FLIGHT DATE	09/20/79	SPIKE POS. DX/RC	.0849	AMBIENT TEMP	293.3 DEG K	MAX-MIN DIST	.0745
		FLIGHT NO.	0	BYPASS POS.	OPEN	AMBIENT PRESS	.9190 ATMOS	K-CIRCUMF.	.6176
START	4:39: 7.874	INTERVAL	1.000	ENG.FACE RECOV	.9356	ENGINE M/M*	.9175	K-RADIAL	.1038
STOP	4:39:30.000	ENG COR RPM	4481.	ENG.FACE MACH NO	.2759	COWL M/M*	.2745		
				COWL LIP RECOV	.9880	ADDITIVE M/M*	.6430	K-DELTA	.0578
				MACH AT COWL LIP	.0880			K-A	.2416

SPIKE R1

STAT	XCW/RC= .8461
S2	.9831
R1P1	1.0003
R1P2	1.0011
R1P3	1.0016
R1P4	.9987
R1P5	1.0012
R1P6	1.0015
R1P7	1.0015
R1P8	1.0012
R1P9	1.0001

SPIKE R2

STAT	XCW/RC= 2.2411
S9	.9446
R2P1	.9765
R2P2	.9944
R2P3	.9903
R2P4	.9746
R2P5	.9281

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.8777
R6P1	.9264
R6P2	.9394
R6P3	.9368
R6P4	.9426
R6P5	.9458
R6P8	.9427
R6P9	.9324
R6P10	.9237
R6P11	.9060

COWL R3

STAT	XCW/RC= .0700
S14	.9823
R3P1	.9824
R3P2	.9824
R3P3	.9823
R3P4	.9823
R3P5	.9824
R3P6	.9824
R3P7	.9925
R3P8	.9823
R3P9	.9822
R3P10	.9826
R3P11	.9859
R3P12	.9914
R3P13	1.0022
R3P14	1.0023
R3P15	1.0030
R3P16	1.0026

COWL R4

STAT	XCW/RC= 1.5380
S20	.8995
R4P1	.9946
R4P2	.9983
R4P3	.9988
R4P4	.9994
R4P5	.9999
R4P6	1.0004
R4P7	1.0007
R4P8	1.0015
R4P9	1.0019
R4P10	1.0023
R4P11	1.0022
R4P12	1.0001

COWL R5

STAT	XCW/RC= 3.3270
S23	.8777
R5P1	.9133
R5P2	.9165
R5P3	.9203
R5P4	.9214
R5P5	.9266
R5P6	.9324
R5P7	.9567
R5P8	.9861
R5P9	.9872
R5P10	.9803
R5P11	.9696

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.9575	A198	.9408
B36	.9290	B198	.9355
C36	.9194	C198	.9446
D36	.9129	D198	.9177
E36	.9056	E198	.9045
90 DEG RAKE		**252 DEG RAKE**	
A90	.9742	A252	.9606
B90	.9663	B252	.9477
C90	.9526	C252	.9382
D90	.9408	D252	.9336
E90	.9325	E252	.9258
144 DEG RAKE		**324 DEG RAKE**	
A144	.9496	A324	.9482
B144	.9472	B324	.9325
D144	.9359	C324	.9313
C144	.9254	D324	.9335
E144	.9168	E324	.9305

STATIC PRESSURES

TAP	SPIKE XCW/RC	SPIKE P/PO	TAP	COWL XCW/RC	COWL P/PO
S1	.0971	.9825	S14	.0340	.9823
S2	.8461	.9831	S15	.1860	.9793
S11	.8461	.9827	S16	.4150	.9808
S12	.8461	.9829	S17	.8470	.9867
S13	.8461	.9834	S18	1.1740	.9764
S3	.9141	.9830	S19	1.4590	.9534
S4	1.1801	.9700	S20	1.5400	.8995
S5	1.4161	.9488	S21	1.8270	.9450
S6	1.6631	.9425	S22	2.7840	.8449
S7	1.7911	.9430	S23	3.2980	.8777
S8	1.9251	.9426	S26	5.2890	.8839
S9	2.2061	.9446			
S10	2.6221	.8850			
S27	5.3000	.8881			
S28	1.4161	.9908			

YF-12 INLET NOISE SUPRESSION STUDY

RUN	129	FLIGHT DATE	09/20/79	SPIKE POS. DX/RC	.0847	AMBIENT TEMP	293.3 DEG K	MAX-MIN DIST	.0842
		FLIGHT NO.	0	BYPASS POS.	OPEN	AMBIENT PRESS	.9201 ATMOS	K-CIRCUMF.	.6182
START	4:40:55.001	INTERVAL	1.000	ENG. FACE RECOV	.9283	ENGINE M/M*	.9260	K-RADIAL	.1977
STOP	4:41:29.998	ENG CON RPM	4591.	ENG. FACE MACH NO	.2858	COWL M/M*	.3086		
				COWL LIP RECOV	.9867	ADDITIVE M/M*	.6174	K-DELTA	.0782
				MACH AT COWL LIP	.0992			K-A	.2759

SPIKE R1

STAT	XCW/RC= .8463
S2	.9807
R1P1	.9987
R1P2	.9997
R1P3	1.0001
R1P4	.9970
R1P5	1.0001
R1P6	1.0004
R1P7	.9999
R1P8	1.0000
R1P9	.9974

SPIKE R2

STAT	XCW/RC= 2.2413
S9	.9386
R2P1	.9728
R2P2	.9926
R2P3	.9885
R2P4	.9692
R2P5	.9210

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.8657
R6P1	.9186
R6P2	.9336
R6P3	.9317
R6P4	.9369
R6P5	.9401
R6P8	.9442
R6P9	.9270
R6P10	.9158
R6P11	.9087

COWL R3

STAT	XCW/RC= .0700
S14	.9792
R3P1	.9795
R3P2	.9794
R3P3	.9794
R3P4	.9794
R3P5	.9795
R3P6	.9794
R3P7	.9908
R3P8	.9794
R3P9	.9794
R3P10	.9812
R3P11	.9877
R3P12	.9933
R3P13	1.0013
R3P14	1.0008
R3P15	1.0012
R3P16	1.0014

COWL R4

STAT	XCW/RC= 1.5380
S20	.8895
R4P1	.9935
R4P2	.9973
R4P3	.9974
R4P4	.9975
R4P5	.9982
R4P6	.9986
R4P7	.9994
R4P8	1.0002
R4P9	1.0006
R4P10	1.0010
R4P11	1.0008
R4P12	.9988

COWL R5

STAT	XCW/RC= 3.3270
S23	.8657
R5P1	.9041
R5P2	.9089
R5P3	.9123
R5P4	.9138
R5P5	.9202
R5P6	.9278
R5P7	.9486
R5P8	.9842
R5P9	.9839
R5P10	.9775
R5P11	.9703

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.9306	A198	.9360
B36	.9225	B198	.9292
C36	.9100	C198	.9291
D36	.9028	D198	.9104
E36	.8987	E198	.8939
90 DEG RAKE		252 DEG RAKE	
A90	.9720	A252	.9581
B90	.9600	B252	.9410
C90	.9416	C252	.9316
D90	.9315	D252	.9259
E90	.9240	E252	.9181
144 DEG RAKE		324 DEG RAKE	
A144	.9483	A324	.9338
B144	.9434	B324	.9251
D144	.9278	C324	.9242
C144	.9192	D324	.9261
E144	.9107	E324	.9248

STATIC PRESSURES

TAP	SPIKE XCW/RC	SPIKE P/PO	TAP	COWL XCW/RC	COWL P/PO
S1	.6975	.9800	S14	.0340	.9792
S2	.8463	.9807	S15	.1860	.9763
S11	.8463	.9801	S16	.4150	.9782
S12	.8463	.9802	S17	.8470	.9848
S13	.8463	.9811	S18	1.1740	.9734
S3	.9143	.9808	S19	1.4590	.9482
S4	1.1803	.9664	S20	1.5400	.8895
S5	1.4163	.9436	S21	1.8270	.9391
S6	1.6653	.9367	S22	2.7840	.8315
S7	1.7913	.9372	S23	3.2980	.8657
S8	1.9253	.9369	S26	5.2890	.8738
S9	2.2863	.9386			
S10	2.6223	.8717			
S27	5.3000	.8775			
S28	1.4163	.9886			

YF-12 INLET NOISE SUPRESSION STUDY

RUN	130	FLIGHT DATE	09/20/79	SPIKE POS. DX/RC	.0844	AMBIENT TEMP	293.3 DEG K	MAX-MIN DIST	.0899
		FLIGHT NO.	0	BYPASS POS.	OPEN	AMBIENT PRESS	.9205 ATMOS	K-CIRCUMF.	.5862
START	4:43:10.001	INTERVAL	1.000	ENG.FACE RECOV	.9225	ENGINE M/M*	.9346	K-RADIAL	.1983
STOP	4:43:40.000	ENG COR RPM	4700.	ENG.FACE MACH NO	.2973	COWL M/M*	.3090		
				COWL LIP RECOV	.9849	ADDITIVE M/M*	.6256	K-DELTA	.0637
				MACH AT COWL LIP	.0994			K-A	.2619

SPIKE R1

STAT	XCW/RC= .8466
S2	.9789
R1P1	.9951
R1P2	.9960
R1P3	.9996
R1P4	.9964
R1P5	.9977
R1P6	.9996
R1P7	.9975
R1P8	.9978
R1P9	.9976

SPIKE R2

STAT	XCW/RC= 2.2416
S9	.9336
R2P1	.9703
R2P2	.9888
R2P3	.9869
R2P4	.9668
R2P5	.9144

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.8558
R6P1	.9114
R6P2	.9272
R6P3	.9252
R6P4	.9308
R6P5	.9348
R6P8	.9311
R6P9	.9212
R6P10	.9107
R6P11	.9007

COWL R3

STAT	XCW/RC= .0700
S14	.9772
R3P1	.9778
R3P2	.9775
R3P3	.9774
R3P4	.9776
R3P5	.9777
R3P6	.9775
R3P7	.9895
R3P8	.9773
R3P9	.9772
R3P10	.9785
R3P11	.9842
R3P12	.9904
R3P13	1.0012
R3P14	1.0003
R3P15	1.0010
R3P16	1.0009

COWL R4

STAT	XCW/RC= 1.5380
S20	.8821
R4P1	.9922
R4P2	.9964
R4P3	.9967
R4P4	.9973
R4P5	.9975
R4P6	.9979
R4P7	.9988
R4P8	.9997
R4P9	.9999
R4P10	1.0002
R4P11	1.0002
R4P12	.9961

COWL R5

STAT	XCW/RC= 3.3270
S23	.8558
R5P1	.8945
R5P2	.9027
R5P3	.9027
R5P4	.9093
R5P5	.9149
R5P6	.9198
R5P7	.9464
R5P8	.9819
R5P9	.9849
R5P10	.9757
R5P11	.9683

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.9242	A198	.9262
B36	.9160	B198	.9242
C36	.9038	C198	.9244
D36	.8960	D198	.9023
E36	.8913	E198	.8870
90 DEG RAKE		252 DEG RAKE	
A90	.9700	A252	.9540
B90	.9564	B252	.9351
C90	.9368	C252	.9252
D90	.9255	D252	.9197
E90	.9181	E252	.9125
144 DEG RAKE		324 DEG RAKE	
A144	.9436	A324	.9283
B144	.9373	B324	.9200
D144	.9196	C324	.9201
C144	.9107	D324	.9206
E144	.9019	E324	.9248

STATIC PRESSURES

TAP	SPIKE XCW/RC	P/PO	TAP	COWL XCW/RC	P/PO
S1	.6970	.9781	S14	.0340	.9772
S2	.8466	.9789	S15	.1860	.9744
S11	.8466	.9784	S16	.4150	.9763
S12	.8466	.9785	S17	.8470	.9832
S13	.8466	.9796	S18	1.1740	.9713
S3	.9146	.9791	S19	1.4590	.9447
S4	1.1806	.9636	S20	1.5400	.8821
S5	1.4166	.9341	S21	1.8270	.9344
S6	1.6656	.9317	S22	2.7840	.8191
S7	1.7916	.9323	S23	3.2980	.8558
S8	1.9256	.9323	S26	5.2890	.8639
S9	2.2866	.9336			
S10	2.6226	.8615			
S27	5.3000	.8683			
S28	1.4166	.9874			

YF-12 INLET NOISE SUPRESSION STUDY

RUN	131	FLIGHT DATE	09/20/79	SPIKE POS. DX/RC	.0844	AMBIENT TEMP	293.3 DEG K	MAX-MIN DIST	.0983
		FLIGHT NO.	0	BYPASS POS.	OPEN	AMBIENT PRESS	.9194 ATMOS	K-CIRCUMF.	.5832
START	4:45:10.000	INTERVAL	1.000	ENG.FACE RECOV	.9198	ENGINE M/M*	.9445	K-RADIAL	.2120
STOP	4:45:39.997	ENG COR RPM	4795.	ENG.FACE MACH NO	.3056	COWL M/M*	.3058		
				COWL LIP RECOV	.9851	ADDITIVE M/M*	.6387	K-DELTA	.0754
				MACH AT COWL LIP	.0984			K-A	.2874

SPIKE R1

STAT	XCW/RC= .8466
S2	.9792
R1P1	.9992
R1P2	1.0007
R1P3	1.0008
R1P4	.9973
R1P5	1.0006
R1P6	1.0005
R1P7	1.0009
R1P8	1.0006
R1P9	.9989

SPIKE R2

STAT	XCW/RC= 2.2416
S9	.9313
R2P1	.9700
R2P2	.9916
R2P3	.9868
R2P4	.9654
R2P5	.9109

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.8489
R6P1	.9084
R6P2	.9247
R6P3	.9246
R6P4	.9285
R6P5	.9316
R6P8	.9296
R6P9	.9179
R6P10	.9058
R6P11	.8851

COWL R3

STAT	XCW/RC= .0700
S14	.9777
R3P1	.9777
R3P2	.9780
R3P3	.9779
R3P4	.9777
R3P5	.9778
R3P6	.9780
R3P7	.9902
R3P8	.9775
R3P9	.9774
R3P10	.9782
R3P11	.9850
R3P12	.9923
R3P13	1.0021
R3P14	1.0015
R3P15	1.0023
R3P16	1.0022

COWL R4

STAT	XCW/RC= 1.5380
S20	.8777
R4P1	.9927
R4P2	.9972
R4P3	.9977
R4P4	.9985
R4P5	.9989
R4P6	.9992
R4P7	1.0001
R4P8	1.0007
R4P9	1.0010
R4P10	1.0015
R4P11	1.0015
R4P12	.9991

COWL R5

STAT	XCW/RC= 3.3270
S23	.8489
R5P1	.8932
R5P2	.8958
R5P3	.9015
R5P4	.9020
R5P5	.9107
R5P6	.9176
R5P7	.9436
R5P8	.9797
R5P9	.9835
R5P10	.9709
R5P11	.9671

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.9234	A198	.9281
B36	.9153	B198	.9248
C36	.9014	C198	.9212
D36	.8924	D198	.8967
E36	.8859	E198	.8794
90 DEG RAKE		**252 DEG RAKE**	
A90	.9698	A252	.9525
B90	.9598	B252	.9316
C90	.9376	C252	.9231
D90	.9239	D252	.9168
E90	.9163	E252	.9096
144 DEG RAKE		**324 DEG RAKE**	
A144	.9388	A324	.9265
B144	.9319	B324	.9187
D144	.9181	C324	.9148
C144	.9083	D324	.9169
E144	.8985	E324	.9128

STATIC PRESSURES

TAP	SPIKE XCW/RC	SPIKE P/PO	TAP	COWL XCW/RC	COWL P/PO
S1	.6976	.9787	S14	.0340	.9777
S2	.8466	.9792	S15	.1860	.9748
S11	.8466	.9788	S16	.4150	.9766
S12	.8466	.9790	S17	.8470	.9837
S13	.8466	.9797	S18	1.1740	.9713
S3	.9146	.9795	S19	1.4590	.9432
S4	1.1806	.9629	S20	1.5400	.8777
S5	1.4166	.9369	S21	1.8270	.9327
S6	1.6636	.9296	S22	2.7840	.8107
S7	1.7916	.9300	S23	3.2980	.8489
S8	1.9236	.9298	S26	5.2890	.8579
S9	2.2866	.9313			
S10	2.6226	.8534			
S27	5.3000	.8629			
S28	1.4166	.9882			

YF-12 INLET NOISE SUPRESSION STUDY

RUN	132	FLIGHT DATE	09/20/79	SPIKE POS. DX/RC	.0844	AMBIENT TEMP	293.3 DEG K	MAX-MIN DIST	.1009
		FLIGHT NO.	0	BYPASS POS.	OPEN	AMBIENT PRESS	.9184 ATMOS	K-CIRCUMF.	.5598
START	4:47:20.000	INTERVAL	1.000	ENG.FACE RECOV	.9145	ENGINE M/M*	.9559	K-RADIAL	.2188
STOP	4:47:50.000	ENG COR RPM	4917.	ENG.FACE MACH NO	.3208	COWL M/M*	.3279		
				COWL LIP RECOV	.9855	ADDITIVE M/M*	.6280	K-DELTA	.0708
				MACH AT COWL LIP	.1055			K-A	.2896

SPIKE R1

STAT	XCW/RC= .8466
S2	.9789
R1P1	1.0005
R1P2	1.0017
R1P3	1.0024
R1P4	.9983
R1P5	1.0034
R1P6	1.0031
R1P7	1.0024
R1P8	1.0030
R1P9	1.0003

SPIKE R2

STAT	XCW/RC= 2.2416
S9	.9272
R2P1	.9678
R2P2	.9920
R2P3	.9874
R2P4	.9655
R2P5	.9046

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.8384
R6P1	.9013
R6P2	.9191
R6P3	.9178
R6P4	.9247
R6P5	.9290
R6P8	.9269
R6P9	.9143
R6P10	.9017
R6P11	.8794

COWL R3

STAT	XCW/RC= .0700
S14	.9769
R3P1	.9772
R3P2	.9771
R3P3	.9774
P3P4	.9772
R3P5	.9770
R3P6	.9772
R3P7	.9906
R3P8	.9770
R3P9	.9768
R3P10	.9778
R3P11	.9856
R3P12	.9917
R3P13	1.0033
R3P14	1.0026
R3P15	1.0034
R3P16	1.0052

COWL R4

STAT	XCW/RC= 1.5380
S20	.8700
R4P1	.9932
R4P2	.9985
R4P3	.9986
R4P4	.9993
R4P5	.9999
R4P6	1.0005
R4P7	1.0010
R4P8	1.0016
R4P9	1.0023
R4P10	1.0029
R4P11	1.0027
R4P12	.9998

COWL R5

STAT	XCW/RC= 3.3270
S23	.8384
R5P1	.8836
R5P2	.8884
R5P3	.8893
R5P4	.8969
R5P5	.9024
R5P6	.9151
R5P7	.9415
R5P8	.9795
R5P9	.9821
R5P10	.9751
R5P11	.9661

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.9181	A198	.9234
B36	.9087	B198	.9144
C36	.8944	C198	.9142
D36	.8866	D198	.8909
E36	.8780	E198	.8749
90 DEG RAKE		252 DEG RAKE	
A90	.9672	A252	.9465
B90	.9503	B252	.9249
C90	.9306	C252	.9176
D90	.9184	D252	.9108
E90	.9086	E252	.9032
144 DEG RAKE		324 DEG RAKE	
A144	.9409	A324	.9226
B144	.9328	B324	.9167
D144	.9156	C324	.9125
C144	.9019	D324	.9153
E144	.8903	E324	.9088

STATIC PRESSURES

TAP	SPIKE XCW/RC	SPIKE P/PO	TAP	COWL XCW/RC	COWL P/PO
S1	.6976	.9778	S14	.0340	.9769
S2	.8466	.9789	S15	.1860	.9739
S11	.8466	.9783	S16	.4150	.9762
S12	.8466	.9785	S17	.8470	.9837
S13	.8466	.9794	S18	1.1740	.9702
S3	.9146	.9790	S19	1.4590	.9399
S4	1.1806	.9614	S20	1.5400	.8700
S5	1.4166	.9340	S21	1.8270	.9286
S6	1.6636	.9253	S22	2.7840	.7958
S7	1.7916	.9257	S23	3.2980	.8384
S8	1.9256	.9258	S26	5.2890	.8475
S9	2.2866	.9272			
S10	2.6226	.8442			
S27	5.3000	.8523			
S28	1.4166	.9882			

YF-12 INLET NOISE SUPRESSION STUDY

RUN	133	FLIGHT DATE	09/20/79	SPIKE POS. DX/RC	.0845	AMBIENT TEMP	293.9 DEG K	MAX-MIN DIST	.1115
		FLIGHT NO.	0	BYPASS POS.	OPEN	AMBIENT PRESS	.9194 ATMOS	K-CIRCUMF.	.5334
START	4:49:15.003	INTERVAL	1.000	ENG.FACE RECOV	.9063	ENGINE M/M*	.9661	K-RADIAL	.2305
STOP	4:51:50.001	ENG COR RPM	5051.	ENG.FACE MACH NO	.3307	COWL M/M*	.3289		
				COWL LIP RECOV	.9830	ADDITIVE M/M*	.6372	K-DELTA	.0644
				MACH AT COWL LIP	.1062			K-A	.2949

SPIKE R1

STAT	XCW/RC= .8465
S2	.9764
R1P1	.9994
R1P2	1.0003
R1P3	1.0007
R1P4	.9969
R1P5	1.0009
R1P6	1.0007
R1P7	1.0006
R1P8	1.0004
R1P9	.9985

SPIKE R2

STAT	XCW/RC= 2.2415
S9	.9214
R2P1	.9660
R2P2	.9904
R2P3	.9853
R2P4	.9604
R2P5	.8974

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.8262
R6P1	.8942
R6P2	.9133
R6P3	.9102
R6P4	.9171
R6P5	.9231
R6P8	.9205
R6P9	.9064
R6P10	.8923
R6P11	.8688

COWL R3

STAT	XCW/RC= .0700
S14	.9742
R3P1	.9747
R3P2	.9745
R3P3	.9745
R3P4	.9746
R3P5	.9745
R3P6	.9744
R3P7	.9868
R3P8	.9741
R3P9	.9741
R3P10	.9751
R3P11	.9809
R3P12	.9879
R3P13	1.0017
R3P14	1.0014
R3P15	1.0025
R3P16	1.0020

COWL R4

STAT	XCW/RC= 1.5380
S20	.8615
R4P1	.9915
R4P2	.9968
R4P3	.9974
R4P4	.9979
R4P5	.9986
R4P6	.9992
R4P7	.9997
R4P8	1.0003
R4P9	1.0012
R4P10	1.0019
R4P11	1.0019
R4P12	.9995

COWL R5

STAT	XCW/RC= 3.3270
S23	.8262
R5P1	.8747
R5P2	.8798
R5P3	.8852
R5P4	.8846
R5P5	.8949
R5P6	.9073
R5P7	.9357
R5P8	.9784
R5P9	.9827
R5P10	.9697
R5P11	.9610

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.9121	A198	.9168
B36	.8998	B198	.9089
C36	.8873	C198	.9087
D36	.8774	D198	.8781
E36	.8690	E198	.8600
90 DEG RAKE		**252 DEG RAKE**	
A90	.9011	A252	.9038
B90	.9533	B252	.9186
C90	.9278	C252	.9078
D90	.9115	D252	.9014
E90	.9011	E252	.8933
144 DEG RAKE		**324 DEG RAKE**	
A144	.9303	A324	.9176
B144	.9187	B324	.9055
D144	.9025	C324	.9036
C144	.8914	D324	.9049
E144	.8803	E324	.8985

STATIC PRESSURES

TAP	SPIKE XCW/RC	SPIKE P/PO	TAP	COWL XCW/RC	COWL P/PO
S1	.6975	.9754	S14	.0340	.9742
S2	.8465	.9764	S15	.1060	.9712
S11	.8465	.9759	S16	.4150	.9731
S12	.8465	.9761	S17	.8470	.9813
S13	.8465	.9771	S18	1.1740	.9672
S3	.9145	.9767	S19	1.4590	.9354
S4	1.1805	.9581	S20	1.5400	.8615
S5	1.4165	.9289	S21	1.8270	.9231
S6	1.6035	.9195	S22	2.7840	.7800
S7	1.7915	.9200	S23	3.2980	.8262
S8	1.9235	.9201	S26	5.2890	.8360
S9	2.2865	.9214			
S10	2.6225	.8320			
S27	5.3000	.8406			
S28	1.4165	.9865			

YF-12 INLET NOISE SUPRESSION STUDY

RUN	134	FLIGHT DATE	09/20/79	SPIKE POS. DX/RC	.0843	AMBIENT TEMP	293.9 DEG K	MAX-MIN DIST	.1393
		FLIGHT NO.	0	BYPASS POS.	OPEN	AMBIENT PRESS	.9201 ATMOS	K-CIRCUMF.	.4774
START	4:51:50.001	INTERVAL	1.000	ENG.FACE RECOV	.8868	ENGINE M/M*	1.0058	K-RADIAL	.2545
STOP	4:52:19.999	ENG COR RPM	5435.	ENG.FACE MACH NO	.3680	COWL M/M*	.3540		
				COWL LIP RECOV	.9789	ADDITIVE M/M*	.6518	K-DELTA	.0669
				MACH AT COWL LIP	.1149			K-A	.3215

SPIKE R1

STAT	XCW/RC= .8467
S2	.9710
R1P1	.9976
R1P2	.9993
R1P3	.9996
R1P4	.9953
R1P5	.9997
R1P6	.9999
R1P7	.9998
R1P8	.9996
R1P9	.9969

SPIKE R2

STAT	XCW/RC= 2.2417
S9	.9068
R2P1	.9605
R2P2	.9878
R2P3	.9783
R2P4	.9521
R2P5	.8772

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.7916
R6P1	.8725
R6P2	.8959
R6P3	.8923
R6P4	.8996
R6P5	.9055
R6P6	.9088
R6P7	.8903
R6P8	.8740
R6P9	.8422

COWL R3

STAT	XCW/RC= .0700
S14	.9690
R3P1	.9695
R3P2	.9693
R3P3	.9694
R3P4	.9692
R3P5	.9692
R3P6	.9693
R3P7	.9862
R3P8	.9691
R3P9	.9688
R3P10	.9697
R3P11	.9752
R3P12	.9840
R3P13	1.0006
R3P14	1.0002
R3P15	1.0012
R3P16	1.0008

COWL R4

STAT	XCW/RC= 1.5380
S20	.8372
R4P1	.9882
R4P2	.9942
R4P3	.9951
R4P4	.9951
R4P5	.9959
R4P6	.9968
R4P7	.9977
R4P8	.9987
R4P9	.9995
R4P10	1.0003
R4P11	1.0002
R4P12	.9970

COWL R5

STAT	XCW/RC= 3.3270
S23	.7916
R5P1	.8499
R5P2	.8542
R5P3	.8605
R5P4	.8674
R5P5	.8691
R5P6	.8807
R5P7	.9135
R5P8	.9710
R5P9	.9792
R5P10	.9690
R5P11	.9559

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.8923	A198	.9010
B36	.8781	B198	.8948
C36	.8643	C198	.8862
D36	.8515	D198	.8515
E36	.8418	E198	.8325
90 DEG RAKE		252 DEG RAKE	
A90	.9561	A252	.9287
B90	.9350	B252	.9001
C90	.9049	C252	.8857
D90	.8914	D252	.8814
E90	.8780	E252	.8721
144 DEG RAKE		324 DEG RAKE	
A144	.9160	A324	.9000
B144	.9096	B324	.8912
D144	.8842	C324	.8858
C144	.8702	D324	.8854
E144	.8563	E324	.8799

STATIC PRESSURES

TAP	SPIKE XCW/RC	SPIKE P/PO	TAP	COWL XCW/RC	COWL P/PO
S1	.6977	.9710	S14	.0340	.9690
S2	.8467	.9710	S15	.1860	.9658
S11	.8467	.9708	S16	.4150	.9684
S12	.8467	.9717	S17	.8470	.9775
S13	.8467	.9727	S18	1.1740	.9613
S3	.9147	.9721	S19	1.4590	.9234
S4	1.1807	.9509	S20	1.5400	.8372
S5	1.4167	.9161	S21	1.8270	.9089
S6	1.6657	.9054	S22	2.7840	.7340
S7	1.7917	.9060	S23	3.2980	.7916
S8	1.9257	.9059	S26	5.2890	.8016
S9	2.2867	.9068			
S10	2.8227	.7979			
S27	5.3000	.8092			
S28	1.4167	.9836			

YF-12 INLET NOISE SUPRESSION STUDY

RUN	135	FLIGHT DATE	09/20/79	SPIKE POS. DX/RC	.0839	AMBIENT TEMP	294.4	DEG K	MAX-MIN DIST .1519
		FLIGHT NO.	0	BYPASS POS.	OPEN	AMBIENT PRESS	.9198	ATMOS	K-CIRCUMF. .4272
START	5: 3:50.003	INTERVAL	1.000	ENG.FACE RECOV	.8689	ENGINE M/M*	1.0678		K-RADIAL .2488
STOP	5: 4:19.999	ENG COR RPM	5852.	ENG.FACE MACH NO	.4015	COWL M/M*	.3846		
				COWL LIP RECOV	.9559	ADDITIVE M/M*	.6831		K-DELTA .0827
				MACH AT COWL LIP	.1280				K-A .3815

SPIKE R1

STAT	XCW/RC= .8471
S2	.9237
R1P1	.9904
R1P2	.9987
R1P3	.9627
R1P4	.9308
R1P5	.9840
R1P6	.9828
R1P7	.9941
R1P8	.9946
R1P9	.9824

SPIKE R2

STAT	XCW/RC= 2.2421
S9	.8907
R2P1	.9476
R2P2	.9656
R2P3	.9767
R2P4	.9323
R2P5	.8440

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.7592
R6P1	.8420
R6P2	.8805
R6P3	.8741
R6P4	.8735
R6P5	.8629
R6P8	.8803
R6P9	.8769
R6P10	.8555
R6P11	.8344

COWL R3

STAT	XCW/RC= .0700
S14	.9664
R3P1	.9671
R3P2	.9666
R3P3	.9666
R3P4	.9669
R3P5	.9665
R3P6	.9664
R3P7	.9290
R3P8	.9667
R3P9	.9662
R3P10	.9684
R3P11	.9775
R3P12	.9868
R3P13	1.0016
R3P14	1.0009
R3P15	1.0016
R3P16	1.0016

COWL R4

STAT	XCW/RC= 1.5380
S20	.8169
R4P1	.9888
R4P2	.9953
R4P3	.9956
R4P4	.9959
R4P5	.9973
R4P6	.9982
R4P7	.9985
R4P8	.9993
R4P9	.9994
R4P10	1.0013
R4P11	1.0010
R4P12	.9967

COWL R5

STAT	XCW/RC= 3.3270
S23	.7592
R5P1	.8263
R5P2	.8325
R5P3	.8352
R5P4	.8436
R5P5	.8554
R5P6	.8641
R5P7	.9008
R5P8	.9638
R5P9	.9736
R5P10	.9660
R5P11	.9513

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.8759	A198	.8857
B36	.8625	B198	.8786
C36	.8419	C198	.8682
D36	.8286	D198	.8252
E36	.8173	E198	.8188
90 DEG RAKE		**252 DEG RAKE**	
A90	.9493	A252	.9085
B90	.9234	B252	.8793
C90	.8886	C252	.8686
D90	.8884	D252	.8407
E90	.8572	E252	.8529
144 DEG RAKE		**324 DEG RAKE**	
A144	.9090	A324	.8797
B144	.8967	B324	.8764
D144	.8699	C324	.8700
C144	.8526	D324	.8678
E144	.8355	E324	.8705

STATIC PRESSURES

TAP	SPIKE XCW/RC	P/PO	TAP	COWL XCW/RC	P/PO
S1	.0981	.9680	S14	.0340	.9664
S2	.8471	.9257	S15	.1860	.9629
S11	.8471	.9679	S16	.4150	.9665
S12	.8471	.9688	S17	.8470	.9757
S13	.8471	.9703	S18	1.1740	.9562
S3	.9151	.9695	S19	1.4590	.9141
S4	1.1811	.9455	S20	1.5400	.8169
S5	1.4171	.9062	S21	1.8270	.8973
S6	1.6041	.8928	S22	2.7840	.6910
S7	1.7921	.8934	S23	3.2980	.7592
S8	1.9241	.8929	S26	5.2890	.7717
S9	2.2871	.8907			
S10	2.8251	.7640			
S27	5.3000	.7786			
S28	1.4171	.9821			

YF-12 INLET NOISE SUPRESSION STUDY

RUN	136	FLIGHT DATE	09/20/79	SPIKE POS. DX/RC	.0835	AMBIENT TEMP	295.6 DEG K	MAX-MIN DIST	.1985
		FLIGHT NO.	0	BYPASS POS.	OPEN	AMBIENT PRESS	.9196 ATMOS	K-CIRCUMF.	.3780
START	5: 5:50.000	INTERVAL	1.000	ENG.FACE RECOV	.8543	ENGINE M/M*	1.1146	K-RADIAL	.2788
STOP	5: 6:19.997	ENG COR RPM	6095.	ENG.FACE MACH NO	.4572	COWL M/M*	.4060		
				COWL LIP RECOV	.9761	ADDITIVE M/M*	.7086	K-DELTA	.0765
				MACH AT COWL LIP	.1525			K-A	.3553

SPIKE R1

STAT	XCW/RC= .8475
S2	.9655
R1P1	.9980
R1P2	1.0003
R1P3	1.0003
R1P4	.9937
R1P5	1.0004
R1P6	1.0003
R1P7	1.0002
R1P8	.9997
R1P9	.9978

SPIKE R2

STAT	XCW/RC= 2.2425
S9	.8821
R2P1	.9485
R2P2	.9857
R2P3	.9771
R2P4	.9390
R2P5	.8422

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.7289
R6P1	.8343
R6P2	.8639
R6P3	.8612
R6P4	.8721
R6P5	.8802
R6P8	.8849
R6P9	.8640
R6P10	.8397
R6P11	.8022

COWL R3

STAT	XCW/RC= .0700
S14	.9628
R3P1	.9636
R3P2	.9635
R3P3	.9637
R3P4	.9633
R3P5	.9633
R3P6	.9635
R3P7	.9834
R3P8	.9635
R3P9	.9633
R3P10	.9651
R3P11	.9749
R3P12	.9859
R3P13	1.0019
R3P14	.9996
R3P15	1.0021
R3P16	1.0017

COWL R4

STAT	XCW/RC= 1.5380
S20	.7971
R4P1	.9876
R4P2	.9945
R4P3	.9955
R4P4	.9961
R4P5	.9971
R4P6	.9981
R4P7	.9984
R4P8	.9994
R4P9	1.0001
R4P10	1.0013
R4P11	1.0013
R4P12	.9978

COWL R5

STAT	XCW/RC= 3.3270
S23	.7289
R5P1	.8068
R5P2	.8121
R5P3	.8200
R5P4	.8219
R5P5	.8349
R5P6	.8496
R5P7	.8958
R5P8	.9608
R5P9	.9684
R5P10	.9598
R5P11	.9442

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.8622	A198	.8796
B36	.8445	B198	.8671
C36	.8238	C198	.8572
D36	.8093	D198	.8080
E36	.7903	E198	.7751
90 DEG RAKE		**252 DEG RAKE**	
A90	.9447	A252	.9107
B90	.9112	B252	.8672
C90	.8747	C252	.8522
D90	.8508	D252	.8413
E90	.8346	E252	.8327
144 DEG RAKE		**324 DEG RAKE**	
A144	.9075	A324	.8753
B144	.8905	B324	.8614
D144	.8516	C324	.8547
C144	.8337	D324	.8494
E144	.8157	E324	.8463

STATIC PRESSURES

	SPIKE			COWL	
TAP	XCW/RC	P/PO	TAP	XCW/RC	P/PO
S1	.6985	.9653	S14	.0340	.9628
S2	.8475	.9655	S15	.1860	.9601
S11	.8475	.9659	S16	.4150	.9635
S12	.8475	.9661	S17	.8470	.9746
S13	.8475	.9678	S18	1.1740	.9543
S3	.9155	.9670	S19	1.4590	.9066
S4	1.1815	.9407	S20	1.5400	.7971
S5	1.4175	.8967	S21	1.8270	.8862
S6	1.6645	.8817	S22	2.7840	.6490
S7	1.7925	.8827	S23	3.2980	.7289
S8	1.9245	.8823	S26	5.2890	.7421
S9	2.2875	.8821			
S10	2.6235	.7323			
S27	5.3000	.7498			
S28	1.4175	.9808			

YF-12 INLET NOISE SUPRESSION STUDY

RUN	137	FLIGHT DATE	09/20/79	SPIKE POS. DX/RC	.0842	AMBIENT TEMP	296.1 DEG K	MAX-MIN DIST	.2173
		FLIGHT NO.	0	BYPASS POS.	OPEN	AMBIENT PRESS	.9205 ATMOS	K-CIRCUMF.	.3271
START	5: 8:30.000	INTERVAL	1.000	ENG.FACE RECOV	.8421	ENGINE M/M*	1.1588	K-RADIAL	.2041
STOP	5:10:50.000	ENG COR RPM	6277.	ENG.FACE MACH NO	.4534	COWL M/M*	.4107		
				COWL LIP RECOV	.9748	ADDITIVE M/M*	.7481	K-DELTA	.0598
				MACH AT COWL LIP	.1542			K-A	.3239

SPIKE R1

STAT	XCW/RC= .8468
S2	.9649
R1P1	.9967
R1P2	.9989
R1P3	1.0003
R1P4	.9937
R1P5	1.0001
R1P6	1.0007
R1P7	.9999
R1P8	1.0011
R1P9	.9975

COWL R3

STAT	XCW/RC= .0700
S14	.9603
R3P1	.9608
R3P2	.9608
R3P3	.9608
R3P4	.9607
R3P5	.9607
R3P6	.9608
R3P7	.9817
R3P8	.9606
R3P9	.9605
R3P10	.9633
R3P11	.9749
R3P12	.9853
R3P13	1.0017
R3P14	1.0005
R3P15	1.0015
R3P16	1.0010

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.8500	A198	.8690
B36	.8345	B198	.8540
C36	.8140	C198	.8472
D36	.7975	D198	.7883
E36	.7817	E198	.7549
90 DEG RAKE		**252 DEG RAKE**	
A90	.9379	A252	.8999
B90	.9091	B252	.8544
C90	.8643	C252	.8382
D90	.8390	D252	.8295
E90	.8227	E252	.8160
144 DEG RAKE		**324 DEG RAKE**	
A144	.8957	A324	.8658
B144	.8756	B324	.8528
D144	.8557	C324	.8450
C144	.8183	D324	.8410
E144	.8008	E324	.8329

SPIKE R2

STAT	XCW/RC= 2.2418
S9	.8747
R2P1	.9476
R2P2	.9833
R2P3	.9736
R2P4	.9339
R2P5	.8322

COWL R4

STAT	XCW/RC= 1.5380
S20	.7849
R4P1	.9855
R4P2	.9939
R4P3	.9944
R4P4	.9949
R4P5	.9956
R4P6	.9962
P4P7	.9977
R4P8	.9984
R4P9	.9994
R4P10	1.0003
R4P11	.9994
R4P12	.9953

STATIC PRESSURES

TAP	SPIKE XCW/RC	SPIKE P/PO	TAP	COWL XCW/RC	COWL P/PO
S1	.0978	.9630	S14	.0340	.9603
S2	.8468	.9649	S15	.1860	.9567
S11	.8468	.9643	S16	.4150	.9638
S12	.8468	.9643	S17	.8470	.9721
S13	.8468	.9649	S18	1.1740	.9505
S3	.9148	.9654	S19	1.4590	.9002
S4	1.1808	.9371	S20	1.5400	.7849
S5	1.4168	.8904	S21	1.8270	.8792
S6	1.6038	.8744	S22	2.7840	.6181
S7	1.7918	.8752	S23	3.2980	.7088
S8	1.9258	.8749	S26	5.2890	.7241
S9	2.2668	.8747			
S10	2.6228	.7118			
S27	5.3000	.7317			
S28	1.4168	.9797			

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.7088
R6P1	.8220
R6P2	.8507
R6P3	.8505
R6P4	.8607
R6P5	.8733
R6P8	.8744
R6P9	.8524
R6P10	.8265
R6P11	.7828

COWL R5

STAT	XCW/RC= 3.3270
S23	.7088
R5P1	.7920
R5P2	.7985
R5P3	.8053
R5P4	.8126
R5P5	.8226
R5P6	.8396
R5P7	.8905
R5P8	.9615
R5P9	.9663
R5P10	.9576
R5P11	.9409

YF-12 INLET NOISE SUPRESSION STUDY

RUN	138	FLIGHT DATE	09/20/79	SPIKE POS. DX/RC	.0836	AMBIENT TEMP	296.1 DEG K	MAX-MIN DIST	.2381
		FLIGHT NO.	0	BYPASS POS.	OPEN	AMBIENT PRESS	.9196 ATMOS	K-CIRCUMF.	.2878
START	5:10:50.000	INTERVAL	1.000	ENG.FACE RECOV	.8527	ENGINE M/M*	1.2020	K-RADIAL	.2753
STOP	5:13: .003	ENG COR RPM	6486.	ENG.FACE MACH NO	.4764	COWL M/M*	.4303		
				COWL LIP RECOV	.9740	ADDITIVE M/M*	.7717	K-DELTA	.0486
				MACH AT COWL LIP	.1409			K-A	.3240

SPIKE R1

STAT	XCW/RC= .8474
S2	.9621
R1P1	.9982
R1P2	1.0005
R1P3	1.0006
R1P4	.9945
R1P5	1.0008
R1P6	1.0009
R1P7	1.0011
R1P8	1.0002
R1P9	.9974

SPIKE R2

STAT	XCW/RC= 2.2424
S9	.8696
R2P1	.9458
R2P2	.9856
R2P3	.9714
R2P4	.9305
R2P5	.8203

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.6896
R6P1	.8098
R6P2	.8313
R6P3	.8406
R6P4	.8535
R6P5	.8695
R6P8	.8703
R6P9	.8443
R6P10	.8204
R6P11	.7716

COWL R3

STAT	XCW/RC= .0700
S14	.9591
R3P1	.9599
R3P2	.9599
R3P3	.9601
R3P4	.9602
R3P5	.9598
R3P6	.9597
R3P7	.9825
R3P8	.9594
R3P9	.9595
R3P10	.9621
R3P11	.9733
R3P12	.9854
R3P13	1.0023
R3P14	1.0014
R3P15	1.0025
R3P16	1.0024

COWL R4

STAT	XCW/RC= 1.5380
S20	.7773
R4P1	.9862
R4P2	.9939
R4P3	.9936
R4P4	.9958
R4P5	.9972
R4P6	.9969
R4P7	.9990
R4P8	.9994
R4P9	1.0003
R4P10	1.0010
R4P11	1.0011
R4P12	.9978

COWL R5

STAT	XCW/RC= 3.3270
S23	.6896
R5P1	.7796
R5P2	.7865
R5P3	.7934
R5P4	.8011
R5P5	.8115
R5P6	.8267
R5P7	.8824
R5P8	.9541
R5P9	.9652
R5P10	.9574
R5P11	.9372

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.8424	A198	.8626
B36	.8246	B198	.8488
C36	.8001	C198	.8377
D36	.7805	D198	.7713
E36	.7675	E198	.7358
90 DEG RAKE		252 DEG RAKE	
A90	.9341	A252	.8983
B90	.8965	B252	.8536
C90	.8476	C252	.8314
D90	.8238	D252	.8239
E90	.8095	E252	.8075
144 DEG RAKE		324 DEG RAKE	
A144	.8991	A324	.8627
B144	.8727	B324	.8495
D144	.8259	C324	.8330
C144	.8052	D324	.8300
E144	.7844	E324	.8228

STATIC PRESSURES

TAP	SPIKE XCW/RC	SPIKE P/PO	TAP	COWL XCW/RC	COWL P/PO
S1	.6984	.9620	S14	.0340	.9591
S2	.8474	.9621	S15	.1860	.9559
S11	.8474	.9640	S16	.4150	.9602
S12	.8474	.9639	S17	.8470	.9717
S13	.8474	.9651	S18	1.1740	.9500
S3	.9154	.9648	S19	1.4590	.8966
S4	1.1814	.9352	S20	1.5400	.7773
S5	1.4174	.8861	S21	1.8270	.8746
S6	1.6044	.8687	S22	2.7840	.5888
S7	1.7924	.8719	S23	3.2980	.6896
S8	1.9244	.8707	S26	5.2890	.7040
S9	2.2874	.8696			
S10	2.6234	.6910			
S27	5.3000	.7139			
S28	1.4174	.9794			

YF-12 INLET NOISE SUPRESSION STUDY

RUN	139	FLIGHT DATE	09/20/79	SPIKE POS. DX/RC	.0831	AMBIENT TEMP	296.1 DEG K	MAX-MIN DIST	.2457
		FLIGHT NO.	0	BYPASS POS.	OPEN	AMBIENT PRESS	.9203 ATMOS	K-CIRCUMF.	.2792
START	5:13: .003	INTERVAL	1.000	ENG.FACE RECOV	.8227	ENGINE M/M*	1.2262	K-RADIAL	.2662
STOP	5:14:30.000	ENG COR RPM	6678.	ENG.FACE MACH NO	.4915	COWL M/M*	.4525		
				COWL LIP RECOV	.9754	ADDITIVE M/M*	.7736	K-DELTA	.0575
				MACH AT COWL LIP	.1484			K-A	.3237

SPIKE R1

STAT	XCW/RC= .8479
S2	.9608
R1P1	.9970
R1P2	.9995
R1P3	1.0002
R1P4	.9936
R1P5	1.0004
R1P6	1.0008
R1P7	1.0004
R1P8	.9996
R1P9	.9980

SPIKE R2

STAT	XCW/RC= 2.2429
S9	.8632
R2P1	.9828
R2P2	.9829
R2P3	.9711
R2P4	.9285
R2P5	.8123

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.6742
R6P1	.7988
R6P2	.8174
R6P3	.8335
R6P4	.8479
R6P5	.8560
R6P8	.8651
R6P9	.8374
R6P10	.8059
R6P11	.7559

COWL R3

STAT	XCW/RC= .0700
S14	.9564
R3P1	.9582
R3P2	.9584
R3P3	.9578
R3P4	.9579
R3P5	.9576
R3P6	.9576
R3P7	.9790
R3P8	.9569
R3P9	.9577
R3P10	.9619
R3P11	.9740
R3P12	.9848
R3P13	1.0016
R3P14	1.0005
R3P15	1.0020
R3P16	1.0016

COWL R4

STAT	XCW/RC= 1.5380
S20	.7700
R4P1	.9842
R4P2	.9932
R4P3	.9943
R4P4	.9951
R4P5	.9958
R4P6	.9962
R4P7	.9974
R4P8	.9986
R4P9	.9999
R4P10	1.0006
R4P11	1.0007
R4P12	.9963

COWL R5

STAT	XCW/RC= 3.3270
S23	.6742
R5P1	.7653
R5P2	.7772
R5P3	.7819
R5P4	.7884
R5P5	.8012
R5P6	.8286
R5P7	.8794
R5P8	.9527
R5P9	.9636
R5P10	.9536
R5P11	.9349

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.8331	A198	.8559
B36	.8123	B198	.8410
C36	.7896	C198	.8336
D36	.7677	D198	.7635
E36	.7560	E198	.7239
90 DEG RAKE		**252 DEG RAKE**	
A90	.9260	A252	.8835
B90	.8899	B252	.8343
C90	.8572	C252	.8241
D90	.8118	D252	.8093
E90	.7950	E252	.7948
144 DEG RAKE		**324 DEG RAKE**	
A144	.8982	A324	.8558
B144	.8668	B324	.8396
D144	.8137	C324	.8239
C144	.7939	D324	.8197
E144	.7741	E324	.8136

STATIC PRESSURES

TAP	SPIKE XCW/RC	P/PO	TAP	COWL XCW/RC	P/PO
S1	.0989	.9602	S14	.0340	.9564
S2	.8479	.9608	S15	.1860	.9536
S11	.8479	.9619	S16	.4150	.9572
S12	.8479	.9626	S17	.8470	.9705
S13	.8479	.9624	S18	1.1740	.9474
S3	.9159	.9628	S19	1.4590	.8928
S4	1.1819	.9323	S20	1.5400	.7700
S5	1.4179	.8820	S21	1.8270	.8698
S6	1.6049	.8634	S22	2.7840	.5633
S7	1.7929	.8647	S25	3.2980	.6742
S8	1.9249	.8648	S26	5.2890	.6883
S9	2.2879	.8632			
S10	2.8259	.6726			
S27	5.3000	.6986			
S28	1.4179	.9778			

YF-12 INLET NOISE SUPRESSION STUDY

RUN	142	FLIGHT DATE	09/20/79	SPIKE POS. DX/RC	.8557	AMBIENT TEMP	296.1 DEG K	MAX-MIN DIST	.0558
		FLIGHT NO.	0	BYPASS POS.	OPEN	AMBIENT PRESS	.9205 ATMOS	K-CIRCUMF.	.5169
START	5:25:50.002	INTERVAL	1.000	ENG.FACE RECOV	.9416	ENGINE M/M*	.5577	K-RADIAL	.1519
STOP	5:26:20.000	ENG COR RPM	5007.	ENG.FACE MACH NO	.3223	COWL M/M*	.3370		
				COWL LIP RECOV	.9704	ADDITIVE M/M*	.2207	K-DELTA	.0383
				MACH AT COWL LIP	.1998			K-A	.1901

SPIKE R1

STAT	XCW/RC= .0753
S2	.9655
R1P1	1.0002
R1P2	1.0008
R1P3	1.0007
R1P4	.9997
R1P5	1.0008
R1P6	1.0009
R1P7	1.0007
R1P8	1.0006
R1P9	.9995

SPIKE R2

STAT	XCW/RC= 1.4703
S9	.9448
R2P1	.9517
R2P2	.9584
R2P3	.9716
R2P4	.9834
R2P5	.9855

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.8736
R6P1	.9370
R6P2	.9499
R6P3	.9555
R6P4	.9627
R6P5	.9647
R6P8	.9658
R6P9	.9622
R6P10	.9561
R6P11	.9382

COWL R3

STAT	XCW/RC= .0700
S14	.9220
R3P1	.9208
R3P2	.9208
R3P3	.9203
R3P4	.9206
R3P5	.9208
R3P6	.9210
R3P7	.9841
R3P8	.9440
R3P9	.9826
R3P10	1.0009
R3P11	1.0030
R3P12	.9966
R3P13	1.0036
R3P14	1.0032
R3P15	1.0034
R3P16	1.0035

COWL R4

STAT	XCW/RC= 1.5380
S20	.9099
R4P1	.9803
R4P2	.9856
R4P3	.9868
R4P4	.9871
R4P5	.9875
R4P6	.9875
R4P7	.9875
R4P8	.9868
R4P9	.9870
R4P10	.9864
R4P11	.9867
R4P12	.9862

COWL R5

STAT	XCW/RC= 3.3270
S23	.8736
R5P1	.9194
R5P2	.9249
R5P3	.9206
R5P4	.9282
R5P5	.9325
R5P6	.9440
R5P7	.9617
R5P8	.9748
R5P9	.9733
R5P10	.9704
R5P11	.9702

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.9515	A198	.9525
B36	.9420	B198	.9560
C36	.9286	C198	.9540
D36	.9201	D198	.9271
E36	.9142	E198	.9114
90 DEG RAKE		**252 DEG RAKE**	
A90	.9626	A252	.9578
B90	.9639	B252	.9436
C90	.9538	C252	.9358
D90	.9475	D252	.9295
E90	.9441	E252	.9235
144 DEG RAKE		**324 DEG RAKE**	
A144	.9550	A324	.9522
B144	.9540	B324	.9546
D144	.9388	C324	.9465
C144	.9337	D324	.9372
E144	.9287	E324	.9312

STATIC PRESSURES

TAP	SPIKE XCW/RC	SPIKE P/PO	TAP	COWL XCW/RC	COWL P/PO
S1	-.0757	.9902	S14	.0340	.9220
S2	.0753	.9655	S15	.1860	.9172
S11	.0753	.9648	S16	.4150	.9437
S12	.0753	.9653	S17	.8470	.9398
S13	.0753	.9662	S18	1.1740	.9441
S3	.1453	.9506	S19	1.4590	.9445
S4	.4093	.9248	S20	1.5400	.9099
S5	.6453	.9285	S21	1.8270	.9417
S6	.8923	.9297	S22	2.7840	.8547
S7	1.0203	.9326	S23	3.2980	.8736
S8	1.1523	.9369	S26	5.2890	.8725
S9	1.5153	.9448			
S10	1.8513	.9414			
S27	5.3000	.8784			
S28	.6453	.9811			

YF-12 INLET NOISE SUPRESSION STUDY

RUN	143	FLIGHT DATE	09/20/79	SPIKE POS. DX/RC	.8562	AMBIENT TEMP	296.1 DEG K	MAX-MIN DIST	.0734
		FLIGHT NO.	0	BYPASS POS.	OPEN	AMBIENT PRESS	.9206 ATMOS	K-CIRCUMF.	.4362
START	5:28:25.001	INTERVAL	1.000	ENG.FACE RECOV	.9259	ENGINE M/M*	.5951	K-RADIAL	.1872
STOP	5:28:55.000	ENG COR RPM	5516.	ENG.FACE MACH NO	.3714	COWL M/M*	.3743		
				COWL LIP RECOV	.9623	ADDITIVE M/M*	.2208	K-DELTA	.0347
				MACH AT COWL LIP	.2252			K-A	.2219

SPIKE R1

STAT	XCW/RC= .0748
S2	.9560
R1P1	1.0002
R1P2	1.0000
R1P3	1.0007
R1P4	.9987
R1P5	1.0010
R1P6	1.0010
R1P7	1.0012
R1P8	1.0014
R1P9	.9989

SPIKE R2

STAT	XCW/RC= 1.4698
S9	.9291
R2P1	.9379
R2P2	.9472
R2P3	.9632
R2P4	.9797
R2P5	.9825

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.8363
R6P1	.9205
R6P2	.9366
R6P3	.9455
R6P4	.9512
R6P5	.9547
R6P8	.9571
R6P9	.9531
R6P10	.9459
R6P11	.9222

COWL R3

STAT	XCW/RC= .0700
S14	.9018
R3P1	.8998
R3P2	.8987
R3P3	.8994
R3P4	.8992
R3P5	.8989
R3P6	.8995
R3P7	.9789
R3P8	.9340
R3P9	.9828
R3P10	1.0014
R3P11	1.0024
R3P12	.9975
R3P13	1.0031
R3P14	1.0028
R3P15	1.0027
R3P16	1.0026

COWL R4

STAT	XCW/RC= 1.5380
S20	.8859
R4P1	.9731
R4P2	.9798
R4P3	.9818
R4P4	.9828
R4P5	.9835
R4P6	.9835
R4P7	.9836
R4P8	.9837
R4P9	.9828
R4P10	.9833
R4P11	.9828
R4P12	.9824

COWL R5

STAT	XCW/RC= 3.3270
S23	.8363
R5P1	.8938
R5P2	.9015
R5P3	.9042
R5P4	.9097
R5P5	.9161
R5P6	.9244
R5P7	.9473
R5P8	.9602
R5P9	.9676
R5P10	.9617
R5P11	.9618

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.9588	A198	.9413
B36	.9272	B198	.9431
C36	.9077	C198	.9360
D36	.9041	D198	.9057
E36	.8911	E198	.8871
90 DEG RAKE		**252 DEG RAKE**	
A90	.9551	A252	.9506
B90	.9534	B252	.9338
C90	.9597	C252	.9166
D90	.9510	D252	.9114
E90	.9231	E252	.9035
144 DEG RAKE		**324 DEG RAKE**	
A144	.9500	A324	.9423
B144	.9448	B324	.9436
D144	.9164	C324	.9301
C144	.9121	D324	.9199
E144	.9077	E324	.9099

STATIC PRESSURES

	SPIKE			COWL	
TAP	XCW/RC	P/PO	TAP	XCW/RC	P/PO
S1	-.0742	.9870	S14	.0340	.9018
S2	.0748	.9560	S15	.1860	.8948
S11	.0748	.9558	S16	.4150	.9294
S12	.0748	.9569	S17	.8470	.9233
S13	.0748	.9570	S18	1.1740	.9293
S3	.1428	.9380	S19	1.4590	.9296
S4	.4088	.9060	S20	1.5400	.8859
S5	.6448	.9098	S21	1.8270	.9262
S6	.8918	.9112	S22	2.7840	.8137
S7	1.0198	.9149	S23	3.2980	.8363
S8	1.1518	.9209	S26	5.2890	.8380
S9	1.5148	.9291			
S10	1.8508	.9260			
S27	5.3000	.8434			
S28	.6448	.9755			

YF-12 INLET NOISE SUPRESSION STUDY

RUN	144	FLIGHT DATE	09/20/79	SPIKE POS. DX/RC	.8561	AMBIENT TEMP	296.1 DEG K	MAX-MIN DIST	.0882
		FLIGHT NO.	0	BYPASS POS.	OPEN	AMBIENT PRESS	.9196 ATMOS	K-CIRCUMF.	.4155
START	5:30:25.001	INTERVAL	1.000	ENG.FACE RECOV	.9186	ENGINE M/M*	.6174	K-RADIAL	.1801
STOP	5:30:54.999	ENG COR RPM	5752.	ENG.FACE MACH NO	.3963	COWL M/M*	.3913		
				COWL LIP RECOV	.9590	ADDITIVE M/M*	.2260	K-DELTA	.0512
				MACH AT COWL LIP	.2370			K-A	.2312

SPIKE R1

STAT	XCW/RC= .0749
S2	.9527
R1P1	1.0005
R1P2	1.0011
R1P3	1.0013
R1P4	.9996
R1P5	1.0014
R1P6	1.0006
R1P7	1.0013
R1P8	1.0008
R1P9	.9995

SPIKE R2

STAT	XCW/RC= 1.4699
S9	.9232
R2P1	.9322
R2P2	.9407
R2P3	.9595
R2P4	.9783
R2P5	.9813

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.8180
R6P1	.9085
R6P2	.9263
R6P3	.9407
R6P4	.9462
R6P5	.9513
R6P8	.9539
R6P9	.9499
R6P10	.9409
R6P11	.9171

COWL R3

STAT	XCW/RC= .0700
S14	.8917
R3P1	.8904
R3P2	.8901
R3P3	.8903
R3P4	.8897
R3P5	.8903
R3P6	.8902
R3P7	.9760
R3P8	.9280
R3P9	.9818
R3P10	1.0020
R3P11	1.0036
R3P12	.9979
R3P13	1.0039
R3P14	1.0041
R3P15	1.0040
R3P16	1.0040

COWL R4

STAT	XCW/RC= 1.5380
S20	.8728
R4P1	.9721
R4P2	.9799
R4P3	.9810
R4P4	.9821
R4P5	.9828
R4P6	.9828
R4P7	.9830
R4P8	.9834
R4P9	.9835
R4P10	.9827
R4P11	.9818
R4P12	.9803

COWL R5

STAT	XCW/RC= 3.3270
S23	.8180
R5P1	.8837
R5P2	.8903
R5P3	.8960
R5P4	.8983
R5P5	.9059
R5P6	.9197
R5P7	.9447
R5P8	.9651
R5P9	.9618
R5P10	.9587
R5P11	.9566

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.9534	A198	.9329
B36	.9197	B198	.9400
C36	.9001	C198	.9297
D36	.8876	D198	.8965
E36	.8796	E198	.8750
90 DEG RAKE		**252 DEG RAKE**	
A90	.9524	A252	.9394
B90	.9491	B252	.9180
C90	.9326	C252	.9062
D90	.9205	D252	.9049
E90	.9132	E252	.8919
144 DEG RAKE		**324 DEG RAKE**	
A144	.9435	A324	.9379
B144	.9440	B324	.9393
D144	.9160	C324	.9240
C144	.9121	D324	.9141
E144	.9082	E324	.9010

STATIC PRESSURES

TAP	SPIKE XCW/RC	P/PO	TAP	COWL XCW/RC	P/PO
S1	-.0741	.9917	S14	.0340	.8917
S2	.0749	.9527	S15	.1860	.8862
S11	.0749	.9525	S16	.4150	.9229
S12	.0749	.9527	S17	.8470	.9170
S13	.0749	.9542	S18	1.1740	.9232
S3	.1429	.9326	S19	1.4590	.9226
S4	.4089	.8977	S20	1.5400	.8728
S5	.6449	.9019	S21	1.8270	.9196
S6	.8919	.9034	S22	2.7840	.7928
S7	1.0199	.9071	S23	3.2980	.8180
S8	1.1519	.9136	S26	5.2890	.8192
S9	1.5149	.9232			
S10	1.8509	.9194			
S27	5.3000	.8271			
S28	.6449	.9745			

YF-12 INLET NOISE SUPRESSION STUDY

RUN	145	FLIGHT DATE	09/20/79	SPIKE POS. DX/RC	.8582	AMBIENT TEMP	287.2 DEG K	MAX-MIN DIST	.0258
		FLIGHT NO.	0	BYPASS POS.	OPEN	AMBIENT PRESS	.9173 ATMOS	K-CIRCUMF.	.7861
START	1:53:31.000	INTERVAL	1.000	ENG.FACE RECOV	.9743	ENGINE M/M*	.4906	K-RADIAL	.0879
STOP	1:541 .998	ENG COR RPM	3795.	ENG.FACE MACH NO	.2140	COWL M/M*	.2706		
				COWL LIP RECOV	.9817	ADDITIVE M/M*	.2200	K-DELTA	.0621
				MACH AT COWL LIP	.1571			K-A	.1500

SPIKE R1

STAT	XCW/RC= .0728
S2	.9787
R1P1	1.0018
R1P2	1.0018
R1P3	1.0014
R1P4	1.0019
R1P5	1.0017
R1P6	1.0014
R1P7	1.0017
R1P8	1.0018
R1P9	1.0010

COWL R3

STAT	XCW/RC= .0700
S14	.9511
R3P1	.9498
R3P2	.9495
R3P3	.9495
R3P4	.9495
R3P5	.9495
R3P6	.9495
R3P7	1.0018
R3P8	.9594
R3P9	.9811
R3P10	.9981
R3P11	1.0013
R3P12	.9992
R3P13	1.0026
R3P14	1.0025
R3P15	1.0026
R3P16	1.0026

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.9726	A198	.9817
B36	.9690	B198	.9832
C36	.9647	C198	.9830
D36	.9616	D198	.9718
E36	.9597	E198	.9659
90 DEG RAKE		252 DEG RAKE	
A90	.9843	A252	.9810
B90	.9848	B252	.9764
C90	.9806	C252	.9746
D90	.9763	D252	.9723
E90	.9743	E252	.9677
144 DEG RAKE		324 DEG RAKE	
A144	.9840	A324	.9780
B144	.9802	B324	.9772
D144	.9730	C324	.9735
C144	.9704	D324	.9713
E144	.9678	E324	.9682

SPIKE R2

STAT	XCW/RC= 1.4678
S9	.9743
R2P1	.9909
R2P2	.9958
R2P3	.9935
R2P4	.9874
R2P5	.9835

COWL R4

STAT	XCW/RC= 1.5380
S20	.9651
R4P1	.9794
R4P2	.9819
R4P3	.9829
R4P4	.9833
R4P5	.9837
R4P6	.9843
R4P7	.9852
R4P8	.9856
R4P9	.9862
R4P10	.9868
R4P11	.9876
R4P12	.9874

STATIC PRESSURES

TAP	SPIKE XCW/RC	P/PU	TAP	COWL XCW/RC	P/PU
S1	-.0762	.9949	S14	.0340	.9511
S2	.0728	.9787	S15	.1860	.9486
S11	.0728	.9772	S16	.4150	.9546
S12	.0728	.9748	S17	.8470	.9690
S13	.0728	.9777	S18	1.1740	.9730
S3	.1408	.9668	S19	1.4590	.9734
S4	.4068	.9512	S20	1.5400	.9651
S5	.6428	.9621	S21	1.8270	.9719
S6	.8898	.9696	S22	2.7840	.9327
S7	1.0178	.9716	S23	3.2980	.9422
S8	1.1498	.9719	S26	5.2890	.9423
S9	1.5128	.9743			
S10	1.8488	.9906			
S27	5.3000	.9443			
S28	.6428	1.0006			

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.9422
R6P1	.9713
R6P2	.9779
R6P3	.9801
R6P4	.9827
R6P5	.9841
R6P8	.9817
R6P9	.9776
R6P10	.9738
R6P11	.9670

COWL R5

STAT	XCW/RC= 3.3270
S23	.9422
R5P1	.9628
R5P2	.9645
R5P3	.9664
R5P4	.9696
R5P5	.9675
R5P6	.9731
R5P7	.9749
R5P8	.9859
R5P9	.9852
R5P10	.9855
R5P11	.9847

YF-12 INLET NOISE SUPRESSION STUDY

RUN	146	FLIGHT DATE	09/20/79	SPIKE POS. DX/RC	.8582	AMBIENT TEMP	287.2 DEG K	MAX-MIN DIST	.0367
		FLIGHT NO.	0	BYPASS POS.	OPEN	AMBIENT PRESS	.9172 ATMOS	K-CIRCUMF.	.0647
START	1:56: 3.000	INTERVAL	1.000	ENG.FACE RECOV	.9642	ENGINE M/M*	.5155	K-RADIAL	.1127
STOP	1:56:33.000	ENG COR RPM	4246.	ENG.FACE MACH NO	.2559	COWL M/M*	.3139		
				COWL LIP RECOV	.9741	ADDITIVE M/M*	.2017	K-DELTA	.0703
				MACH AT COWL LIP	.1847			K-A	.1830

SPIKE R1

STAT	XCW/RC= .0728
S2	.9704
R1P1	1.0015
R1P2	1.0016
R1P3	1.0018
R1P4	1.0018
R1P5	1.0018
R1P6	1.0018
R1P7	1.0018
R1P8	1.0017
R1P9	1.0003

SPIKE R2

STAT	XCW/RC= 1.4678
S9	.9619
R2P1	.9864
R2P2	.9950
R2P3	.9899
R2P4	.9819
R2P5	.9766

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.9188
R6P1	.9615
R6P2	.9688
R6P3	.9731
R6P4	.9760
R6P5	.9778
R6P8	.9738
R6P9	.9696
R6P10	.9656
R6P11	.9539

COWL R3

STAT	XCW/RC= .0700
S14	.9319
R3P1	.9300
R3P2	.9299
R3P3	.9298
R3P4	.9298
R3P5	.9299
R3P6	.9298
R3P7	1.0017
R3P8	.9443
R3P9	.9728
R3P10	.9963
R3P11	1.0019
R3P12	.9978
R3P13	1.0022
R3P14	1.0021
R3P15	1.0023
R3P16	1.0022

COWL R4

STAT	XCW/RC= 1.5380
S20	.9514
R4P1	.9720
R4P2	.9743
R4P3	.9753
R4P4	.9755
R4P5	.9772
R4P6	.9773
R4P7	.9783
R4P8	.9787
R4P9	.9795
R4P10	.9811
R4P11	.9823
R4P12	.9826

COWL R5

STAT	XCW/RC= 3.3270
S23	.9188
R5P1	.9477
R5P2	.9503
R5P3	.9530
R5P4	.9553
R5P5	.9586
R5P6	.9636
R5P7	.9700
R5P8	.9794
R5P9	.9808
R5P10	.9792
R5P11	.9779

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.9629	A198	.9754
B36	.9570	B198	.9771
C36	.9511	C198	.9767
D36	.9475	D198	.9604
E36	.9436	E198	.9550
90 DEG RAKE		**252 DEG RAKE**	
A90	.9790	A252	.9730
B90	.9785	B252	.9657
C90	.9736	C252	.9632
D90	.9684	D252	.9609
E90	.9640	E252	.9540
144 DEG RAKE		**324 DEG RAKE**	
A144	.9776	A324	.9690
B144	.9723	B324	.9699
D144	.9618	C324	.9645
C144	.9568	D324	.9609
E144	.9519	E324	.9564

STATIC PRESSURES

TAP	SPIKE XCW/RC	SPIKE P/PO	TAP	COWL XCW/RC	COWL P/PO
S1	-.0762	.9924	S14	.0340	.9319
S2	.0728	.9704	S15	.1860	.9287
S11	.0728	.9685	S16	.4150	.9367
S12	.0728	.9673	S17	.8470	.9567
S13	.0728	.9699	S18	1.1740	.9617
S3	.1408	.9534	S19	1.4590	.9628
S4	.4068	.9327	S20	1.5400	.9514
S5	.6428	.9483	S21	1.8270	.9610
S6	.8898	.9583	S22	2.7840	.9072
S7	1.0178	.9598	S23	3.2980	.9188
S8	1.1498	.9614	S26	5.2890	.9189
S9	1.5128	.9619			
S10	1.8488	.9860			
S27	5.3000	.9225			
S28	.6428	1.0004			

YF-12 INLET NOISE SUPRESSION STUDY

RUN	147	FLIGHT DATE	09/20/79	SPIKE POS. DX/RC	.8582	AMBIENT TEMP	288.3 DEG K	MAX-MIN DIST	.0468
		FLIGHT NO.	0	BYPASS POS.	OPEN	AMBIENT PRESS	.9171 ATMOS	K-CIRCUMF.	.6320
START	1:57:45.000	INTERVAL	1.000	ENG. FACE RECOV	.9531	ENGINE M/M*	.5397	K-RADIAL	.1332
STOP	1:58:15.000	ENG COR RPM	4633.	ENG. FACE MACH NO	.2940	COWL M/M*	.3540		
				COWL LIP RECOV	.9665	ADDITIVE M/M*	.1857	K-DELTA	.1054
				MACH AT COWL LIP	.2113			K-A	.2386

SPIKE R1

STAT	XCW/RC= .0728
S2	.9621
R1P1	1.0014
R1P2	1.0020
R1P3	1.0022
R1P4	1.0020
R1P5	1.0020
R1P6	1.0021
R1P7	1.0021
R1P8	1.0020
R1P9	1.0005

COWL R3

STAT	XCW/RC= .0700
S14	.9117
R3P1	.9105
R3P2	.9102
R3P3	.9096
R3P4	.9096
R3P5	.9098
R3P6	.9094
R3P7	1.0018
R3P8	.9295
R3P9	.9692
R3P10	.9968
R3P11	1.0019
R3P12	.9972
R3P13	1.0025
R3P14	1.0024
R3P15	1.0025
R3P16	1.0025

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.9507	A198	.9704
B36	.9454	B198	.9713
C36	.9383	C198	.9695
D36	.9318	D198	.9503
E36	.9292	E198	.9389
90 DEG RAKE		252 DEG RAKE	
A90	.9758	A252	.9607
B90	.9734	B252	.9513
C90	.9662	C252	.9476
D90	.9589	D252	.9450
E90	.9550	E252	.9378
144 DEG RAKE		324 DEG RAKE	
A144	.9736	A324	.9574
B144	.9674	B324	.9576
D144	.9511	C324	.9537
C144	.9426	D324	.9485
E144	.9341	E324	.9433

SPIKE R2

STAT	XCW/RC= 1.4678
S9	.9517
R2P1	.9832
R2P2	.9909
R2P3	.9834
R2P4	.9749
R2P5	.9683

COWL R4

STAT	XCW/RC= 1.5380
S20	.9374
R4P1	.9648
R4P2	.9665
R4P3	.9681
R4P4	.9679
R4P5	.9679
R4P6	.9689
R4P7	.9706
R4P8	.9710
R4P9	.9718
R4P10	.9735
R4P11	.9751
R4P12	.9766

STATIC PRESSURES

TAP	SPIKE XCW/RC	P/PO	TAP	COWL XCW/RC	P/PO
S1	-.0762	.9906	S14	.0340	.9117
S2	.0728	.9621	S15	.1860	.9082
S11	.0728	.9607	S16	.4150	.9189
S12	.0728	.9601	S17	.8470	.9447
S13	.0728	.9606	S18	1.1740	.9515
S3	.1408	.9406	S19	1.4590	.9520
S4	.4066	.9138	S20	1.5400	.9374
S5	.6428	.9328	S21	1.8270	.9496
S6	.8898	.9452	S22	2.7840	.8792
S7	1.0178	.9483	S23	3.2980	.8940
S8	1.1498	.9499	S26	5.2890	.8947
S9	1.5128	.9517			
S10	1.8488	.9802			
S27	5.3000	.8991			
S28	.6428	1.0010			

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.8940
R6P1	.9501
R6P2	.9599
R6P3	.9643
R6P4	.9691
R6P5	.9706
R6P8	.9657
R6P9	.9599
R6P10	.9554
R6P11	.9410

COWL R5

STAT	XCW/RC= 3.3270
S23	.8940
R5P1	.9314
R5P2	.9359
R5P3	.9377
R5P4	.9396
R5P5	.9438
R5P6	.9499
R5P7	.9592
R5P8	.9720
R5P9	.9743
R5P10	.9729
R5P11	.9696

YF-12 INLET NOISE SUPRESSION STUDY

RUN	148	FLIGHT DATE	09/20/79	SPIKE POS. DX/RC	.8582	AMBIENT TEMP	288.3 DEG K	MAX-MIN DIST	.0608
		FLIGHT NO.	0	BYPASS POS.	OPEN	AMBIENT PRESS	.9174 ATMOS	K=CIRCUMF.	.5778
START	1:59:55.001	INTERVAL	1.000	ENG.FACE RECOV	.9408	ENGINE M/M*	.5635	K=RADIAL	.1536
STOP	2: 0:24.998	ENG COR RPM	5014.	ENG.FACE MACH NO	.3330	COWL M/M*	.3894		
				COWL LIP RECOV	.9570	ADDITIVE M/M*	.1741	K=DELTA	.1105
				MACH AT COWL LIP	.2363			K=A	.2641

SPIKE R1

STAT	XCW/RC= .0728
S2	.9510
R1P1	1.0010
R1P2	1.0011
R1P3	1.0011
R1P4	1.0011
R1P5	1.0011
R1P6	1.0011
R1P7	1.0010
R1P8	1.0011
R1P9	.9993

SPIKE R2

STAT	XCW/RC= 1.4678
S9	.9381
R2P1	.9764
R2P2	.9896
R2P3	.9822
R2P4	.9689
R2P5	.9614

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.8659
R6P1	.9360
R6P2	.9502
R6P3	.9558
R6P4	.9600
R6P5	.9628
R6P8	.9557
R6P9	.9505
R6P10	.9430
R6P11	.9262

COWL R3

STAT	XCW/RC= .0700
S14	.8900
R3P1	.8877
R3P2	.8875
R3P3	.8875
R3P4	.8878
R3P5	.8871
R3P6	.8878
R3P7	1.0012
R3P8	.9122
R3P9	.9621
R3P10	.9956
R3P11	1.0010
R3P12	.9951
R3P13	1.0019
R3P14	1.0013
R3P15	1.0018
R3P16	1.0017

COWL R4

STAT	XCW/RC= 1.5380
S20	.9215
R4P1	.9547
R4P2	.9570
R4P3	.9590
R4P4	.9600
R4P5	.9604
R4P6	.9617
R4P7	.9652
R4P8	.9639
R4P9	.9650
R4P10	.9671
R4P11	.9687
R4P12	.9712

COWL R5

STAT	XCW/RC= 3.3270
S23	.8659
R5P1	.9125
R5P2	.9147
R5P3	.9209
R5P4	.9232
R5P5	.9302
R5P6	.9336
R5P7	.9494
R5P8	.9642
R5P9	.9673
R5P10	.9635
R5P11	.9625

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.9586	A198	.9640
B36	.9313	B198	.9622
C36	.9218	C198	.9591
D36	.9156	D198	.9348
E36	.9097	E198	.9212
90 DEG RAKE		252 DEG RAKE	
A90	.9659	A252	.9510
B90	.9636	B252	.9401
C90	.9543	C252	.9328
D90	.9459	D252	.9297
E90	.9403	E252	.9230
144 DEG RAKE		324 DEG RAKE	
A144	.9669	A324	.9480
B144	.9599	B324	.9485
D144	.9385	C324	.9813
C144	.9300	D324	.9355
E144	.9214	E324	.9294

STATIC PRESSURES

TAP	SPIKE XCW/RC	P/PO	TAP	COWL XCW/RC	P/PO
S1	-.0762	.9869	S14	.0340	.8900
S2	.0728	.9510	S15	.1860	.8861
S11	.0728	.9496	S16	.4150	.8987
S12	.0728	.9494	S17	.8470	.9305
S13	.0728	.9497	S18	1.1740	.9384
S3	.1408	.9245	S19	1.4590	.9400
S4	.4068	.8916	S20	1.5400	.9215
S5	.6428	.9160	S21	1.8270	.9367
S6	.8898	.9305	S22	2.7840	.8485
S7	1.0178	.9352	S23	3.2980	.8659
S8	1.1498	.9369	S26	5.2890	.8675
S9	1.5128	.9381			
S10	1.8488	.9728			
S27	5.3000	.8732			
S28	.6428	.9998			

YF-12 INLET NOISE SUPRESSION STUDY

RUN	149	FLIGHT DATE	09/20/79	SPIKE POS. DX/RC	.8582	AMBIENT TEMP	288.3 DEG K	MAX-MIN DIST	.0776
		FLIGHT NO.	0	BYPASS POS.	OPEN	AMBIENT PRESS	.9169 ATMOS	K-CIRCUMF.	.5278
START	2: 2:10.002	INTERVAL	1.000	ENG.FACE RECOV	.9290	ENGINE M/M*	.5978	K-RADIAL	.1624
STOP	2: 2:39.999	ENG COR RPM	5451.	ENG.FACE MACH NO	.3745	COWL M/M*	.4242		
				COWL LIP RECOV	.9484	ADDITIVE M/M*	.1736	K-DELTA	.1274
				MACH AT COWL LIP	.2617			K-A	.2899

SPIKE R1

STAT	XCW/RC= .0728
S2	.9417
R1P1	1.0004
R1P2	1.0011
R1P3	1.0014
R1P4	1.0014
R1P5	1.0015
R1P6	1.0014
R1P7	1.0016
R1P8	1.0008
R1P9	.9992

SPIKE R2

STAT	XCW/RC= 1.4078
S9	.9256
R2P1	.9724
R2P2	.9881
R2P3	.9782
R2P4	.9629
R2P5	.9517

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.8365
R6P1	.9207
R6P2	.9384
R6P3	.9446
R6P4	.9512
R6P5	.9548
R6P6	.9484
R6P7	.9408
R6P10	.9288
R6P11	.9051

COWL R3

STAT	XCW/RC= .0700
S14	.8669
R3P1	.8651
R3P2	.8646
R3P3	.8647
R3P4	.8645
R3P5	.8648
R3P6	.8643
R3P7	1.0009
R3P8	.8992
P3P9	.9593
R3P10	.9964
R3P11	1.0009
R3P12	.9945
R3P13	1.0021
R3P14	1.0015
R3P15	1.0021
R3P16	1.0021

COWL R4

STAT	XCW/RC= 1.5380
S20	.9041
R4P1	.9417
R4P2	.9474
R4P3	.9493
R4P4	.9505
R4P5	.9516
R4P6	.9545
R4P7	.9568
R4P8	.9587
R4P9	.9594
R4P10	.9608
R4P11	.9631
R4P12	.9646

COWL R5

STAT	XCW/RC= 3.3270
S23	.8365
R5P1	.8931
R5P2	.8987
R5P3	.9047
R5P4	.9047
R5P5	.9119
R5P6	.9200
R5P7	.9375
R5P8	.9560
R5P9	.9605
R5P10	.9571
R5P11	.9542

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.9256	A198	.9564
B36	.9178	B198	.9572
C36	.9060	C198	.9513
D36	.8986	D198	.9241
E36	.8904	E198	.9081
90 DEG RAKE		**252 DEG RAKE**	
A90	.9585	A252	.9426
B90	.9563	B252	.9253
C90	.9448	C252	.9165
D90	.9350	D252	.9132
E90	.9280	E252	.9039
144 DEG RAKE		**324 DEG RAKE**	
A144	.9625	A324	.9369
B144	.9522	B324	.9394
D144	.9257	C324	.9271
C144	.9182	D324	.9209
E144	.9108	E324	.9144

STATIC PRESSURES

TAP	SPIKE XCW/RL	P/PO	TAP	COWL XCW/RC	P/PO
S1	-.0762	.9850	S14	.0340	.8669
S2	.0728	.9417	S15	.1860	.8637
S11	.0728	.9400	S16	.4150	.8782
S12	.0728	.9388	S17	.8470	.9159
S13	.0728	.9404	S18	1.1740	.9258
S3	.1408	.9098	S19	1.4590	.9275
S4	.4068	.8696	S20	1.5400	.9041
S5	.6428	.8990	S21	1.8270	.9234
S6	.8698	.9172	S22	2.7840	.8168
S7	1.0178	.9218	S23	3.2980	.8365
S8	1.1498	.9243	S26	5.2890	.8381
S9	1.5128	.9256			
S10	1.8488	.9666			
S27	5.5000	.8462			
S28	.6428	1.0004			

YF-12 INLET NOISE SUPRESSION STUDY

RUN	150	FLIGHT DATE	09/20/79	SPIKE POS. DX/RC	.8582	AMBIENT TEMP	4732.2 DEG K	MAX-MIN DIST	.0838
		FLIGHT NO.	0	BYPASS POS.	OPEN	AMBIENT PRESS	.9176 ATMOS	K-CIRCUMF.	1.0650
START	2: 41: .000	INTERVAL	1.000	ENG. FACE RECOV	.9211	ENGINE M/M*	.4286	K-RADIAL	.3592
STOP	2: 41:30.000	ENG COR RPM	5628.	ENG. FACE MACH NO	.3971	COWL M/M*	.4405		
				COWL LIP RECOV	.9428	ADDITIVE M/M*	-.0119	K-DELTA	.2706
				MACH AT COWL LIP	.2745			K-A	.6298

SPIKE R1

STAT	XCW/RC= .0728
S2	.9350
R1P1	.9998
R1P2	1.0002
R1P3	1.0003
R1P4	1.0005
R1P5	1.0006
R1P6	1.0006
R1P7	1.0005
R1P8	1.0003
R1P9	.9982

SPIKE R2

STAT	XCW/RC= 1.4078
S9	.9180
R2P1	.9681
R2P2	.9851
R2P3	.9754
R2P4	.9579
R2P5	.9475

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.8200
R6P1	.9142
R6P2	.9340
R6P3	.9412
R6P4	.9457
R6P5	.9486
R6P8	.9440
R6P9	.9359
R6P10	.9220
R6P11	.9047

COWL R3

STAT	XCW/RC= .0700
S14	.8545
R3P1	.8517
R3P2	.8505
R3P3	.8511
R3P4	.8515
R3P5	.8514
R3P6	.8514
R3P7	1.0003
R3P8	.8914
R3P9	.9604
R3P10	.9970
R3P11	1.0001
R3P12	.9926
R3P13	1.0012
R3P14	1.0002
R3P15	1.0013
R3P16	1.0012

COWL R4

STAT	XCW/RC= 1.5380
S20	.8937
R4P1	.9388
R4P2	.9433
R4P3	.9454
R4P4	.9469
R4P5	.9479
R4P6	.9495
R4P7	.9513
R4P8	.9532
R4P9	.9541
R4P10	.9566
R4P11	.9586
R4P12	.9611

COWL R5

STAT	XCW/RC= 3.3270
S23	.8200
R5P1	.8806
R5P2	.8854
R5P3	.8911
R5P4	.8943
R5P5	.9000
R5P6	.9060
R5P7	.9302
R5P8	.9515
R5P9	.9542
R5P10	.9531
R5P11	.9494

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.9217	A198	.9493
B36	.9102	B198	.9520
C36	.8970	C198	.9461
D36	.8877	D198	.9146
E36	.8804	E198	.8974
90 DEG RAKE		**252 DEG RAKE**	
A90	.9545	A252	.9345
B90	.9531	B252	.9161
C90	.9395	C252	.9056
D90	.9277	D252	.9010
E90	.9231	E252	.8919
144 DEG RAKE		**324 DEG RAKE**	
A144	.9576	A324	.9312
B144	.9445	B324	.9329
D144	.9177	C324	.9212
C144	.9086	D324	.9129
E144	.8994	E324	.9044

STATIC PRESSURES

TAP	SPIKE XCW/RC	SPIKE P/PO	TAP	COWL XCW/RC	COWL P/PO
S1	-.0762	.9825	S14	.0340	.8545
S2	.0728	.9350	S15	.1860	.8501
S11	.0728	.9344	S16	.4150	.8662
S12	.0728	.9322	S17	.8470	.9071
S13	.0728	.9347	S18	1.1740	.9186
S3	.1408	.9012	S19	1.4590	.9202
S4	.4068	.8577	S20	1.5400	.8937
S5	.6428	.8898	S21	1.8270	.9157
S6	.8898	.9094	S22	2.7840	.7969
S7	1.0178	.9147	S23	3.2980	.8200
S8	1.1498	.9165	S26	5.2890	.8212
S9	1.3128	.9180			
S10	1.8488	.9620			
S27	5.3000	.8289			
S28	.6428	.9994			

YF-12 INLET NOISE SUPRESSION STUDY

RUN	151	FLIGHT DATE	09/20/79	SPIKE POS. DX/RC	.8582	AMBIENT TEMP	287.8 DEG K	MAX-MIN DIST	.0889
		FLIGHT NO.	0	BYPASS POS.	OPEN	AMBIENT PRESS	.9170 ATMOS	K-CIRCUMF.	.4624
START	2: 5:40.001	INTERVAL	1.000	ENG. FACE RECOV	.9168	ENGINE M/M*	.6426	K-RADIAL	.1605
STOP	2: 6:10.000	ENG COR RPM	5857.	ENG. FACE MACH NO	.4106	COWL M/M*	.4503		
				COWL LIP RECOV	.9400	ADDITIVE M/M*	.1923	K-DELTA	.1303
				MACH AT COWL LIP	.2821			K-A	.2908

SPIKE R1

STAT	XCW/RC= .0728
S2	.9326
R1P1	1.0001
R1P2	1.0010
R1P3	1.0009
R1P4	1.0011
R1P5	1.0009
R1P6	1.0009
R1P7	1.0011
R1P8	1.0009
R1P9	.9985

COWL R3

STAT	XCW/RC= .0700
S14	.8464
R3P1	.8437
R3P2	.8439
R3P3	.8435
R3P4	.8434
R3P5	.8432
R3P6	.8434
R3P7	1.0008
R3P8	.8848
R3P9	.9562
R3P10	.9962
R3P11	1.0002
R3P12	.9934
R3P13	1.0018
R3P14	1.0011
R3P15	1.0017
R3P16	1.0015

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.9146	A198	.9488
B36	.9039	B198	.9507
C36	.8897	C198	.9434
D36	.8796	D198	.9106
E36	.8739	E198	.8912
90 DEG RAKE		**252 DEG RAKE**	
A90	.9524	A252	.9320
B90	.9482	B252	.9127
C90	.9338	C252	.9002
D90	.9227	D252	.8979
E90	.9144	E252	.8860
144 DEG RAKE		**324 DEG RAKE**	
A144	.9555	A324	.9286
B144	.9440	B324	.9265
D144	.9141	C324	.9173
C144	.9070	D324	.9071
E144	.9000	E324	.8966

SPIKE R2

STAT	XCW/RC= 1.4678
S9	.9138
R2P1	.9668
R2P2	.9856
R2P3	.9742
R2P4	.9549
R2P5	.9440

COWL R4

STAT	XCW/RC= 1.5380
S20	.8888
R4P1	.9333
R4P2	.9380
R4P3	.9349
R4P4	.9422
R4P5	.9457
R4P6	.9467
R4P7	.9474
R4P8	.9501
R4P9	.9530
R4P10	.9554
R4P11	.9572
R4P12	.9603

STATIC PRESSURES

TAP	SPIKE XCW/RC	P/PO	TAP	COWL XCW/RC	P/PO
S1	-.0762	.9827	S14	.0340	.8464
S2	.0728	.9326	S15	.1860	.8421
S11	.0728	.9315	S16	.4150	.8586
S12	.0728	.9293	S17	.8470	.9025
S13	.0728	.9315	S18	1.1740	.9140
S3	.1408	.8960	S19	1.4590	.9163
S4	.4068	.8506	S20	1.5400	.8888
S5	.6428	.8852	S21	1.8270	.9112
S6	.8898	.9050	S22	2.7840	.7857
S7	1.0178	.9097	S23	3.2980	.8078
S8	1.1498	.9122	S26	5.2890	.8112
S9	1.5128	.9138			
S10	1.8488	.9602			
S27	5.3000	.8187			
S28	.6428	1.0003			

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.8078
R6P1	.9089
R6P2	.9277
R6P3	.9365
R6P4	.9414
R6P5	.9472
R6P8	.9397
R6P9	.9312
R6P10	.9219
R6P11	.8963

COWL R5

STAT	XCW/RC= 3.3270
S23	.8078
R5P1	.8726
R5P2	.8824
R5P3	.8857
R5P4	.8885
R5P5	.8926
R5P6	.9023
R5P7	.9200
R5P8	.9494
R5P9	.9541
R5P10	.9531
R5P11	.9510

YF-12 INLET NOISE SUPRESSION STUDY

RUN	152	FLIGHT DATE	09/20/79	SPIKE POS. DX/RC	.8582	AMBIENT TEMP	287.2 DEG K	MAX-MIN DIST	.1019
		FLIGHT NO.	0	BYPASS POS.	OPEN	AMBIENT PRESS	.9179 ATMOS	K-CIRCUMF.	.4064
START	21 7:30.002	INTERVAL	1.000	ENG.FACE RECOV	.9076	ENGINE M/M*	.6780	K-RADIAL	.1565
STOP	21 7:59.998	ENG COR RPM	6074.	ENG.FACE MACH NO	.4568	COWL M/M*	.4664		
				COWL LIP RECOV	.9330	ADDITIVE M/M*	.2116	K-DELTA	.1184
				MACH AT COWL LIP	.2958			K-A	.2749

SPIKE R1

STAT	XCW/RC= .0728
S2	.9247
R1P1	.9989
R1P2	.9998
R1P3	.9997
R1P4	1.0000
R1P5	.9996
R1P6	1.0000
R1P7	1.0000
R1P8	.9994
R1P9	.9969

SPIKE R2

STAT	XCW/RC= 1.4678
S9	.9032
R2P1	.9630
R2P2	.9848
R2P3	.9726
R2P4	.9523
R2P5	.9374

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.7860
R6P1	.9002
R6P2	.9207
R6P3	.9294
R6P4	.9383
R6P5	.9431
R6P8	.9358
R6P9	.9280
R6P10	.9159
R6P11	.8905

COWL R3

STAT	XCW/RC= .0700
S14	.8314
R3P1	.8284
R3P2	.8283
R3P3	.8283
R3P4	.8286
R3P5	.8287
R3P6	.8293
R3P7	.9994
R3P8	.8730
R3P9	.9516
R3P10	.9953
R3P11	.9994
R3P12	.9913
R3P13	1.0004
R3P14	.9998
R3P15	1.0002
R3P16	1.0003

COWL R4

STAT	XCW/RC= 1.5380
S20	.8770
R4P1	.9257
R4P2	.9315
R4P3	.9358
R4P4	.9373
R4P5	.9376
R4P6	.9412
R4P7	.9428
R4P8	.9442
R4P9	.9463
R4P10	.9482
R4P11	.9516
R4P12	.9547

COWL R5

STAT	XCW/RC= 3.3270
S23	.7860
R5P1	.8591
R5P2	.8673
R5P3	.8731
R5P4	.8741
R5P5	.8840
R5P6	.8947
R5P7	.9194
R5P8	.9422
R5P9	.9484
R5P10	.9474
R5P11	.9444

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.9074	A198	.9397
B36	.8939	B198	.9451
C36	.8785	C198	.9383
D36	.8667	D198	.9027
E36	.8582	E198	.8708
90 DEG RAKE		**252 DEG RAKE**	
A90	.9457	A252	.9247
B90	.9417	B252	.9057
C90	.9259	C252	.8918
D90	.9119	D252	.8867
E90	.9044	E252	.8755
144 DEG RAKE		**324 DEG RAKE**	
A144	.9506	A324	.9204
B144	.9357	B324	.9224
D144	.9066	C324	.9095
C144	.8969	D324	.8968
E144	.8873	E324	.8824

STATIC PRESSURES

TAP	SPIKE XCW/RC	SPIKE P/PU	TAP	COWL XCW/RC	COWL P/PU
S1	-.0762	.9797	S14	.0340	.8314
S2	.0728	.9247	S15	.1860	.8263
S11	.0728	.9244	S16	.4150	.8457
S12	.0728	.9225	S17	.8470	.8910
S13	.0728	.9250	S18	1.1740	.9052
S3	.1408	.8854	S19	1.4590	.9074
S4	.4068	.8355	S20	1.5400	.8770
S5	.6428	.8722	S21	1.8270	.9021
S6	.8898	.8951	S22	2.7840	.7632
S7	1.0178	.9005	S23	3.2980	.7860
S8	1.1498	.9025	S26	5.2890	.7902
S9	1.5128	.9032			
S10	1.8488	.9044			
S27	5.3000	.7991			
S28	.6428	.9987			

YF-12 INLET NOISE SUPRESSION STUDY

RUN	153	FLIGHT DATE	09/20/79	SPIKE POS. DX/RC	.8582	AMBIENT TEMP	287.2 DEG K	MAX-MIN DIST	.1045
		FLIGHT NO.	0	BYPASS POS.	OPEN	AMBIENT PRESS	.9177 ATMOS	K-CIRCUMF.	.3741
START	21 9:20.001	INTERVAL	1.000	ENG.FACE RECOV	.9012	ENGINE M/M*	.7104	K-RADIAL	.1515
STOP	21 9:50.000	ENG COR RPM	6265.	ENG.FACE MACH NO	.4599	COWL M/M*	.4777		
				COWL LIP RECOV	.9285	ADDITIVE M/M*	.2327	K-DELTA	.1194
				MACH AT COWL LIP	.3055			K-A	.2709

SPIKE R1

STAT	XCW/RC= .0728
S2	.9199
R1P1	.9989
R1P2	.9998
R1P3	1.0003
R1P4	1.0002
R1P5	1.0002
R1P6	1.0001
R1P7	1.0001
R1P8	.9996
R1P9	.9971

COWL R3

STAT	XCW/RC= .0700
S14	.8206
R3P1	.8181
R3P2	.8178
R3P3	.8174
R3P4	.8171
R3P5	.8172
R3P6	.8174
R3P7	.9996
R3P8	.8605
R3P9	.9471
R3P10	.9955
R3P11	.9998
R3P12	.9911
R3P13	1.0008
R3P14	1.0001
R3P15	1.0005
R3P16	1.0004

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.8997	A198	.9401
B36	.8856	B198	.9434
C36	.8704	C198	.9372
D36	.8583	D198	.8964
E36	.8540	E198	.8685
90 DEG RAKE		252 DEG RAKE	
A90	.9426	A252	.9185
B90	.9378	B252	.8932
C90	.9204	C252	.8798
D90	.9064	D252	.8761
E90	.8988	E252	.8607
144 DEG RAKE		324 DEG RAKE	
A144	.9482	A324	.9143
B144	.9333	B324	.9187
D144	.8993	C324	.9043
C144	.8885	D324	.8885
E144	.8776	E324	.8754

SPIKE R2

STAT	XCW/RC= 1.4678
S9	.8974
R2P1	.9602
R2P2	.9819
R2P3	.9695
R2P4	.9459
R2P5	.9313

COWL R4

STAT	XCW/RC= 1.5380
S20	.8694
R4P1	.9199
R4P2	.9257
R4P3	.9287
R4P4	.9307
R4P5	.9335
R4P6	.9353
R4P7	.9361
R4P8	.9385
R4P9	.9415
R4P10	.9445
R4P11	.9455
R4P12	.9480

STATIC PRESSURES

TAP	SPIKE XCW/RC	SPIKE P/PO	TAP	COWL XCW/RC	COWL P/PO
S1	-.0762	.9789	S14	.0340	.8206
S2	.0728	.9199	S15	.1860	.8162
S11	.0728	.9190	S16	.4150	.8342
S12	.0728	.9169	S17	.8470	.8838
S13	.0728	.9203	S18	1.1740	.8983
S3	.1408	.8776	S19	1.4590	.9010
S4	.4068	.8259	S20	1.5400	.8694
S5	.6428	.8627	S21	1.8270	.8948
S6	.8898	.8874	S22	2.7840	.7456
S7	1.0178	.8931	S23	3.2980	.7690
S8	1.1498	.8965	S26	5.2890	.7729
S9	1.5128	.8974			
S10	1.8488	.9508			
S27	5.3000	.7831			
S28	.6428	.9990			

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.7690
R6P1	.8901
R6P2	.9122
R6P3	.9247
R6P4	.9316
R6P5	.9382
R6P8	.9289
R6P9	.9200
R6P10	.9085
R6P11	.8779

COWL R5

STAT	XCW/RC= 3.3270
S23	.7690
R5P1	.8486
R5P2	.8547
R5P3	.8573
R5P4	.8651
R5P5	.8728
R5P6	.8885
R5P7	.9149
R5P8	.9389
R5P9	.9473
R5P10	.9432
R5P11	.9380

YF-12 INLET NOISE SUPRESSION STUDY

RUN	154	FLIGHT DATE	09/20/79	SPIKE POS. DX/RC	.8582	AMBIENT TEMP	287.2 DEG K	MAX-MIN DIST	.1131
		FLIGHT NO.	0	BYPASS POS.	OPEN	AMBIENT PRESS	.9179 ATMOS	K=CIRCUMF.	.3522
START	2:10:40.000	INTERVAL	1.000	ENG.FACE RECOV	.8950	ENGINE M/M∞	.7315	K=RADIAL	.1497
STOP	2:11: 9.997	ENG COR RPM	6439.	ENG.FACE MACH NO	.4768	COWL M/M∞	.4897		
				COWL LIP RECOV	.9245	ADDITIVE M/M∞	.2418	K=DELTA	.1182
				MACH AT COWL LIP	.3157			K=A	.2679

SPIKE R1

STAT	XCW/RC= .0728
S2	.9152
R1P1	.9990
R1P2	.9993
R1P3	.9993
R1P4	.9993
R1P5	.9994
R1P6	.9995
R1P7	.9995
R1P8	.9994
R1P9	.9964

SPIKE R2

STAT	XCW/RC= 1.4678
S9	.8916
R2P1	.9591
R2P2	.9823
R2P3	.9676
R2P4	.9454
R2P5	.9293

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.7547
R6P1	.8833
R6P2	.9070
R6P3	.9182
R6P4	.9274
R6P5	.9352
R6P8	.9255
R6P9	.9145
R6P10	.8997
R6P11	.8663

COWL R3

STAT	XCW/RC= .0700
S14	.8103
R3P1	.8081
R3P2	.8077
R3P3	.8073
R3P4	.8074
R3P5	.8069
R3P6	.8067
R3P7	.9992
R3P8	.8589
R3P9	.9526
R3P10	.9969
R3P11	.9995
R3P12	.9909
R3P13	1.0003
R3P14	.9995
R3P15	1.0001
R3P16	1.0003

COWL R4

STAT	XCW/RC= 1.5380
S20	.8603
R4P1	.9181
R4P2	.9231
R4P3	.9277
R4P4	.9297
R4P5	.9324
R4P6	.9361
R4P7	.9377
R4P8	.9385
R4P9	.9408
R4P10	.9429
R4P11	.9456
R4P12	.9495

COWL R5

STAT	XCW/RC= 3.3270
S23	.7547
R5P1	.8368
R5P2	.8464
R5P3	.8510
R5P4	.8558
R5P5	.8639
R5P6	.8801
R5P7	.9064
R5P8	.9350
R5P9	.9407
R5P10	.9390
R5P11	.9368

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.8926	A198	.9353
B36	.8797	B198	.9817
C36	.8616	C198	.9374
D36	.8490	D198	.8915
E36	.8414	E198	.8647
90 DEG RAKE		**252 DEG RAKE**	
A90	.9398	A252	.9112
B90	.9305	B252	.8892
C90	.9174	C252	.8756
D90	.9024	D252	.8603
E90	.8912	E252	.8551
144 DEG RAKE		**324 DEG RAKE**	
A144	.9426	A324	.9116
B144	.9255	B324	.9141
D144	.8904	C324	.8938
C144	.8800	D324	.8817
E144	.8695	E324	.8635

STATIC PRESSURES

TAP	SPIKE XCW/RC	SPIKE P/PO	TAP	COWL XCW/RC	COWL P/PO
S1	-.0702	.9776	S14	.0340	.8103
S2	.0728	.9152	S15	.1860	.8060
S11	.0728	.9146	S16	.4150	.8251
S12	.0728	.9119	S17	.8470	.8778
S13	.0728	.9154	S18	1.1740	.8927
S3	.1408	.8709	S19	1.4590	.8955
S4	.4068	.8138	S20	1.5400	.8603
S5	.6428	.8553	S21	1.8270	.8889
S6	.8898	.8818	S22	2.7840	.7278
S7	1.0178	.8879	S23	3.2980	.7547
S8	1.1498	.8906	S26	5.2890	.7593
S9	1.5128	.8916			
S10	1.8488	.9480			
S27	5.5000	.7694			
S28	.0428	.9989			

YF-12 INLET NOISE SUPRESSION STUDY

RUN	155	FLIGHT DATE	09/20/79	SPIKE POS. DX/RC	.8582	AMBIENT TEMP	287.2 DEG K	MAX-MIN DIST	.1195
		FLIGHT NO.	0	BYPASS POS.	OPEN	AMBIENT PRESS	.9168 ATMOS	K-CIRCUMF.	.3095
START	2:12:20.000	INTERVAL	1.000	ENG.FACE RECOV	.8899	ENGINE M/M*	.7546	K-RADIAL	.1478
STOP	2:12:50.000	ENG COR RPM	6675.	ENG.FACE MACH NO	.4964	COWL M/M*	.4993		
				COWL LIP RECOV	.9222	ADDITIVE M/M*	.2553	K-DELTA	.0952
				MACH AT COWL LIP	.3237			K-A	.2430

SPIKE R1

STAT	XCW/RC= .0728
S2	.9126
R1P1	.9996
R1P2	1.0009
R1P3	1.0010
R1P4	1.0010
R1P5	1.0008
R1P6	1.0010
R1P7	1.0008
R1P8	1.0009
R1P9	.9979

SPIKE R2

STAT	XCW/RC= 1.4678
S9	.8870
R2P1	.9567
R2P2	.9815
R2P3	.9685
R2P4	.9444
R2P5	.9286

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.7398
R6P1	.8740
R6P2	.9012
R6P3	.9157
R6P4	.9265
R6P5	.9304
R6P8	.9243
R6P9	.9144
R6P10	.8992
R6P11	.8630

COWL R3

STAT	XCW/RC= .0700
S14	.8026
R3P1	.8005
R3P2	.8001
R3P3	.7993
R3P4	.7994
R3P5	.7991
R3P6	.7991
R3P7	1.0009
R3P8	.8533
R3P9	.9547
R3P10	.9987
R3P11	1.0011
R3P12	.9913
R3P13	1.0014
R3P14	1.0014
R3P15	1.0014
R3P16	1.0014

COWL R4

STAT	XCW/RC= 1.5380
S20	.8539
R4P1	.9156
R4P2	.9230
R4P3	.9236
R4P4	.9249
R4P5	.9291
R4P6	.9293
R4P7	.9344
R4P8	.9371
R4P9	.9380
R4P10	.9402
R4P11	.9433
R4P12	.9471

COWL R5

STAT	XCW/RC= 3.3270
S23	.7398
R5P1	.8277
R5P2	.8367
R5P3	.8455
R5P4	.8478
R5P5	.8602
R5P6	.8754
R5P7	.9027
R5P8	.9369
R5P9	.9406
R5P10	.9410
R5P11	.9358

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.8901	A198	.9207
B36	.8730	B198	.9292
C36	.8568	C198	.9319
D36	.8427	D198	.8856
E36	.8342	E198	.8529
90 DEG RAKE		**252 DEG RAKE**	
A90	.9406	A252	.9154
B90	.9349	B252	.8909
C90	.9125	C252	.8734
D90	.8966	D252	.8632
E90	.8863	E252	.8490
144 DEG RAKE		**324 DEG RAKE**	
A144	.9382	A324	.9100
B144	.9206	B324	.9116
D144	.8836	C324	.8936
C144	.8718	D324	.8729
E144	.8594	E324	.8567

STATIC PRESSURES

TAP	SPIKE XCW/RC	P/PO	TAP	COWL XCW/RC	P/PO
S1	-.0762	.9775	S14	.0340	.8026
S2	.0728	.9126	S15	.1860	.7972
S11	.0728	.9113	S16	.4150	.8177
S12	.0728	.9019	S17	.8470	.8728
S13	.0728	.9130	S18	1.1740	.8879
S3	.1408	.8660	S19	1.4590	.8918
S4	.4068	.8060	S20	1.5400	.8539
S5	.6428	.8494	S21	1.8270	.8844
S6	.8896	.8769	S22	2.7840	.7137
S7	1.0178	.8833	S23	3.2980	.7398
S8	1.1498	.8864	S26	5.2890	.7449
S9	1.5128	.8870			
S10	1.8488	.9457			
S27	5.3000	.7558			
S28	.6428	1.0000			

YF-12 INLET NOISE SUPRESSION STUDY

RUN	157	FLIGHT DATE	09/20/79	SPIKE POS. DX/RC	.8582	AMBIENT TEMP	288.3 DEG K	MAX-MIN DIST	.0312
		FLIGHT NO.	0	BYPASS POS.	CLOSED	AMBIENT PRESS	.9175 ATMOS	K-CIRCUMF.	.5039
START	2:18:30.002	INTERVAL	1.000	ENG.FACE RECOV	.9563	ENGINE M/M*	.5113	K-RADIAL	.0805
STOP	2:18:59.997	ENG COR RPM	4254.	ENG.FACE MACH NO	.2408	COWL M/M*	.4250		
				COWL LIP RECOV	.9470	ADDITIVE M/M*	.0864	K-DELTA	-.0105
				MACH AT COWL LIP	.2627			K-A	.0909

SPIKE R1

STAT	XCW/RC= .0728
S2	.9413
R1P1	1.0013
R1P2	1.0025
R1P3	1.0023
R1P4	1.0025
R1P5	1.0023
R1P6	1.0026
R1P7	1.0023
R1P8	1.0018
R1P9	.9994

SPIKE R2

STAT	XCW/RC= 1.4678
S9	.9203
R2P1	.9719
R2P2	.9886
R2P3	.9774
R2P4	.9608
R2P5	.9494

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.9181
R6P1	.9517
R6P2	.9600
R6P3	.9606
R6P4	.9633
R6P5	.9658
R6P6	.9684
R6P9	.9691
R6P10	.9692
R6P11	.9669

COWL R3

STAT	XCW/RC= .0700
S14	.8640
R3P1	.8614
R3P2	.8612
R3P3	.8609
R3P4	.8610
R3P5	.8612
R3P6	.8610
R3P7	1.0022
R3P8	.8868
R3P9	.9454
R3P10	.9927
R3P11	1.0013
R3P12	.9951
R3P13	1.0028
R3P14	1.0026
R3P15	1.0028
R3P16	1.0030

COWL R4

STAT	XCW/RC= 1.5380
S20	.8920
R4P1	.9378
R4P2	.9450
R4P3	.9457
R4P4	.9480
R4P5	.9494
R4P6	.9499
R4P7	.9518
R4P8	.9543
R4P9	.9586
R4P10	.9579
R4P11	.9581
R4P12	.9601

COWL R5

STAT	XCW/RC= 3.3270
S23	.9181
R5P1	.9348
R5P2	.9356
R5P3	.9360
R5P4	.9377
R5P5	.9405
R5P6	.9423
R5P7	.9435
R5P8	.9500
R5P9	.9564
R5P10	.9601
R5P11	.9668

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.9599	A198	.9637
B36	.9612	B198	.9651
C36	.9562	C198	.9697
D36	.9538	D198	.9577
E36	.9509	E198	.9470
90 DEG RAKE		**252 DEG RAKE**	
A90	.9610	A252	.9607
B90	.9622	B252	.9607
C90	.9568	C252	.9550
D90	.9534	D252	.9549
E90	.9508	E252	.9488
144 DEG RAKE		**324 DEG RAKE**	
A144	.9619	A324	.9623
B144	.9600	B324	.9617
D144	.9501	C324	.9575
C144	.9450	D324	.9543
E144	.9398	E324	.9491

STATIC PRESSURES

TAP	SPIKE XCW/RC	P/PO	TAP	COWL XCW/RC	P/PO
S1	-.0762	.9867	S14	.0340	.8640
S2	.0728	.9413	S15	.1860	.8606
S11	.0728	.9382	S16	.4150	.8739
S12	.0728	.9355	S17	.8470	.9130
S13	.0728	.9402	S18	1.1740	.9240
S3	.1408	.9075	S19	1.4590	.9241
S4	.4068	.8655	S20	1.5400	.8920
S5	.6428	.8955	S21	1.8270	.9150
S6	.8898	.9137	S22	2.7840	.9129
S7	1.0178	.9189	S23	3.2980	.9181
S8	1.1498	.9208	S26	5.2890	.9162
S9	1.5128	.9203			
S10	1.8488	.9635			
S27	5.3000	.9201			
S28	.6428	1.0011			

YF-12 INLET NOISE SUPRESSION STUDY

RUN	158	FLIGHT DATE	09/20/79	SPIKE POS. DX/RC	.8582	AMBIENT TEMP	288.3 DEG K	MAX-MIN DIST	.0506
		FLIGHT NO.	0	BYPASS POS.	CLOSED	AMBIENT PRESS	.9174 ATMOS	K-CIRCUMF.	.4502
START	2:20:40.002	INTERVAL	1.000	ENG.FACE RECOV	.9288	ENGINE M/M*	.5576	K-RADIAL	.1227
STOP	2:21:10.000	ENG COR RPM	5030.	ENG.FACE MACH NO	.3175	COWL M/M*	.5228		
				COWL LIP RECOV	.9131	ADDITIVE M/M*	.0348	K-DELTA	-.0147
				MACH AT COWL LIP	.3452			K-A	.1375

SPIKE R1

STAT	XCW/RC= .0728
S2	.9038
R1P1	1.0008
R1P2	1.0012
R1P3	1.0014
R1P4	1.0015
R1P5	1.0016
R1P6	1.0015
R1P7	1.0015
R1P8	1.0011
R1P9	.9981

COWL R3

STAT	XCW/RC= .0700
S14	.7779
R3P1	.7745
R3P2	.7740
R3P3	.7737
R3P4	.7739
R3P5	.7741
R3P6	.7734
R3P7	1.0012
R3P8	.8414
R3P9	.9555
R3P10	.9992
R3P11	1.0012
R3P12	.9915
R3P13	1.0024
R3P14	1.0013
R3P15	1.0019
R3P16	1.0019

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.9375	A198	.9456
B36	.9357	B198	.9418
C36	.9301	C198	.9442
D36	.9245	D198	.9253
E36	.9189	E198	.9090
90 DEG RAKE		252 DEG RAKE	
A90	.9398	A252	.9379
B90	.9415	B252	.9361
C90	.9323	C252	.9323
D90	.9258	D252	.9250
E90	.9191	E252	.9140
144 DEG RAKE		324 DEG RAKE	
A144	.9382	A324	.9382
B144	.9335	B324	.9357
D144	.9188	C324	.9279
C144	.9087	D324	.9258
E144	.8986	E324	.9213

SPIKE R2

STAT	XCW/RC= 1.4678
S9	.8683
R2P1	.9525
R2P2	.9824
R2P3	.9620
R2P4	.9346
R2P5	.9154

COWL R4

STAT	XCW/RC= 1.5380
S20	.8237
R4P1	.8991
R4P2	.9060
R4P3	.9084
R4P4	.9151
R4P5	.9174
R4P6	.9199
R4P7	.9214
R4P8	.9249
R4P9	.9278
R4P10	.9318
R4P11	.9355
R4P12	.9378

STATIC PRESSURES

TAP	SPIKE XCW/RC	P/PO	TAP	COWL XCW/RC	P/PO
S1	-.0762	.9775	S14	.0340	.7779
S2	.0728	.9038	S15	.1860	.7732
S11	.0728	.8986	S16	.4150	.7944
S12	.0728	.8998	S17	.8470	.8569
S13	.0728	.9020	S18	1.1740	.8745
S3	.1408	.8479	S19	1.4590	.8756
S4	.4008	.7804	S20	1.5400	.8237
S5	.6428	.8287	S21	1.8270	.8602
S6	.8898	.8589	S22	2.7840	.8578
S7	1.0178	.8660	S23	3.2980	.8649
S8	1.1498	.8692	S26	5.2890	.8628
S9	1.5128	.8683			
S10	1.8488	.9351			
S27	5.3000	.8683			
S28	.8428	1.0001			

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.8649
R6P1	.9200
R6P2	.9320
R6P3	.9357
R6P4	.9385
R6P5	.9413
R6P8	.9491
R6P9	.9500
R6P10	.9506
R6P11	.9480

COWL R5

STAT	XCW/RC= 3.3270
S23	.8649
R5P1	.8903
R5P2	.8940
R5P3	.8957
R5P4	.8989
R5P5	.9043
R5P6	.9054
R5P7	.9085
R5P8	.9176
R5P9	.9283
R5P10	.9358
R5P11	.9452

YF-12 INLET NOISE SUPRESSION STUDY

RUN	159	FLIGHT DATE	09/20/79	SPIKE POS. DX/RC	.8582	AMBIENT TEMP	288.3 DEG K	MAX-MIN DIST	.0596
		FLIGHT NO.	0	BYPASS POS.	CLOSED	AMBIENT PRESS	.9180 ATMOS	K-CIRCUMF.	.3583
START	2:22:15.000	INTERVAL	1.000	ENG.FACE RECOV	.9052	ENGINE M/M*	.6029	K-RADIAL	.1397
STOP	2:22:45.000	ENG COR RPM	5633.	ENG.FACE MACH NO	.3742	COWL M/M*	.5771		
				COWL LIP RECOV	.8842	ADDITIVE M/M*	.0258	K-DELTA	-.0132
				MACH AT COWL LIP	.4037			K-A	.1530

SPIKE R1

STAT	XCW/RC= .0728
S2	.8727
R1P1	.9989
R1P2	1.0001
R1P3	1.0006
R1P4	1.0004
R1P5	1.0002
R1P6	1.0005
R1P7	1.0005
R1P8	1.0003
R1P9	.9975

COWL R3

STAT	XCW/RC= .0700
S14	.7079
R3P1	.7027
R3P2	.7021
R3P3	.7023
R3P4	.7022
R3P5	.7018
R3P6	.7021
R3P7	1.0001
R3P8	.8217
R3P9	.9726
R3P10	1.0000
R3P11	.9998
R3P12	.9870
R3P13	1.0010
R3P14	.9997
R3P15	1.0009
R3P16	1.0008

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.9180	A198	.9225
B36	.9189	B198	.9165
C36	.9099	C198	.9152
D36	.9031	D198	.8936
E36	.8949	E198	.8765
90 DEG RAKE		252 DEG RAKE	
A90	.9176	A252	.9166
B90	.9180	B252	.9143
C90	.9075	C252	.9071
D90	.8957	D252	.8987
E90	.8878	E252	.8856
144 DEG RAKE		324 DEG RAKE	
A144	.9253	A324	.9190
B144	.9251	B324	.9178
D144	.8991	C324	.9064
C144	.8852	D324	.9000
E144	.8714	E324	.8904

SPIKE R2

STAT	XCW/RC= 1.4678
S9	.8239
R2P1	.9331
R2P2	.9784
R2P3	.9574
R2P4	.9174
R2P5	.8877

COWL R4

STAT	XCW/RC= 1.5380
S20	.7661
R4P1	.8653
R4P2	.8760
R4P3	.8801
R4P4	.8832
R4P5	.8877
R4P6	.8909
R4P7	.8954
R4P8	.8997
R4P9	.9041
R4P10	.9089
R4P11	.9165
R4P12	.9227

STATIC PRESSURES

TAP	SPIKE XCW/RC	SPIKE P/PO	TAP	COWL XCW/RC	COWL P/PO
S1	-.0762	.9691	S14	.0340	.7079
S2	.0728	.8727	S15	.1860	.7026
S11	.0728	.8667	S16	.4150	.7309
S12	.0728	.8690	S17	.8470	.8101
S13	.0728	.8718	S18	1.1740	.8333
S3	.1408	.7996	S19	1.4590	.8334
S4	.4068	.7103	S20	1.5400	.7661
S5	.6428	.7733	S21	1.8270	.8128
S6	.8848	.8131	S22	2.7840	.8093
S7	1.0178	.8223	S23	3.2980	.8173
S8	1.1498	.8258	S26	5.2890	.8169
S9	1.3128	.8239			
S10	1.8468	.9106			
S27	5.3000	.8253			
S28	.0428	.9991			

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.8173
R6P1	.8965
R6P2	.9091
R6P3	.9171
R6P4	.9216
R6P5	.9247
R6P8	.9356
R6P9	.9380
R6P10	.9359
R6P11	.9348

COWL R5

STAT	XCW/RC= 3.3270
S23	.8173
R5P1	.8532
R5P2	.8579
R5P3	.8604
R5P4	.8633
R5P5	.8671
R5P6	.8696
R5P7	.8760
R5P8	.8883
R5P9	.9028
R5P10	.9147
R5P11	.9285

YF-12 INLET NOISE SUPRESSION STUDY

RUN	160	FLIGHT DATE	09/20/79	SPIKE POS. DX/RC	.8582	AMBIENT TEMP	289.4 DEG K	MAX-MIN DIST	.0760
		FLIGHT NO.	0	BYPASS POS.	CLOSED	AMBIENT PRESS	.9183 ATMOS	K-CIRCUMF.	.2908
START	21241 .000	INTERVAL	1.000	ENG.FACE RECOV	.8898	ENGINE M/M*	.6574	K-RADIAL	.1414
STOP	21241 29.999	ENG COR RPM	6062.	ENG.FACE MACH NO	.4169	COWL M/M*	.6085		
				COWL LIP RECOV	.8639	ADDITIVE M/M*	.0489	K-DELTA	-.0044
				MACH AT COWL LIP	.4445			K-A	.1458

SPIKE R1

STAT	XCW/RC= .0728
S2	.8520
R1P1	.9981
R1P2	.9994
R1P3	.9996
R1P4	.9996
R1P5	.9996
R1P6	.9997
R1P7	.9995
R1P8	.9994
R1P9	.9965

SPIKE R2

STAT	XCW/RC= 1.4678
S9	.7905
R2P1	.9250
R2P2	.9796
R2P3	.9494
R2P4	.9004
R2P5	.8669

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.7834
R6P1	.8768
R6P2	.8927
R6P3	.9000
R6P4	.9079
R6P5	.9119
R6P8	.9234
R6P9	.9265
R6P10	.9258
R6P11	.9222

COWL R3

STAT	XCW/RC= .0700
S14	.6566
R3P1	.6506
R3P2	.6503
R3P3	.6499
R3P4	.6497
R3P5	.6496
R3P6	.6499
R3P7	.9993
R3P8	.8481
R3P9	.9913
R3P10	1.0002
R3P11	.9999
R3P12	.9870
R3P13	1.0005
R3P14	.9994
R3P15	1.0003
R3P16	1.0002

COWL R4

STAT	XCW/RC= 1.5340
S20	.7213
R4P1	.8417
R4P2	.8530
R4P3	.8583
R4P4	.8611
R4P5	.8686
R4P6	.8709
R4P7	.8759
R4P8	.8825
R4P9	.8887
R4P10	.8925
R4P11	.8999
R4P12	.9055

COWL R5

STAT	XCW/RC= 3.3270
S23	.7834
R5P1	.8260
R5P2	.8301
R5P3	.8322
R5P4	.8348
R5P5	.8422
R5P6	.8401
R5P7	.8528
R5P8	.8659
R5P9	.8826
R5P10	.8979
R5P11	.9155

STAT XCW/RC= 5.4850

36 DEG RAKE		198 DEG RAKE	
A36	.9059	A198	.9141
B36	.9032	B198	.9043
C36	.8932	C198	.9049
D36	.8837	D198	.8782
E36	.8735	E198	.8592
90 DEG RAKE		**252 DEG RAKE**	
A90	.9040	A252	.9042
B90	.9036	B252	.9007
C90	.8906	C252	.8948
D90	.8766	D252	.8813
E90	.8683	E252	.8670
144 DEG RAKE		**324 DEG RAKE**	
A144	.9169	A324	.9068
B144	.9133	B324	.9056
D144	.8862	C324	.8898
C144	.8657	D324	.8805
E144	.8493	E324	.8720

STATIC PRESSURES

TAP	SPIKE XCW/RC	SPIKE P/PO	TAP	COWL XCW/RC	COWL P/PO
S1	-.0702	.9646	S14	.0340	.6566
S2	.0728	.8520	S15	.1860	.6500
S11	.0728	.8472	S16	.4150	.6854
S12	.0728	.8465	S17	.8470	.7760
S13	.0728	.8508	S18	1.1740	.8029
S3	.1408	.7645	S19	1.4590	.8033
S4	.4068	.6608	S20	1.5400	.7213
S5	.6428	.7329	S21	1.8270	.7781
S6	.8898	.7763	S22	2.7840	.7735
S7	1.0178	.7892	S23	3.2980	.7834
S8	1.1498	.7941	S26	5.2890	.7838
S9	1.5128	.7905			
S10	1.8488	.7906			
S27	5.3000	.7935			
S28	.6428	.9984			

YF-12 INLET NOISE SUPRESSION STUDY

RUN	161	FLIGHT DATE	09/20/79	SPIKE POS. DX/RC	.8582	AMBIENT TEMP	289.4 DEG K	MAX-MIN DIST	.0836
		FLIGHT NO.	0	BYPASS POS.	CLOSED	AMBIENT PRESS	.9179 ATMOS	K-CIRCUMF.	.2551
START	2:25:20.001	INTERVAL	1.000	ENG.FACE RECOV	.8803	ENGINE M/M*	.6922	K-RADIAL	.1389
STOP	2:25:49.998	ENG COR RPM	6280.	ENG.FACE MACH NO	.4384	COWL M/M*	.6223		
				COWL LIP RECOV	.8520	ADDITIVE M/M*	.0700	K-DELTA	-.0010
				MACH AT COWL LIP	.4682			K-A	.1899

SPIKE R1

STAT	XCW/RC= .0728
S2	.8413
R1P1	.9845
R1P2	.9928
R1P3	1.0002
R1P4	.9917
R1P5	1.0001
R1P6	1.0004
R1P7	.9872
R1P8	.9998
R1P9	.9975

COWL R3

STAT	XCW/RC= .0700
S14	.6269
R3P1	.6219
R3P2	.6215
R3P3	.6211
R3P4	.6205
R3P5	.6202
R3P6	.6223
R3P7	.9915
R3P8	.8929
R3P9	.9983
R3P10	1.0007
R3P11	.9999
R3P12	.9872
R3P13	1.0014
R3P14	.9999
R3P15	1.0006
R3P16	1.0003

STAT XCW/RC= 5.4830

	36 DEG RAKE		198 DEG RAKE
A36	.8997	A198	.9065
B36	.9006	B198	.8989
C36	.8861	C198	.9011
D36	.8747	D198	.8688
E36	.8651	E198	.8456
	90 DEG RAKE		252 DEG RAKE
A90	.8989	A252	.8943
B90	.8991	B252	.8894
C90	.8827	C252	.8795
D90	.8692	D252	.8679
E90	.8586	E252	.8475
	144 DEG RAKE		324 DEG RAKE
A144	.9086	A324	.9012
B144	.9025	B324	.8960
D144	.8692	C324	.8787
C144	.8521	D324	.8707
E144	.8350	E324	.8608

SPIKE R2

STAT	XCW/RC= 1.4078
S9	.7726
R2P1	.9142
R2P2	.9802
R2P3	.9479
R2P4	.8904
R2P5	.8566

COWL R4

STAT	XCW/RC= 1.5380
S20	.6994
R4P1	.8234
R4P2	.8357
R4P3	.8430
R4P4	.8480
R4P5	.8516
R4P6	.8552
R4P7	.8607
R4P8	.8692
R4P9	.8745
R4P10	.8828
R4P11	.8879
R4P12	.8956

STATIC PRESSURES

TAP	SPIKE XCW/RC	P/PO	TAP	COWL XCW/RC	P/PO
S1	-.0762	.9624	S14	.0340	.6269
S2	.0726	.8413	S15	.1860	.6213
S11	.0728	.8365	S16	.4150	.6595
S12	.0728	.8350	S17	.8470	.7536
S13	.0728	.8383	S18	1.1740	.7841
S3	.1408	.7458	S19	1.4590	.7860
S4	.4068	.6317	S20	1.5400	.6994
S5	.6428	.7095	S21	1.8270	.7587
S6	.8898	.7593	S22	2.7840	.7538
S7	1.0178	.7710	S23	3.2980	.7644
S8	1.1498	.7758	S26	5.2890	.7649
S9	1.5128	.7726			
S10	1.8488	.8810			
S27	5.5000	.7759			
S28	.6426	.9987			

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.7644
R6P1	.8658
R6P2	.8868
R6P3	.8938
R6P4	.9006
R6P5	.9043
R6P8	.9226
R6P9	.9250
R6P10	.9249
R6P11	.9203

COWL R5

STAT	XCW/RC= 3.3270
S23	.7644
R5P1	.8097
R5P2	.8141
R5P3	.8189
R5P4	.8230
R5P5	.8280
R5P6	.8323
R5P7	.8409
R5P8	.8559
R5P9	.8766
R5P10	.8932
R5P11	.9103

YF-12 INLET NOISE SUPRESSION STUDY

RUN	162	FLIGHT DATE	09/20/79	SPIKE POS. DX/RC	.8582	AMBIENT TEMP	289.4 DEG K	MAX-MIN DIST	.0891
		FLIGHT NO.	0	BYPASS POS.	CLOSED	AMBIENT PRESS	.9186 ATMOS	K-CIRCUMF.	.2308
START	2:27:10.001	INTERVAL	1.000	ENG.FACE RECOV	.8743	ENGINE M/M*	.7141	K-RADIAL	.1358
STOP	2:27:39.999	ENG COR RPM	6461.	ENG.FACE MACH NO	.4560	CUWL M/M*	.6314		
				CUWL LIP RECOV	.8440	ADDITIVE M/M*	.0828	K-DELTA	-.0035
				MACH AT CUWL LIP	.4814			K-A	.1393

SPIKE R1

STAT	XCW/RC= .0728
S2	.8334
R1P1	.9976
R1P2	.9992
R1P3	.9993
R1P4	.9993
R1P5	.9992
R1P6	.9993
R1P7	.9993
R1P8	.9992
R1P9	.9963

CUWL R3

STAT	XCW/RC= .0700
S14	.6071
R3P1	.6007
R3P2	.6003
R3P3	.6002
R3P4	.6004
R3P5	.6002
R3P6	.6028
R3P7	.9989
R3P8	.9104
R3P9	.9986
R3P10	.9998
R3P11	.9996
R3P12	.9864
R3P13	.9999
R3P14	.9996
R3P15	.9997
R3P16	.9996

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.8937	A198	.9051
B36	.8925	B198	.8932
C36	.8773	C198	.8941
D36	.8690	D198	.8603
E36	.8557	E198	.8357
90 DEG RAKE		252 DEG RAKE	
A90	.8918	A252	.8907
B90	.8975	B252	.8881
C90	.8787	C252	.8769
D90	.8596	D252	.8640
E90	.8503	E252	.8440
144 DEG RAKE		324 DEG RAKE	
A144	.9054	A324	.8943
B144	.8980	B324	.8928
D144	.8603	C324	.8726
C144	.8459	D324	.8641
E144	.8275	E324	.8540

SPIKE R2

STAT	XCW/RC= 1.4678
S9	.7589
R2P1	.9044
R2P2	.9772
R2P3	.9457
R2P4	.8853
R2P5	.8446

CUWL R4

STAT	XCW/RC= 1.5380
S20	.6810
R4P1	.8121
R4P2	.8273
R4P3	.8312
R4P4	.8369
R4P5	.8436
R4P6	.8501
R4P7	.8543
R4P8	.8633
R4P9	.8720
R4P10	.8797
R4P11	.8853
R4P12	.8938

STATIC PRESSURES

TAP	SPIKE XCW/RL	P/PO	TAP	CUWL XCW/RC	P/PO
S1	-.0762	.9602	S14	.0340	.6071
S2	.0728	.8334	S15	.1860	.6015
S11	.0728	.8206	S16	.4150	.6418
S12	.0728	.8261	S17	.8470	.7398
S13	.0728	.8307	S18	1.1740	.7718
S3	.1408	.7325	S19	1.4590	.7740
S4	.4068	.6130	S20	1.5400	.6810
S5	.0428	.6943	S21	1.8270	.7444
S6	.8898	.7452	S22	2.7840	.7394
S7	1.0178	.7578	S23	3.2980	.7500
S8	1.1498	.7632	S26	5.2890	.7515
S9	1.5128	.7589			
S10	1.8488	.8730			
S27	5.3000	.7627			
S28	.0428	.9981			

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.7500
R6P1	.8583
R6P2	.8792
R6P3	.8871
R6P4	.8959
R6P5	.9017
R6P8	.9173
R6P9	.9206
R6P10	.9194
R6P11	.9145

CUWL R5

STAT	XCW/RC= 3.3270
S23	.7500
R5P1	.7975
R5P2	.8013
R5P3	.8075
R5P4	.8111
R5P5	.8172
R5P6	.8211
R5P7	.8266
R5P8	.8449
R5P9	.8651
R5P10	.8826
R5P11	.9008

YF-12 INLET NOISE SUPRESSION STUDY

RUN	163	FLIGHT DATE	09/20/79	SPIKE POS. DX/RC	.8582	AMBIENT TEMP	289.4 DEG K	MAX-MIN DIST	.1002
		FLIGHT NO.	0	BYPASS POS.	CLOSED	AMBIENT PRESS	.9183 ATMOS	K-CIRCUMF.	.2111
START	2:28:25.000	INTERVAL	1.000	ENG.FACE RECOV	.8674	ENGINE M/M*	.7326	K-RADIAL	.1352
STOP	2:28:55.000	ENG COR RPM	6673.	ENG.FACE MACH NO	.4702	COWL M/M*	.6387		
				COWL LIP RECOV	.8557	ADDITIVE M/M*	.0940	K-DELTA	-.0052
				MACH AT COWL LIP	.4958			K-A	.1404

SPIKE R1

STAT	XCW/RC= .0728
S2	.8268
R1P1	.9978
R1P2	.9989
R1P3	.9991
R1P4	.9992
R1P5	.9993
R1P6	.9994
R1P7	.9994
R1P8	.9988
R1P9	.9972

COWL R3

STAT	XCW/RC= .0700
S14	.5861
R3P1	.5811
R3P2	.5804
R3P3	.5803
R3P4	.5798
R3P5	.5795
R3P6	.5848
R3P7	.9988
R3P8	.9433
R3P9	.9991
R3P10	1.0006
R3P11	.9991
R3P12	.9870
R3P13	1.0007
R3P14	.9991
R3P15	1.0003
R3P16	.9993

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.8900	A198	.8880
B36	.8881	B198	.8823
C36	.8752	C198	.8847
D36	.8599	D198	.8515
E36	.8496	E198	.8257
90 DEG RAKE		**252 DEG RAKE**	
A90	.8907	A252	.8830
B90	.8947	B252	.8793
C90	.8782	C252	.8658
D90	.8563	D252	.8521
E90	.8415	E252	.8347
144 DEG RAKE		**324 DEG RAKE**	
A144	.9026	A324	.8891
B144	.8931	B324	.8918
D144	.8540	C324	.8677
C144	.8349	D324	.8560
E144	.8157	E324	.8453

SPIKE R2

STAT	XCW/RC= 1.4678
S9	.7466
R2P1	.9025
R2P2	.9780
R2P3	.9433
R2P4	.8800
R2P5	.8360

COWL R4

STAT	XCW/RC= 1.5380
S20	.6642
R4P1	.8032
R4P2	.8168
R4P3	.8242
R4P4	.8309
R4P5	.8381
R4P6	.8450
R4P7	.8488
R4P8	.8509
R4P9	.8605
R4P10	.8683
R4P11	.8781
R4P12	.8865

STATIC PRESSURES

TAP	SPIKE XCW/RC	SPIKE P/PO	TAP	COWL XCW/RC	COWL P/PO
S1	-.0762	.9592	S14	.0340	.5861
S2	.0728	.8268	S15	.1860	.5817
S11	.0728	.8194	S16	.4150	.6255
S12	.0728	.8198	S17	.8470	.7263
S13	.0728	.8247	S18	1.1740	.7603
S3	.1408	.7216	S19	1.4590	.7629
S4	.4068	.5951	S20	1.5400	.6642
S5	.6428	.6794	S21	1.8270	.7308
S6	.8898	.7326	S22	2.7840	.7253
S7	1.0178	.7454	S23	3.2980	.7356
S8	1.1498	.7513	S26	5.2890	.7385
S9	1.5128	.7466			
S10	1.8488	.8658			
S27	5.3000	.7502			
S28	.6428	.9983			

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.7356
R6P1	.8506
R6P2	.8718
R6P3	.8819
R6P4	.8886
R6P5	.8978
R6P8	.9141
R6P9	.9174
R6P10	.9169
R6P11	.9115

COWL R5

STAT	XCW/RC= 3.3270
S23	.7356
R5P1	.7877
R5P2	.7906
R5P3	.7951
R5P4	.8011
R5P5	.8086
R5P6	.8102
R5P7	.8191
R5P8	.8372
R5P9	.8572
R5P10	.8797
R5P11	.9008

YF-12 INLET NOISE SUPRESSION STUDY

RUN	166	FLIGHT DATE	09/20/79	SPIKE POS. DX/RC	.4128	AMBIENT TEMP	290.0 DEG K	MAX-MIN DIST	.0879
		FLIGHT NO.	0	BYPASS POS.	OPEN	AMBIENT PRESS	.9186 ATMOS	K=CIRCUMF.	.6279
START	2:38:49.003	INTERVAL	1.000	ENG.FACE RECOV	.9452	ENGINE M/M*	.7084	K=RADIAL	.2080
STOP	2:40:39.999	ENG COR RPM	5075.	ENG.FACE MACH NO	.3438	COWL M/M*	.3981		
				COWL LIP RECOV	.9539	ADDITIVE M/M*	.3104	K=DELTA	.1677
				MACH AT COWL LIP	.1929			K=A	.3757

SPIKE R1

STAT	XCW/RC= .5182
S2	.9325
R1P1	.9998
R1P2	1.0004
R1P3	1.0006
R1P4	1.0007
R1P5	1.0007
R1P6	1.0008
R1P7	1.0007
R1P8	1.0005
R1P9	.9913

SPIKE R2

STAT	XCW/RC= 1.9132
S9	.9371
R2P1	.9827
R2P2	.9945
R2P3	.9896
R2P4	.9833
R2P5	.9695

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.8603
R6P1	.9204
R6P2	.9346
R6P3	.9416
R6P4	.9473
R6P5	.9525
R6P8	.9752
R6P9	.9686
R6P10	.9567
R6P11	.9326

COWL R3

STAT	XCW/RC= .0700
S14	.9265
R3P1	.9260
R3P2	.9257
R3P3	.9259
R3P4	.9259
R3P5	.9260
R3P6	.9259
R3P7	1.0003
R3P8	.9262
R3P9	.9314
R3P10	.9497
R3P11	.9847
R3P12	.9932
R3P13	1.0012
R3P14	1.0006
R3P15	1.0011
R3P16	1.0010

COWL R4

STAT	XCW/RC= 1.5380
S20	.8942
R4P1	.9759
R4P2	.9818
R4P3	.9851
R4P4	.9855
R4P5	.9857
R4P6	.9851
R4P7	.9866
R4P8	.9878
R4P9	.9885
R4P10	.9895
R4P11	.9903
R4P12	.9920

COWL R5

STAT	XCW/RC= 5.3270
S23	.8603
R5P1	.9063
R5P2	.9109
R5P3	.9133
R5P4	.9170
R5P5	.9231
R5P6	.9265
R5P7	.9509
R5P8	.9804
R5P9	.9822
R5P10	.9791
R5P11	.9801

STAT XCW/RC= 5.4850

36 DEG RAKE		198 DEG RAKE	
A36	.9466	A198	.9690
B36	.9353	B198	.9728
C36	.9229	C198	.9628
D36	.9698	D198	.9351
E36	.9020	E198	.9173
90 DEG RAKE		**252 DEG RAKE**	
A90	.9816	A252	.9616
B90	.9769	B252	.9509
C90	.9582	C252	.9428
D90	.9478	D252	.9353
E90	.9418	E252	.9257
144 DEG RAKE		**324 DEG RAKE**	
A144	.9850	A324	.9492
B144	.9761	B324	.9490
D144	.9441	C324	.9390
C144	.9333	D324	.9330
E144	.9226	E324	.9283

STATIC PRESSURES

TAP	SPIKE XCW/RC	SPIKE P/PO	TAP	COWL XCW/RC	COWL P/PO
S1	.3692	.9312	S14	.0340	.9265
S2	.5182	.9325	S15	.1860	.9236
S11	.5182	.9301	S16	.4150	.9323
S12	.5182	.9317	S17	.8470	.9521
S13	.5182	.9322	S18	1.1740	.9486
S3	.5862	.9367	S19	1.4590	.9419
S4	.8522	.9453	S20	1.5400	.8942
S5	1.0862	.9468	S21	1.8270	.9354
S6	1.3352	.9444	S22	2.7840	.8370
S7	1.4652	.9399	S23	3.2980	.8603
S8	1.5952	.9350	S26	5.2890	.8668
S9	1.9582	.9371			
S10	2.2942	.9710			
S27	5.3000	.8721			
S28	1.0882	.9997			

YF-12 INLET NOISE SUPRESSION STUDY

RUN	167	FLIGHT DATE	09/20/79	SPIKE POS. DX/RC	.4132	AMBIENT TEMP	289.4 DEG K	MAX-MIN DIST	.1149
		FLIGHT NO.	0	BYPASS POS.	OPEN	AMBIENT PRESS	.9186 ATMOS	K-CIRCUMF.	.5394
START	2:40:39.999	INTERVAL	1.000	ENG.FACE RECOV	.9291	ENGINE M/M∞	.7652	K-RADIAL	.2360
STOP	2:42:35.003	ENG COR RPM	5620.	ENG.FACE MACH NO	.4014	COWL M/M∞	.4454		
				COWL LIP RECOV	.9416	ADDITIVE M/M∞	.3197	K-DELTA	.1640
				MACH AT COWL LIP	.2202			K-A	.4000

SPIKE R1

STAT	XCW/RC= .5178
S2	.9144
R1P1	.9992
R1P2	.9997
R1P3	1.0001
R1P4	.9999
R1P5	1.0001
R1P6	1.0001
R1P7	1.0001
R1P8	.9997
R1P9	.9904

SPIKE R2

STAT	XCW/RC= 1.9128
S9	.9189
R2P1	.9785
R2P2	.9922
R2P3	.9858
R2P4	.9775
R2P5	.9605

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.8183
R6P1	.8925
R6P2	.9112
R6P3	.9211
R6P4	.9290
R6P5	.9349
R6P8	.9696
R6P9	.9640
R6P10	.9472
R6P11	.9133

COWL R3

STAT	XCW/RC= .0700
S14	.9062
R3P1	.9058
R3P2	.9059
R3P3	.9058
R3P4	.9057
R3P5	.9058
R3P6	.9060
R3P7	.9999
R3P8	.9063
R3P9	.9143
R3P10	.9391
R3P11	.9840
R3P12	.9915
R3P13	1.0010
R3P14	.9998
R3P15	1.0010
R3P16	1.0009

COWL R4

STAT	XCW/RC= 1.5380
S20	.8640
R4P1	.9692
R4P2	.9702
R4P3	.9779
R4P4	.9796
R4P5	.9807
R4P6	.9805
R4P7	.9816
R4P8	.9829
R4P9	.9840
R4P10	.9851
R4P11	.9871
R4P12	.9884

COWL R5

STAT	XCW/RC= 3.3270
S23	.8183
R5P1	.8755
R5P2	.8825
R5P3	.8885
R5P4	.8912
R5P5	.8968
R5P6	.9068
R5P7	.9366
R5P8	.9724
R5P9	.9774
R5P10	.9748
R5P11	.9744

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.9324	A198	.9622
B36	.9205	B198	.9634
C36	.8966	C198	.9490
D36	.8860	D198	.9164
E36	.8745	E198	.8912
90 DEG RAKE		**252 DEG RAKE**	
A90	.9781	A252	.9513
B90	.9696	B252	.9405
C90	.9458	C252	.9255
D90	.9291	D252	.9151
E90	.9259	E252	.9049
144 DEG RAKE		**324 DEG RAKE**	
A144	.9613	A324	.9353
B144	.9677	B324	.9358
D144	.9242	C324	.9259
C144	.9104	D324	.9144
E144	.8965	E324	.9058

STATIC PRESSURES

TAP	SPIKE XCW/RC	SPIKE P/PO	TAP	COWL XCW/RC	COWL P/PO
S1	.3688	.9130	S14	.0340	.9062
S2	.5178	.9144	S15	.1860	.9037
S11	.5178	.9128	S16	.4150	.9152
S12	.5178	.9131	S17	.8470	.9394
S13	.5178	.9144	S18	1.1740	.9346
S3	.5856	.9203	S19	1.4590	.9256
S4	.6518	.9300	S20	1.5400	.8640
S5	1.0878	.9325	S21	1.8270	.9164
S6	1.3348	.9286	S22	2.7840	.7858
S7	1.4628	.9237	S23	3.2980	.8183
S8	1.5948	.9162	S26	5.2890	.8257
S9	1.9578	.9189			
S10	2.2938	.9612			
S27	5.3000	.8333			
S28	1.0878	.9990			

YF-12 INLET NOISE SUPRESSION STUDY

RUN	168	FLIGHT DATE	09/20/79	SPIKE POS. DX/RC	.4128	AMBIENT TEMP	290.0 DEG K	MAX-MIN DIST	.1373
		FLIGHT NO.	0	BYPASS POS.	OPEN	AMBIENT PRESS	.9186 ATMOS	K-CIRCUMF.	.4378
START	21:42:35.003	INTERVAL	1.000	ENG.FACE RECOV	.9157	ENGINE M/M∞	.8459	K-RADIAL	.2172
STOP	21:44:25.003	ENG COR RPM	6088.	ENG.FACE MACH NO	.4469	COWL M/M∞	.4771		
				COWL LIP RECOV	.9520	ADDITIVE M/M∞	.3688	K-DELTA	.1468
				MACH AT COWL LIP	.2395			K-A	.3640

SPIKE R1

STAT	XCW/RC= .5182
S2	.9001
R1P1	.9988
R1P2	.9994
R1P3	.9998
R1P4	.9996
R1P5	.9998
R1P6	1.0001
R1P7	1.0000
R1P8	.9995
R1P9	.9896

COWL R3

STAT	XCW/RC= .0700
S14	.8908
R3P1	.8904
R3P2	.8907
R3P3	.8905
R3P4	.8906
R3P5	.8905
R3P6	.8904
R3P7	.9997
R3P8	.8910
R3P9	.9007
R3P10	.9306
R3P11	.9821
R3P12	.9897
R3P13	1.0008
R3P14	.9996
R3P15	1.0005
R3P16	1.0004

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.9195	A198	.9505
B36	.9063	B198	.9579
C36	.8815	C198	.9405
D36	.8638	D198	.8994
E36	.8524	E198	.8744
90 DEG RAKE		**252 DEG RAKE**	
A90	.9732	A252	.9377
B90	.9635	B252	.9272
C90	.9332	C252	.9085
D90	.9150	D252	.8984
E90	.9058	E252	.8847
144 DEG RAKE		**324 DEG RAKE**	
A144	.9781	A324	.9250
B144	.9627	B324	.9294
D144	.9110	C324	.9122
C144	.8948	D324	.9025
E144	.8786	E324	.8858

SPIKE R2

STAT	XCW/RC= 1.9132
S9	.9046
R2P1	.9746
R2P2	.9914
R2P3	.9826
R2P4	.9750
R2P5	.9533

COWL R4

STAT	XCW/RC= 1.5340
S20	.8403
R4P1	.9658
R4P2	.9729
R4P3	.9749
R4P4	.9760
R4P5	.9765
R4P6	.9781
R4P7	.9795
R4P8	.9807
R4P9	.9821
R4P10	.9838
R4P11	.9853
R4P12	.9874

STATIC PRESSURES

TAP	SPIKE XCW/RC	SPIKE P/PO	TAP	COWL XCW/RC	COWL P/PO
S1	.3692	.8995	S14	.0340	.8908
S2	.5182	.9001	S15	.1860	.8880
S11	.5182	.8982	S16	.4150	.9010
S12	.5182	.8994	S17	.8470	.9292
S13	.5182	.9007	S18	1.1740	.9237
S3	.5862	.9075	S19	1.4590	.9134
S4	.8522	.9191	S20	1.5400	.8403
S5	1.0882	.9209	S21	1.8270	.9022
S6	1.3352	.9163	S22	2.7840	.7428
S7	1.4032	.9107	S23	3.2980	.7823
S8	1.5952	.9020	S26	5.2890	.7919
S9	1.9582	.9046			
S10	2.2942	.9529			
S27	5.3000	.8006			
S28	1.0882	.9991			

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.7823
R6P1	.8710
R6P2	.8931
R6P3	.9034
R6P4	.9160
R6P5	.9249
R6P8	.9654
R6P9	.9581
R6P10	.9429
R6P11	.9012

COWL R5

STAT	XCW/RC= 3.3270
S23	.7823
R5P1	.8509
R5P2	.8579
R5P3	.8661
R5P4	.8694
R5P5	.8704
R5P6	.8859
R5P7	.9252
R5P8	.9696
R5P9	.9750
R5P10	.9710
R5P11	.9711

YF-12 INLET NOISE SUPRESSION STUDY

RUN	169	FLIGHT DATE	09/20/79	SPIKE POS. DX/RC	.4128	AMBIENT TEMP	290.0 DEG K	MAX-MIN DIST	.1493
		FLIGHT NO.	0	BYPASS POS.	OPEN	AMBIENT PRESS	.9186 ATMOS	K-CIRCUMF.	.3852
START	2:44:25.003	INTERVAL	1.000	ENG. FACE RECOV	.9108	ENGINE M/M*	.8863	K-RADIAL	.2157
STOP	2:45:50.003	ENG COR RPM	6269.	ENG. FACE MACH NO	.4704	COWL M/M*	.4941		
				COWL LIP RECOV	.9286	ADDITIVE M/M*	.3922	K-DELTA	.1267
				MACH AT COWL LIP	.2497			K-A	.3425

SPIKE R1

STAT	XCW/RC= .5182
S2	.8947
R1P1	.9985
R1P2	.9993
R1P3	.9995
R1P4	.9995
R1P5	.9995
R1P6	.9995
R1P7	.9996
R1P8	.9995
R1P9	.9918

COWL R3

STAT	XCW/RC= .0700
S14	.8837
R3P1	.8832
R3P2	.8833
R3P3	.8832
R3P4	.8834
R3P5	.8832
R3P6	.8830
R3P7	.9993
R3P8	.8839
R3P9	.8971
R3P10	.9361
R3P11	.9891
R3P12	.9893
R3P13	1.0007
R3P14	.9992
R3P15	1.0005
R3P16	1.0005

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.9161	A198	.9511
B36	.9037	B198	.9476
C36	.8775	C198	.9331
D36	.8546	D198	.8862
E36	.8406	E198	.8583
90 DEG RAKE		252 DEG RAKE	
A90	.9728	A252	.9474
B90	.9621	B252	.9281
C90	.9294	C252	.9079
D90	.9097	D252	.8928
E90	.9008	E252	.8798
144 DEG RAKE		324 DEG RAKE	
A144	.9766	A324	.9185
B144	.9550	B324	.9264
C144	.9026	C324	.9044
D144	.8885	D324	.8956
E144	.8744	E324	.8851

SPIKE R2

STAT	XCW/RC= 1.9132
S9	.8977
R2P1	.9723
R2P2	.9908
R2P3	.9844
R2P4	.9745
R2P5	.9531

COWL R4

STAT	XCW/RC= 1.5380
S20	.8287
R4P1	.9637
R4P2	.9709
R4P3	.9752
R4P4	.9753
R4P5	.9768
R4P6	.9784
R4P7	.9793
R4P8	.9806
R4P9	.9817
R4P10	.9832
R4P11	.9855
R4P12	.9875

STATIC PRESSURES

TAP	SPIKE XCW/RC	P/PO	TAP	COWL XCW/RC	P/PO
S1	.3092	.8931	S14	.0340	.8837
S2	.5182	.8947	S15	.1860	.8805
S11	.5182	.8924	S16	.4150	.8946
S12	.5182	.8929	S17	.8470	.9247
S13	.5182	.8939	S18	1.1740	.9185
S3	.5862	.9022	S19	1.4590	.9068
S4	.8522	.9142	S20	1.5400	.8287
S5	1.0882	.9158	S21	1.8270	.8954
S6	1.3352	.9108	S22	2.7840	.7216
S7	1.4632	.9045	S23	3.2980	.7649
S8	1.5952	.8951	S26	5.2890	.7753
S9	1.9582	.8977			
S10	2.2942	.9486			
S27	5.3000	.7855			
S28	1.0882	.9989			

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.7649
R6P1	.8581
R6P2	.8812
R6P3	.8955
R6P4	.9080
R6P5	.9178
R6P6	.9644
R6P9	.9590
R6P10	.9404
R6P11	.8974

COWL R5

STAT	XCW/RC= 3.3270
S23	.7649
R5P1	.8588
R5P2	.8478
R5P3	.8548
R5P4	.8591
R5P5	.8649
R5P6	.8784
R5P7	.9255
R5P8	.9687
R5P9	.9728
R5P10	.9714
R5P11	.9696

YF-12 INLET NOISE SUPRESSION STUDY

RUN	170	FLIGHT DATE	09/20/79	SPIKE POS. DX/RC	.4128	AMBIENT TEMP	290.0 DEG K	MAX-MIN DIST	.1612
		FLIGHT NO.	0	BYPASS POS.	OPEN	AMBIENT PRESS	.9186 ATMOS	K-CIRCUMF.	.3592
START	2:45:50.003	INTERVAL	1.000	ENG.FACE RECOV	.9047	ENGINE M/M*	.9166	K-RADIAL	.2144
STOP	2:48: 5.000	ENG COR RPM	6457.	ENG.FACE MACH NO	.4896	COWL M/M*	.5135		
				COWL LIP RECOV	.9263	ADDITIVE M/M*	.4031	K-DELTA	.1239
				MACH AT COWL LIP	.2610			K-A	.3383

SPIKE R1

STAT	XCW/RC= .5182
S2	.8898
R1P1	.9980
R1P2	.9988
R1P3	.9993
R1P4	.9991
R1P5	.9992
R1P6	.9993
R1P7	.9993
R1P8	.9992
R1P9	.9907

SPIKE R2

STAT	XCW/RC= 1.9132
S9	.8921
R2P1	.9712
R2P2	.9904
R2P3	.9822
R2P4	.9733
R2P5	.9499

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.7492
R6P1	.8491
R6P2	.8742
R6P3	.8903
R6P4	.9028
R6P5	.9140
R6P8	.9640
R6P9	.9563
R6P10	.9364
R6P11	.8918

COWL R3

STAT	XCW/RC= .0700
S14	.8772
R3P1	.8769
R3P2	.8765
R3P3	.8765
R3P4	.8766
R3P5	.8764
R3P6	.8763
R3P7	.9993
R3P8	.8788
R3P9	.8986
R3P10	.9488
R3P11	.9948
R3P12	.9896
R3P13	1.0000
R3P14	.9994
R3P15	1.0001
R3P16	1.0001

COWL R4

STAT	XCW/RC= 1.5380
S20	.8184
R4P1	.9626
R4P2	.9700
R4P3	.9718
R4P4	.9743
R4P5	.9749
R4P6	.9750
R4P7	.9770
R4P8	.9790
R4P9	.9805
R4P10	.9828
R4P11	.9845
R4P12	.9861

COWL R5

STAT	XCW/RC= 3.3270
S23	.7492
R5P1	.8301
R5P2	.8392
R5P3	.8440
R5P4	.8487
R5P5	.8565
R5P6	.8731
R5P7	.9171
R5P8	.9643
R5P9	.9694
R5P10	.9676
R5P11	.9666

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.9134	A198	.9450
B36	.8979	B198	.9449
C36	.8666	C198	.9301
D36	.8442	D198	.8786
E36	.8288	E198	.8479
90 DEG RAKE		**252 DEG RAKE**	
A90	.9739	A252	.9456
B90	.9655	B252	.9133
C90	.9257	C252	.9010
D90	.9036	D252	.8879
E90	.8998	E252	.8734
144 DEG RAKE		**324 DEG RAKE**	
A144	.9747	A324	.9143
B144	.9526	B324	.9213
D144	.8970	C324	.9008
C144	.8776	D324	.8858
E144	.8582	E324	.8739

STATIC PRESSURES

TAP	SPIKE XCW/RC	SPIKE P/PO	TAP	COWL XCW/RC	COWL P/PO
S1	.3692	.8878	S14	.0340	.8772
S2	.5182	.8898	S15	.1860	.8742
S11	.5182	.8853	S16	.4150	.8928
S12	.5182	.8861	S17	.8470	.9220
S13	.5182	.8902	S18	1.1740	.9146
S3	.5862	.8969	S19	1.4590	.9014
S4	.8522	.9095	S20	1.5400	.8184
S5	1.0882	.9112	S21	1.8270	.8894
S6	1.3352	.9061	S22	2.7840	.7001
S7	1.4652	.8994	S23	3.2980	.7492
S8	1.5952	.8892	S26	5.2890	.7602
S9	1.9582	.8921			
S10	2.2942	.9451			
S27	5.3000	.7706			
S28	1.0882	.9984			

YF-12 INLET NOISE SUPRESSION STUDY

RUN	173	FLIGHT DATE	09/20/79	SPIKE POS. DX/RC	.0862	AMBIENT TEMP	290.0 DEG K	MAX-MIN DIST	.0618
		FLIGHT NO.	0	BYPASS POS.	OPEN	AMBIENT PRESS	.9186 ATMOS	K=CIRCUMF.	.7839
START	2:51:39.999	INTERVAL	1.000	ENG.FACE RECOV	.9483	ENGINE M/M*	.9019	K=RADIAL	.1789
STOP	2:53:35.000	ENG COR RPM	4251.	ENG.FACE MACH NO	.2629	COWL M/M*	.3176		
				COWL LIP RECOV	.9851	ADDITIVE M/M*	.5843	K=DELTA	.1868
				MACH AT COWL LIP	.1022			K=A	.3657

SPIKE R1

STAT	XCW/RC= .8448
S2	.9794
R1P1	.9987
R1P2	1.0018
R1P3	1.0015
R1P4	1.0015
R1P5	1.0018
R1P6	1.0015
R1P7	1.0015
R1P8	1.0016
R1P9	.9996

COWL R3

STAT	XCW/RC= .0700
S14	.9764
R3P1	.9764
R3P2	.9766
R3P3	.9763
R3P4	.9762
R3P5	.9763
R3P6	.9764
R3P7	1.0015
R3P8	.9764
R3P9	.9766
R3P10	.9777
R3P11	.9847
R3P12	.9918
R3P13	1.0020
R3P14	1.0016
R3P15	1.0019
R3P16	1.0019

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.9457	A198	.9727
B36	.9582	B198	.9642
C36	.9278	C198	.9603
D36	.9226	D198	.9362
E36	.9190	E198	.9230
90 DEG RAKE		252 DEG RAKE	
A90	.9776	A252	.9733
B90	.9698	B252	.9556
C90	.9646	C252	.9447
D90	.9607	D252	.9437
E90	.9532	E252	.9363
144 DEG RAKE		324 DEG RAKE	
A144	.9714	A324	.9435
B144	.9599	B324	.9386
D144	.9490	C324	.9378
C144	.9422	D324	.9406
E144	.9354	E324	.9413

SPIKE R2

STAT	XCW/RC= 2.2398
S9	.9514
R2P1	.9936
R2P2	.9967
R2P3	.9906
R2P4	.9738
R2P5	.9363

COWL R4

STAT	XCW/RC= 1.5380
S20	.9077
R4P1	.9940
R4P2	.9973
R4P3	.9974
R4P4	.9976
R4P5	.9984
R4P6	.9987
R4P7	.9992
R4P8	1.0000
R4P9	1.0001
R4P10	1.0005
R4P11	1.0010
R4P12	1.0014

STATIC PRESSURES

TAP	SPIKE XCW/RC	SPIKE P/PO	TAP	COWL XCW/RC	COWL P/PO
S1	.6956	.9788	S14	.0340	.9764
S2	.8448	.9794	S15	.1860	.9740
S11	.8448	.9779	S16	.4150	.9755
S12	.8448	.9772	S17	.8470	.9832
S13	.8448	.9776	S18	1.1740	.9726
S3	.9128	.9787	S19	1.4590	.9568
S4	1.1788	.9679	S20	1.5400	.9077
S5	1.4148	.9558	S21	1.8270	.9506
S6	1.6618	.9492	S22	2.7840	.8663
S7	1.7898	.9489	S23	3.2980	.8940
S8	1.9218	.9486	S26	5.2690	.9008
S9	2.2848	.9514			
S10	2.6208	.9523			
S27	5.3000	.9039			
S28	1.4148	1.0005			

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.8940
R6P1	.9358
R6P2	.9429
R6P3	.9458
R6P4	.9493
R6P5	.9539
R6P8	.9490
R6P9	.9383
R6P10	.9287
R6P11	.9166

COWL R5

STAT	XCW/RC= 3.3270
S23	.8940
R5P1	.9271
R5P2	.9300
R5P3	.9343
R5P4	.9366
R5P5	.9428
R5P6	.9494
R5P7	.9687
R5P8	.9849
R5P9	.9863
R5P10	.9825
R5P11	.9813

YF-12 INLET NOISE SUPRESSION STUDY

RUN	174	FLIGHT DATE	09/20/79	SPIKE POS. DX/RL	.0862	AMBIENT TEMP	290.6 DEG K	MAX-MIN DIST	.1108
		FLIGHT NO.	0	BYPASS POS.	OPEN	AMBIENT PRESS	.9186 ATMOS	K-CIRCUMF.	.7023
START	2:53:35.000	INTERVAL	1.000	ENG.FACE RECOV	.9134	ENGINE M/M*	.9761	K-RADIAL	.2569
STOP	2:55: 5.002	ENG COR RPM	5039.	ENG.FACE MACH NO	.3458	COWL M/M*	.3929		
				COWL LIP RECOV	.9745	ADDITIVE M/M*	.5832	K-DELTA	.2359
				MACH AT COWL LIP	.1283			K-A	.4929

SPIKE R1

STAT	XCW/RC= .8448
S2	.9657
R1P1	.9970
R1P2	1.0000
R1P3	1.0006
R1P4	1.0006
R1P5	1.0006
R1P6	1.0007
R1P7	1.0007
R1P8	.9998
R1P9	.9977

SPIKE R2

STAT	XCW/RC= 2.2398
S9	.9203
R2P1	.9879
R2P2	.9926
R2P3	.9826
R2P4	.9545
R2P5	.8911

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.8229
R6P1	.8938
R6P2	.9040
R6P3	.9099
R6P4	.9188
R6P5	.9239
R6P8	.9170
R6P9	.9023
R6P10	.8887
R6P11	.8614

COWL R3

STAT	XCW/RC= .0700
S14	.9610
R3P1	.9610
R3P2	.9610
R3P3	.9612
R3P4	.9613
R3P5	.9612
R3P6	.9612
R3P7	.9999
R3P8	.9613
R3P9	.9605
R3P10	.9615
R3P11	.9691
R3P12	.9810
R3P13	1.0008
R3P14	1.0000
R3P15	1.0010
R3P16	1.0010

COWL R4

STAT	XCW/RC= 1.5380
S20	.8551
R4P1	.9887
R4P2	.9931
R4P3	.9936
R4P4	.9938
R4P5	.9944
R4P6	.9947
R4P7	.9959
R4P8	.9966
R4P9	.9975
R4P10	.9985
R4P11	.9995
R4P12	1.0002

COWL R5

STAT	XCW/RC= 3.3270
S23	.8229
R5P1	.8748
R5P2	.8778
R5P3	.8839
R5P4	.8868
R5P5	.8922
R5P6	.9038
R5P7	.9373
R5P8	.9771
R5P9	.9801
R5P10	.9724
R5P11	.9623

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.9089	A198	.9509
B36	.8959	B198	.9454
C36	.8836	C198	.9325
D36	.8734	D198	.8952
E36	.8658	E198	.8712
90 DEG RAKE		**252 DEG RAKE**	
A90	.9670	A252	.9498
B90	.9477	B252	.9161
C90	.9365	C252	.9067
D90	.9306	D252	.9057
E90	.9181	E252	.8944
144 DEG RAKE		**324 DEG RAKE**	
A144	.9603	A324	.9129
B144	.9550	B324	.9024
D144	.9115	C324	.9003
C144	.8988	D324	.9018
E144	.8862	E324	.8982

STATIC PRESSURES

TAP	SPIKE XCW/RC	SPIKE P/PO	TAP	COWL XCW/RC	COWL P/PO
S1	.8458	.9654	S14	.0340	.9610
S2	.8448	.9657	S15	.1860	.9589
S11	.8448	.9654	S16	.4150	.9606
S12	.8448	.9647	S17	.8470	.9721
S13	.8448	.9651	S18	1.1740	.9566
S3	.9128	.9652	S19	1.4590	.9308
S4	1.1788	.9496	S20	1.5400	.8551
S5	1.4148	.9292	S21	1.8270	.9200
S6	1.6018	.9171	S22	2.7840	.7776
S7	1.7898	.9173	S23	3.2980	.8229
S8	1.9218	.9171	S26	5.2890	.8356
S9	2.2048	.9203			
S10	2.6208	.9160			
S27	5.3000	.8413			
S28	1.4148	.9994			

YF-12 INLET NOISE SUPRESSION STUDY

RUN	175	FLIGHT DATE	09/20/79	SPIKE POS. DX/RC	.0862	AMBIENT TEMP	290.6 DEG K	MAX-MIN DIST	.1557
		FLIGHT NO.	0	BYPASS POS.	OPEN	AMBIENT PRESS	.9186 ATMOS	K-CIRCUMF.	.6322
START	2:55: 5.002	INTERVAL	1.000	ENG.FACE RECOV	.8853	ENGINE M/M*	1.0456	K-RADIAL	.2044
STOP	2:56:50.001	ENG COR RPM	5628.	ENG.FACE MACH NO	.4072	COWL M/M*	.4322		
				COWL LIP RECOV	.9673	ADDITIVE M/M*	.0134	K-DELTA	.2564
				MACH AT COWL LIP	.1425			K-A	.5508

SPIKE R1

STAT	XCW/RC= .8448
S2	.9568
R1P1	.9959
R1P2	.9994
R1P3	1.0002
R1P4	1.0001
R1P5	1.0000
R1P6	1.0000
R1P7	1.0002
R1P8	.9999
R1P9	.9962

COWL R3

STAT	XCW/RC= .0700
S14	.9507
R3P1	.9510
R3P2	.9510
R3P3	.9505
R3P4	.9504
R3P5	.9506
R3P6	.9507
R3P7	.9996
R3P8	.9501
R3P9	.9501
R3P10	.9520
R3P11	.9625
R3P12	.9765
R3P13	1.0002
R3P14	.9991
R3P15	1.0007
R3P16	1.0007

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.8805	A198	.9377
B36	.8655	B198	.9279
C36	.8449	C198	.9076
D36	.8341	D198	.8598
E36	.8257	E198	.8335
90 DEG RAKE		252 DEG RAKE	
A90	.9615	A252	.9261
B90	.9330	B252	.8821
C90	.9139	C252	.8715
D90	.9031	D252	.8697
E90	.8933	E252	.8577
144 DEG RAKE		324 DEG RAKE	
A144	.9525	A324	.8877
B144	.9109	B324	.8737
D144	.8816	C324	.8705
C144	.8657	D324	.8703
E144	.8504	E324	.8686

SPIKE R2

STAT	XCW/RC= 2.2398
S9	.8967
R2P1	.9835
R2P2	.9903
R2P3	.9757
R2P4	.9387
R2P5	.8547

COWL R4

STAT	XCW/RC= 1.5380
S20	.8138
R4P1	.9841
R4P2	.9907
R4P3	.9907
R4P4	.9915
R4P5	.9927
R4P6	.9932
R4P7	.9945
R4P8	.9954
R4P9	.9962
R4P10	.9981
R4P11	.9983
R4P12	.9992

STATIC PRESSURES

TAP	SPIKE XCW/RL	P/PO	TAP	COWL XCW/RL	P/PO
S1	.6958	.9568	S14	.0340	.9507
S2	.8448	.9568	S15	.1860	.9482
S11	.8448	.9568	S16	.4150	.9510
S12	.8448	.9557	S17	.8470	.9654
S13	.8448	.9558	S18	1.1740	.9453
S3	.9128	.9570	S19	1.4590	.9119
S4	1.1788	.9368	S20	1.5400	.8138
S5	1.4148	.9099	S21	1.8270	.8975
S6	1.6018	.8929	S22	2.7840	.7041
S7	1.7898	.8933	S23	3.2980	.7678
S8	1.9218	.8935	S26	5.2890	.7832
S9	2.2848	.8967			
S10	2.6208	.8864			
S27	5.3000	.7900			
S28	1.4148	.9940			

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.7678
R6P1	.8594
R6P2	.8728
R6P3	.8819
R6P4	.8919
R6P5	.8990
R6P8	.8971
R6P9	.8749
R6P10	.8553
R6P11	.8233

COWL R5

STAT	XCW/RC= 3.3270
S23	.7678
R5P1	.8363
R5P2	.8401
R5P3	.8474
R5P4	.8536
R5P5	.8628
R5P6	.8737
R5P7	.9177
R5P8	.9686
R5P9	.9726
R5P10	.9615
R5P11	.9500

YF-12 INLET NOISE SUPRESSION STUDY

RUN	176	FLIGHT DATE	09/20/79	SPIKE POS. DX/RC	.0862	AMBIENT TEMP	290.6 DEG K	MAX-MIN DIST	.1863
		FLIGHT NO.	0	BYPASS POS.	OPEN	AMBIENT PRESS	.9186 ATMOS	K-CIRCUMF.	.4992
START	2:56:50.001	INTERVAL	1.000	ENG.FACE RECOV	.8626	ENGINE M/M*	1.1426	K-RADIAL	.2844
STOP	2:57:20.001	ENG COR RPM	6091.	ENG.FACE MACH NO	.4545	COWL M/M*	.4851		
				COWL LIP RECOV	.9646	ADDITIVE M/M*	.6575	K-DELTA	.2077
				MACH AT COWL LIP	.1610			K-A	.4921

SPIKE R1

STAT	XCW/RC= .8448
S2	.9509
R1P1	.9951
R1P2	.9992
R1P3	.9998
R1P4	.9997
R1P5	.9998
R1P6	.9998
R1P7	.9997
R1P8	.9994
R1P9	.9967

SPIKE R2

STAT	XCW/RC= 2.2398
S9	.8799
R2P1	.9829
R2P2	.9884
R2P3	.9725
R2P4	.9302
R2P5	.8348

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.7244
R6P1	.8330
R6P2	.8492
R6P3	.8579
R6P4	.8704
R6P5	.8809
R6P8	.8827
R6P9	.8575
R6P10	.8299
R6P11	.7906

COWL R3

STAT	XCW/RC= .0700
S14	.9457
R3P1	.9446
R3P2	.9443
R3P3	.9443
R3P4	.9445
R3P5	.9443
R3P6	.9444
R3P7	.9993
R3P8	.9435
R3P9	.9441
R3P10	.9465
R3P11	.9611
R3P12	.9778
R3P13	1.0002
R3P14	.9992
R3P15	1.0005
R3P16	1.0001

COWL R4

STAT	XCW/RC= 1.5380
S20	.7847
R4P1	.9826
R4P2	.9894
R4P3	.9896
R4P4	.9912
R4P5	.9923
R4P6	.9925
R4P7	.9940
R4P8	.9947
R4P9	.9960
R4P10	.9972
R4P11	.9982
R4P12	.9990

COWL R5

STAT	XCW/RC= 3.3270
S23	.7244
R5P1	.8030
R5P2	.8108
R5P3	.8185
R5P4	.8262
R5P5	.8309
R5P6	.8527
R5P7	.9004
R5P8	.9631
R5P9	.9672
R5P10	.9604
R5P11	.9441

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.8592	A198	.9230
B36	.8416	B198	.8998
C36	.8165	C198	.8836
D36	.8006	D198	.8229
E36	.7911	E198	.7949
90 DEG RAKE		**252 DEG RAKE**	
A90	.9517	A252	.9229
B90	.9103	B252	.8769
C90	.8898	C252	.8535
D90	.8793	D252	.8510
E90	.8695	E252	.8400
144 DEG RAKE		**324 DEG RAKE**	
A144	.9381	A324	.8639
B144	.8916	B324	.8536
D144	.8596	C324	.8452
C144	.8397	D324	.8455
E144	.8198	E324	.8419

STATIC PRESSURES

TAP	SPIKE XCW/RC	SPIKE P/PO	TAP	COWL XCW/RC	COWL P/PO
S1	.0956	.9508	S14	.0340	.9437
S2	.8448	.9509	S15	.1860	.9413
S11	.8448	.9505	S16	.4150	.9449
S12	.8448	.9492	S17	.8470	.9613
S13	.8448	.9512	S18	1.1740	.9385
S3	.9128	.9513	S19	1.4590	.8990
S4	1.1788	.9279	S20	1.5400	.7847
S5	1.4148	.8969	S21	1.8270	.8818
S6	1.6018	.8769	S22	2.7840	.6390
S7	1.7898	.8781	S23	3.2980	.7244
S8	1.9218	.8778	S26	5.2890	.7407
S9	2.2848	.8799			
S10	2.6208	.8615			
S27	5.3000	.7494			
S28	1.4148	.9989			

YF-12 INLET NOISE SUPRESSION STUDY

RUN	177	FLIGHT DATE	09/20/79	SPIKE POS. DX/RC	.0862	AMBIENT TEMP	291.1 DEG K	MAX-MIN DIST	.1999
		FLIGHT NO.	0	BYPASS POS.	OPEN	AMBIENT PRESS	.9186 ATMOS	K-CIRCUMF.	.4577
START	2:58:25.000	INTERVAL	1.000	ENG.FACE RECOV	.8532	ENGINE M/M*	1.1867	K-RADIAL	.2863
STOP	2:59:40.002	ENG COR RPM	6265.	ENG.FACE MACH NO	.4755	COWL M/M*	.4987		
				COWL LIP RECOV	.9631	AUDITIVE M/M*	.6879	K-DELTA	.1969
				MACH AT COWL LIP	.1659			K-A	.4832

SPIKE R1

STAT	XCW/RC= .8448
S2	.9486
R1P1	.9954
R1P2	.9990
R1P3	.9996
R1P4	.9995
R1P5	.9997
R1P6	.9996
R1P7	.9995
R1P8	.9989
R1P9	.9956

SPIKE R2

STAT	XCW/RC= 2.2398
S9	.8730
R2P1	.9829
R2P2	.9887
R2P3	.9706
R2P4	.9251
R2P5	.8264

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.7068
R6P1	.8197
R6P2	.8378
R6P3	.8485
R6P4	.8607
R6P5	.8719
R6P8	.8703
R6P9	.8497
R6P10	.8202
R6P11	.7792

COWL R3

STAT	XCW/RC= .0700
S14	.9409
R3P1	.9416
R3P2	.9415
R3P3	.9417
R3P4	.9414
R3P5	.9415
R3P6	.9415
R3P7	.9989
R3P8	.9410
R3P9	.9413
R3P10	.9452
R3P11	.9616
R3P12	.9795
R3P13	1.0000
R3P14	.9989
R3P15	1.0000
R3P16	1.0004

COWL R4

STAT	XCW/RC= 1.5380
S20	.7754
R4P1	.9831
R4P2	.9894
R4P3	.9905
R4P4	.9907
R4P5	.9920
R4P6	.9925
R4P7	.9936
R4P8	.9947
R4P9	.9957
R4P10	.9971
R4P11	.9981
R4P12	.9991

COWL R5

STAT	XCW/RC= 3.3270
S23	.7068
R5P1	.7915
R5P2	.7990
R5P3	.8068
R5P4	.8094
R5P5	.8248
R5P6	.8445
R5P7	.8892
R5P8	.9582
R5P9	.9662
R5P10	.9509
R5P11	.9438

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.8479	A198	.9220
B36	.8302	B198	.8948
C36	.8064	C198	.8744
D36	.7881	D198	.8094
E36	.7779	E198	.7797
90 DEG RAKE		**252 DEG RAKE**	
A90	.9484	A252	.9212
B90	.9116	B252	.8707
C90	.8809	C252	.8373
D90	.8717	D252	.8358
E90	.8587	E252	.8261
144 DEG RAKE		**324 DEG RAKE**	
A144	.9296	A324	.8608
B144	.8842	B324	.8857
D144	.8481	C324	.8348
C144	.8288	D324	.8353
E144	.8094	E324	.8295

STATIC PRESSURES

TAP	SPIKE XCW/RC	SPIKE P/PO	TAP	COWL XCW/RC	COWL P/PO
S1	.0958	.9484	S14	.0340	.9409
S2	.8448	.9486	S15	.1860	.9383
S11	.8448	.9477	S16	.4150	.9423
S12	.8448	.9468	S17	.8470	.9597
S13	.8448	.9483	S18	1.1740	.9352
S3	.9128	.9487	S19	1.4590	.8934
S4	1.1788	.9241	S20	1.5400	.7734
S5	1.4148	.8914	S21	1.8270	.8752
S6	1.6618	.8699	S22	2.7840	.6098
S7	1.7898	.8709	S23	3.2980	.7068
S8	1.9218	.8711	S26	5.2890	.7223
S9	2.2848	.8730			
S10	2.6208	.8506			
S27	5.3000	.7317			
S28	1.4148	.9987			

YF-12 INLET NOISE SUPRESSION STUDY

RUN	178	FLIGHT DATE	09/20/79	SPIKE POS. DX/RC	.0862	AMBIENT TEMP	291.1 DEG K	MAX-MIN DIST	.2181
		FLIGHT NO.	0	BYPASS POS.	OPEN	AMBIENT PRESS	.9186 ATMOS	K-CIRCUMF.	.4291
START	2:59:40.002	INTERVAL	1.000	ENG.FACE RECOV	.8444	ENGINE M/M*	1.2260	K-RADIAL	.2848
STOP	3: 1: .003	ENG COR RPM	6465.	ENG.FACE MACH NO	.4973	COWL M/M*	.4932		
				COWL LIP RECOV	.9608	ADDITIVE M/M*	.7328	K-DELTA	.1932
				MACH AT COWL LIP	.1644			K-A	.4780

SPIKE R1

STAT	XCW/RC= .8448
S2	.9466
R1P1	.9951
R1P2	.9993
R1P3	.9999
R1P4	.9999
R1P5	1.0000
R1P6	1.0002
R1P7	1.0003
R1P8	.9993
R1P9	.9957

SPIKE R2

STAT	XCW/RC= 2.2398
S9	.8667
R2P1	.9820
R2P2	.9874
R2P3	.9701
R2P4	.9218
R2P5	.8140

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.6883
R6P1	.8086
R6P2	.8291
R6P3	.8402
R6P4	.8518
R6P5	.8645
R6P8	.8689
R6P9	.8404
R6P10	.8107
R6P11	.7621

COWL R3

STAT	XCW/RC= .0700
S14	.9391
R3P1	.9398
R3P2	.9398
R3P3	.9398
R3P4	.9397
R3P5	.9396
R3P6	.9390
R3P7	.9992
R3P8	.9389
R3P9	.9389
R3P10	.9418
R3P11	.9556
R3P12	.9745
R3P13	1.0003
R3P14	.9990
R3P15	1.0004
R3P16	1.0002

COWL R4

STAT	XCW/RC= 1.5380
S20	.7627
R4P1	.9808
R4P2	.9881
R4P3	.9894
R4P4	.9896
R4P5	.9911
R4P6	.9916
R4P7	.9935
R4P8	.9950
R4P9	.9957
R4P10	.9973
R4P11	.9982
R4P12	.9990

COWL R5

STAT	XCW/RC= 3.3270
S23	.6883
R5P1	.7780
R5P2	.7875
R5P3	.7953
R5P4	.7997
R5P5	.8101
R5P6	.8348
R5P7	.8875
R5P8	.9554
R5P9	.9848
R5P10	.9500
R5P11	.9419

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.8596	A198	.9131
B36	.8193	B198	.8903
C36	.7944	C198	.8680
D36	.7752	D198	.8013
E36	.7624	E198	.7618
90 DEG RAKE		**252 DEG RAKE**	
A90	.9459	A252	.9207
B90	.8991	B252	.8580
C90	.8683	C252	.8310
D90	.8564	D252	.8313
E90	.8486	E252	.8219
144 DEG RAKE		**324 DEG RAKE**	
A144	.9391	A324	.8528
B144	.8796	B324	.8360
D144	.8374	C324	.8254
C144	.8172	D324	.8227
E144	.7971	E324	.8176

STATIC PRESSURES

TAP	SPIKE XCW/RC	SPIKE P/PO	TAP	COWL XCW/RC	COWL P/PO
S1	.6958	.9465	S14	.0340	.9391
S2	.8448	.9466	S15	.1860	.9364
S11	.8448	.9464	S16	.4150	.9403
S12	.8448	.9450	S17	.8470	.9582
S13	.8448	.9465	S18	1.1740	.9332
S3	.9128	.9473	S19	1.4590	.8896
S4	1.1788	.9216	S20	1.5400	.7627
S5	1.4146	.8869	S21	1.8270	.8699
S6	1.6618	.8648	S22	2.7840	.5810
S7	1.7898	.8651	S23	3.2980	.6883
S8	1.9218	.8651	S26	5.2890	.7038
S9	2.2848	.8667			
S10	2.6208	.8392			
S27	5.3000	.7141			
S28	1.4148	.9990			

YF-12 INLET NOISE SUPRESSION STUDY

RUN	181	FLIGHT DATE	09/20/79	SPIKE POS. DX/RC	.0862	AMBIENT TEMP	291.7 DEG K	MAX-MIN DIST	.0405
		FLIGHT NO.	0	BYPASS POS.	OPEN	AMBIENT PRESS	.9191 ATMOS	K=CIRCUMF.	.5711
START	3: 9: 9.000	INTERVAL	1.000	ENG.FACE RECOV	.9637	ENGINE M/M*	.9147	K=RADIAL	.1288
STOP	3: 9:34.999	ENG COR RPM	4250.	ENG.FACE MACH NO	.2454	COWL M/M*	.4686		
				COWL LIP RECOV	.9627	ADDITIVE M/M*	.4461	K=DELTA	-.0285
				MACH AT COWL LIP	.1556			K=A	.1573

SPIKE R1

STAT	XCW/RC= .8448
S2	.9503
R1P1	.9963
R1P2	1.0007
R1P3	1.0020
R1P4	1.0019
R1P5	1.0018
R1P6	1.0017
R1P7	1.0017
R1P8	1.0011
R1P9	.9985

COWL R3

STAT	XCW/RC= .0700
S14	.9427
R3P1	.9422
R3P2	.9422
R3P3	.9422
R3P4	.9423
R3P5	.9416
R3P6	.9417
R3P7	1.0016
R3P8	.9418
R3P9	.9424
R3P10	.9453
R3P11	.9602
R3P12	.9784
R3P13	1.0018
R3P14	1.0010
R3P15	1.0021
R3P16	1.0015

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.9723	A198	.9694
B36	.9788	B198	.9697
C36	.9696	C198	.9728
D36	.9591	D198	.9592
E36	.9529	E198	.9509
90 DEG RAKE		**252 DEG RAKE**	
A90	.9717	A252	.9679
B90	.9822	B252	.9601
C90	.9690	C252	.9640
D90	.9586	D252	.9598
E90	.9520	E252	.9535
144 DEG RAKE		**324 DEG RAKE**	
A144	.9745	A324	.9716
B144	.9691	B324	.9773
D144	.9504	C324	.9646
C144	.9468	D324	.9579
E144	.9432	E324	.9503

SPIKE R2

STAT	XCW/RC= 2.2398
S9	.8821
R2P1	.9736
R2P2	.9940
R2P3	.9878
R2P4	.9624
R2P5	.9346

COWL R4

STAT	XCW/RC= 1.5380
S20	.7431
R4P1	.9766
R4P2	.9695
R4P3	.9909
R4P4	.9923
R4P5	.9935
R4P6	.9941
R4P7	.9954
R4P8	.9966
R4P9	.9977
R4P10	.9984
R4P11	.9997
R4P12	1.0006

STATIC PRESSURES

TAP	SPIKE XCW/RL	P/PO	TAP	COWL XCW/RC	P/PO
S1	.6958	.9494	S14	.0340	.9427
S2	.8448	.9503	S15	.1860	.9396
S11	.8448	.9462	S16	.4150	.9404
S12	.8448	.9462	S17	.8470	.9603
S13	.8448	.9498	S18	1.1740	.9366
S3	.9128	.9477	S19	1.4590	.8889
S4	1.1788	.9214	S20	1.5400	.7431
S5	1.4148	.8840	S21	1.8270	.8474
S6	1.6018	.8442	S22	2.7840	.8992
S7	1.7898	.8475	S23	3.2980	.9177
S8	1.9218	.8506	S26	5.2890	.9217
S9	2.2848	.8821			
S10	2.6208	.9524			
S27	5.3000	.9253			
S28	1.4148	1.0001			

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.9177
R6P1	.9442
R6P2	.9486
R6P3	.9492
R6P4	.9523
R6P5	.9557
R6P8	.9754
R6P9	.9850
R6P10	.9907
R6P11	.9931

COWL R5

STAT	XCW/RC= 3.3270
S23	.9177
R5P1	.9247
R5P2	.9259
R5P3	.9261
R5P4	.9267
R5P5	.9276
R5P6	.9275
R5P7	.9276
R5P8	.9349
R5P9	.9455
R5P10	.9606
R5P11	.9758

YF-12 INLET NOISE SUPRESSION STUDY

RUN	182	FLIGHT DATE	09/20/79	SPIKE POS. DX/RC	.0860	AMBIENT TEMP	292.2	DEG K	MAX-MIN DIST .0469
		FLIGHT NO.	0	BYPASS POS.	CLOSED	AMBIENT PRESS	.9186	ATMOS	K-CINCUMF. .5186
START	3:13: 6.000	INTERVAL	1.000	ENG.FACE RECOV	.9584	ENGINE M/M*	.9338		K-RADIAL .1574
STOP	3:13:36.000	ENG COR RPM	4432.	ENG.FACE MACH NO	.2612	COWL M/M*	.4869		
				COWL LIP RECOV	.9583	ADDITIVE M/M*	.4469		K-DELTA -.0490
				MACH AT COWL LIP	.1027				K-A .2064

SPIKE R1

STAT	XCW/RC= .8450
S2	.9448
R1P1	.9967
R1P2	1.0012
R1P3	1.0021
R1P4	1.0019
R1P5	1.0024
R1P6	1.0023
R1P7	1.0024
R1P8	1.0019
R1P9	.9998

SPIKE R2

STAT	XCW/RC= 2.2400
S9	.8664
R2P1	.9713
R2P2	.9944
R2P3	.9871
R2P4	.9582
R2P5	.9256

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.9064
R6P1	.9351
R6P2	.9395
R6P3	.9415
R6P4	.9482
R6P5	.9476
R6P8	.9743
R6P9	.9854
R6P10	.9902
R6P11	.9922

COWL R3

STAT	XCW/RC= .0700
S14	.9367
R3P1	.9363
R3P2	.9362
R3P3	.9360
R3P4	.9361
R3P5	.9362
R3P6	.9362
R3P7	1.0018
R3P8	.9360
R3P9	.9361
R3P10	.9389
R3P11	.9518
R3P12	.9718
R3P13	1.0021
R3P14	1.0011
R3P15	1.0026
R3P16	1.0025

COWL R4

STAT	XCW/RC= 1.5340
S20	.7038
R4P1	.9753
R4P2	.9880
R4P3	.9897
R4P4	.9908
R4P5	.9918
R4P6	.9930
R4P7	.9949
R4P8	.9965
R4P9	.9978
R4P10	.9995
R4P11	1.0001
R4P12	1.0009

COWL R5

STAT	XCW/RC= 3.3270
S23	.9064
R5P1	.9142
R5P2	.9151
R5P3	.9159
R5P4	.9157
R5P5	.9159
R5P6	.9167
R5P7	.9177
R5P8	.9271
R5P9	.9363
R5P10	.9560
R5P11	.9819

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.9683	A198	.9695
B36	.9771	B198	.9655
C36	.9643	C198	.9608
D36	.9551	D198	.9437
E36	.9471	E198	.9344
90 DEG RAKE		**252 DEG RAKE**	
A90	.9690	A252	.9647
B90	.9792	B252	.9643
C90	.9651	C252	.9597
D90	.9523	D252	.9559
E90	.9449	E252	.9503
144 DEG RAKE		**324 DEG RAKE**	
A144	.9724	A324	.9686
B144	.9656	B324	.9764
C144	.9432	C324	.9603
D144	.9387	D324	.9521
E144	.9343	E324	.9510

STATIC PRESSURES

TAP	SPIKE XCW/RC	SPIKE P/PO	TAP	COWL XCW/RC	COWL P/PO
S1	.6900	.9445	S14	.0340	.9367
S2	.8450	.9448	S15	.1860	.9342
S11	.8450	.9416	S16	.4150	.9344
S12	.8450	.9422	S17	.8470	.9556
S13	.8450	.9453	S18	1.1740	.9293
S3	.9130	.9423	S19	1.4590	.8752
S4	1.1790	.9124	S20	1.5400	.7038
S5	1.4150	.8669	S21	1.8270	.8257
S6	1.6020	.8217	S22	2.7840	.8852
S7	1.7900	.8203	S23	3.2980	.9064
S8	1.9620	.8296	S26	5.2890	.9110
S9	2.2650	.8664			
S10	2.6210	.9450			
S27	5.3000	.9153			
S28	1.4150	1.0013			

YF-12 INLET NOISE SUPPRESSION STUDY

RUN	183	FLIGHT DATE	09/20/79	SPIKE POS. DX/RC	.0862	AMBIENT TEMP	292.2 DEG K	MAX-MIN DIST	.0566
		FLIGHT NO.	0	BYPASS POS.	CLOSED	AMBIENT PRESS	.9190 ATMOS	K-CIRCUMF.	.4784
START	3:14:55.000	INTERVAL	1.000	ENG.FACE RECOV	.9497	ENGINE M/M*	.9570	K-RADIAL	.1684
STOP	3:15:25.000	ENG COR RPM	4652.	ENG.FACE MACH NO	.2842	COWL M/M*	.5201		
				COWL LIP RECOV	.9517	ADDITIVE M/M*	.4369	K-DELTA	-.0501
				MACH AT COWL LIP	.1754			K-A	.2185

SPIKE R1

STAT	XCW/RC= .8448
S2	.9357
R1P1	.9955
R1P2	1.0006
R1P3	1.0016
R1P4	1.0015
R1P5	1.0016
R1P6	1.0016
R1P7	1.0016
R1P8	1.0009
R1P9	.9977

COWL R3

STAT	XCW/RC= .0700
S14	.9274
R3P1	.9200
R3P2	.9203
R3P3	.9203
R3P4	.9200
R3P5	.9200
R3P6	.9200
R3P7	1.0009
R3P8	.9255
R3P9	.9200
R3P10	.9301
R3P11	.9403
R3P12	.9703
R3P13	1.0022
R3P14	1.0006
R3P15	1.0022
R3P16	1.0021

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.9610	A198	.9588
B36	.9704	B198	.9553
C36	.9561	C198	.9581
D36	.9437	D198	.9413
E36	.9352	E198	.9331
90 DEG RAKE		**252 DEG RAKE**	
A90	.9622	A252	.9588
B90	.9738	B252	.9566
C90	.9582	C252	.9505
D90	.9429	D252	.9449
E90	.9325	E252	.9358
144 DEG RAKE		**324 DEG RAKE**	
A144	.9667	A324	.9633
B144	.9551	B324	.9693
D144	.9295	C324	.9521
C144	.9248	D324	.9417
E144	.9200	E324	.9401

SPIKE R2

STAT	XCW/RC= 2.2398
S9	.8412
R2P1	.9650
R2P2	.9930
R2P3	.9829
R2P4	.9880
R2P5	.9894

COWL R4

STAT	XCW/RC= 1.5380
S20	.6532
R4P1	.9685
R4P2	.9846
R4P3	.9862
R4P4	.9884
R4P5	.9900
R4P6	.9907
R4P7	.9930
R4P8	.9954
R4P9	.9961
R4P10	.9983
R4P11	.9997
R4P12	1.0006

STATIC PRESSURES

TAP	SPIKE XCW/RC	SPIKE P/PO	TAP	COWL XCW/RC	COWL P/PO
S1	.6958	.9356	S14	.0340	.9274
S2	.8448	.9357	S15	.1860	.9241
S11	.8448	.9323	S16	.4150	.9252
S12	.8448	.9342	S17	.8470	.9488
S13	.8448	.9359	S18	1.1740	.9182
S3	.9128	.9325	S19	1.4590	.8546
S4	1.1788	.8983	S20	1.5400	.6532
S5	1.4148	.8473	S21	1.8270	.7932
S6	1.6018	.7871	S22	2.7840	.8644
S7	1.7898	.7929	S23	3.2980	.8879
S8	1.9218	.7972	S26	5.2890	.8947
S9	2.2848	.8412			
S10	2.6208	.9329			
S27	5.3000	.8991			
S28	1.4148	1.0003			

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.8879
R6P1	.9238
R6P2	.9274
R6P3	.9328
R6P4	.9348
R6P5	.9391
R6P8	.9696
R6P9	.9829
R6P10	.9895
R6P11	.9908

COWL R5

STAT	XCW/RC= 3.3270
S23	.8879
R5P1	.8974
R5P2	.8973
R5P3	.8996
R5P4	.8985
R5P5	.8996
R5P6	.8992
R5P7	.9012
R5P8	.9066
R5P9	.9234
R5P10	.9451
R5P11	.9774

YF-12 INLET NOISE SUPRESSION STUDY

RUN	184	FLIGHT DATE	09/20/79	SPIKE POS. DX/RC	.0861	AMBIENT TEMP	292.2	DEG K	MAX-MIN DIST .0659
		FLIGHT NO.	0	BYPASS POS.	CLOSED	AMBIENT PRESS	.9188	ATMOS	K-CIRCUMF. .4476
START	3:16:10.000	INTERVAL	1.000	ENG.FACE RECOV	.9422	ENGINE M/M*	.9719		K-RADIAL .1952
STOP	3:16:40.000	ENG COR RPM	4818.	ENG.FACE MACH NO	.2988	COWL M/M*	.5402		
				COWL LIP RECOV	.9467	ADDITIVE M/M*	.4317		K-DELTA -.0553
				MACH AT COWL LIP	.1835				K-A .2505

SPIKE R1

STAT	XCW/RC= .8449
S2	.9292
R1P1	.9952
R1P2	1.0008
R1P3	1.0018
R1P4	1.0015
R1P5	1.0018
R1P6	1.0019
R1P7	1.0019
R1P8	1.0010
R1P9	.9975

COWL R3

STAT	XCW/RC= .0700
S14	.9202
R3P1	.9187
R3P2	.9191
R3P3	.9194
R3P4	.9191
R3P5	.9192
R3P6	.9194
R3P7	1.0010
R3P8	.9189
R3P9	.9190
R3P10	.9221
R3P11	.9407
R3P12	.9660
R3P13	1.0016
R3P14	1.0001
R3P15	1.0022
R3P16	1.0018

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.9555	A198	.9554
B36	.9665	B198	.9506
C36	.9501	C198	.9476
D36	.9374	D198	.9261
E36	.9278	E198	.9153
90 DEG RAKE		**252 DEG RAKE**	
A90	.9588	A252	.9498
B90	.9717	B252	.9512
C90	.9526	C252	.9443
D90	.9324	D252	.9370
E90	.9228	E252	.9248
144 DEG RAKE		**324 DEG RAKE**	
A144	.9619	A324	.9576
B144	.9494	B324	.9606
D144	.9215	C324	.9457
C144	.9155	D324	.9345
E144	.9096	E324	.9297

SPIKE R2

STAT	XCW/RC= 2.2399
S9	.8215
R2P1	.9599
R2P2	.9912
R2P3	.9803
R2P4	.9394
R2P5	.8962

COWL R4

STAT	XCW/RC= 1.5380
S20	.6074
R4P1	.9653
R4P2	.9847
R4P3	.9855
R4P4	.9878
R4P5	.9893
R4P6	.9901
R4P7	.9935
R4P8	.9952
R4P9	.9967
R4P10	.9982
R4P11	.9989
R4P12	1.0003

STATIC PRESSURES

TAP	SPIKE XCW/RC	SPIKE P/PO	TAP	COWL XCW/RC	COWL P/PO
S1	.6959	.9298	S14	.0340	.9202
S2	.8449	.9292	S15	.1860	.9175
S11	.8449	.9256	S16	.4150	.9182
S12	.8449	.9268	S17	.8470	.9441
S13	.8449	.9303	S18	1.1740	.9097
S3	.9129	.9266	S19	1.4590	.8378
S4	1.1789	.8888	S20	1.5400	.6074
S5	1.4149	.8295	S21	1.8270	.7650
S6	1.6019	.7571	S22	2.7840	.8471
S7	1.7849	.7647	S23	3.2980	.8733
S8	1.9219	.7709	S26	5.2890	.8820
S9	2.2849	.8215			
S10	2.0209	.9238			
S27	5.3000	.8866			
S28	1.4149	1.0003			

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.8733
R6P1	.9122
R6P2	.9178
R6P3	.9220
R6P4	.9200
R6P5	.9305
R6P8	.9603
R6P9	.9808
R6P10	.9878
R6P11	.9880

COWL R5

STAT	XCW/RC= 3.3270
S23	.8733
R5P1	.8852
R5P2	.8852
R5P3	.8858
R5P4	.8855
R5P5	.8873
R5P6	.8859
R5P7	.8866
R5P8	.8953
R5P9	.9127
R5P10	.9350
R5P11	.9740

YF-12 INLET NOISE SUPRESSION STUDY

RUN	185	FLIGHT DATE	09/20/79	SPIKE POS. DX/RC	.0853	AMBIENT TEMP	292.8 DEG K	MAX-MIN DIST	.0719
		FLIGHT NO.	0	BYPASS POS.	CLOSED	AMBIENT PRESS	.9190 ATMOS	K-CIRCUMF.	.4232
START	3:18:30.003	INTERVAL	1.000	ENG.FACE RECOV	.9321	ENGINE M/M*	.9915	K-RADIAL	.2060
STOP	3:19: .000	ENG COR RPM	5029.	ENG.FACE MACH NO	.3243	COWL M/M*	.5668		
				COWL LIP RECOV	.9404	ADDITIVE M/M*	.4248	K-DELTA	-.0478
				MACH AT COWL LIP	.1942			K-A	.2538

SPIKE R1

STAT	XCW/RC= .8457
S2	.9217
R1P1	.9934
R1P2	.9999
R1P3	1.0011
R1P4	1.0010
R1P5	1.0010
R1P6	1.0011
R1P7	1.0012
R1P8	1.0008
R1P9	.9975

COWL R3

STAT	XCW/RC= .0700
S14	.9103
R3P1	.9095
R3P2	.9094
R3P3	.9096
R3P4	.9097
R3P5	.9094
R3P6	.9097
R3P7	1.0007
R3P8	.9092
R3P9	.9091
R3P10	.9133
R3P11	.9330
R3P12	.9624
R3P13	1.0013
R3P14	.9994
R3P15	1.0013
R3P16	1.0013

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.9488	A198	.9486
B36	.9575	B198	.9491
C36	.9357	C198	.9425
D36	.9210	D198	.9203
E36	.9090	E198	.9071
90 DEG RAKE		252 DEG RAKE	
A90	.9442	A252	.9487
B90	.9630	B252	.9392
C90	.9443	C252	.9290
D90	.9243	D252	.9226
E90	.9122	E252	.9164
144 DEG RAKE		324 DEG RAKE	
A144	.9560	A324	.9492
B144	.9353	B324	.9553
D144	.9070	C324	.9354
C144	.9015	D324	.9238
E144	.8959	E324	.9197

SPIKE R2

STAT	XCW/RC= 2.2407
S9	.7930
R2P1	.9522
R2P2	.9909
R2P3	.9738
R2P4	.9228
R2P5	.8728

COWL R4

STAT	XCW/RC= 1.5380
S20	.5422
R4P1	.9604
R4P2	.9819
R4P3	.9838
R4P4	.9853
R4P5	.9874
R4P6	.9862
R4P7	.9907
R4P8	.9923
R4P9	.9943
R4P10	.9963
R4P11	.9985
R4P12	.9994

STATIC PRESSURES

TAP	SPIKE XCW/RC	SPIKE P/PO	TAP	COWL XCW/RC	COWL P/PO
S1	.6967	.9223	S14	.0340	.9103
S2	.8457	.9217	S15	.1860	.9069
S11	.8457	.9172	S16	.4150	.9084
S12	.8457	.9198	S17	.8470	.9376
S13	.8457	.9221	S18	1.1740	.8990
S3	.9137	.9189	S19	1.4590	.8163
S4	1.1791	.8748	S20	1.5400	.5422
S5	1.4157	.8074	S21	1.8270	.7249
S6	1.6627	.7147	S22	2.7840	.8227
S7	1.7907	.7247	S23	3.2980	.8514
S8	1.9227	.7321	S26	5.2490	.8620
S9	2.2857	.7930			
S10	2.6217	.9091			
S27	5.3000	.8685			
S28	1.4157	.9998			

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.8514
R6P1	.8984
R6P2	.9036
R6P3	.9077
R6P4	.9139
R6P5	.9184
R6P6	.9595
R6P9	.9778
R6P10	.9857
R6P11	.9875

COWL R5

STAT	XCW/RC= 3.3270
S23	.8514
R5P1	.8040
R5P2	.8051
R5P3	.8062
R5P4	.8063
R5P5	.8072
R5P6	.8081
R5P7	.8070
R5P8	.8770
R5P9	.8903
R5P10	.9215
R5P11	.9633

YF-12 INLET NOISE SUPRESSION STUDY

RUN	187	FLIGHT DATE	09/20/79	SPIKE POS. DX/RC	.8569	AMBIENT TEMP	296.1	DEG K	MAX-MIN DIST .0242
		FLIGHT NO.	0	BYPASS POS.	OPEN	AMBIENT PRESS	.9201	ATMOS	K-CIRCUMF. .7473
START	4:29:15.000	INTERVAL	1.000	ENG.FACE RECOV	.9784	ENGINE M/M*	.4871		K-RADIAL .0716
STOP	4:29:44.999	ENG COR RPM	3754.	ENG.FACE MACH NO	.2139	COWL M/M*	.2331		
				COWL LIP RECOV	.9878	ADDITIVE M/M*	.2539		K-DELTA .0570
				MACH AT COWL LIP	.1540				K-A .1287

SPIKE R1

STAT	XCW/RC= .0741
S2	.9848
R1P1	1.0022
R1P2	1.0022
R1P3	1.0021
R1P4	1.0018
R1P5	1.0021
R1P6	1.0020
R1P7	1.0021
R1P8	1.0017
R1P9	1.0019

SPIKE R2

STAT	XCW/RC= 1.4691
S9	.9803
R2P1	1.0065
R2P2	.9967
R2P3	.9965
R2P4	.9910
R2P5	.9940

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.9481
R6P1	.9813
R6P2	.9860
R6P3	.9907
R6P4	.9868
R6P5	.9888
R6P8	.9877
R6P9	.9858
R6P10	.9851
R6P11	.9773

COWL R3

STAT	XCW/RC= .0700
S14	.9862
R3P1	.9653
R3P2	.9650
R3P3	.9654
R3P4	.9650
R3P5	.9651
R3P6	.9651
R3P7	1.0016
R3P8	.9706
R3P9	.9835
R3P10	.9974
R3P11	1.0042
R3P12	1.0023
R3P13	1.0053
R3P14	1.0053
R3P15	1.0053
R3P16	1.0053

COWL R4

STAT	XCW/RC= 1.5580
S20	.9760
R4P1	.9866
R4P2	.9886
R4P3	.9896
R4P4	.9898
R4P5	.9907
R4P6	.9896
R4P7	.9899
R4P8	.9903
R4P9	.9911
R4P10	.9911
R4P11	.9913
R4P12	.9921

COWL R5

STAT	XCW/RC= 3.3270
S23	.9481
R5P1	.9647
R5P2	.9667
R5P3	.9665
R5P4	.9668
R5P5	.9682
R5P6	.9717
R5P7	.9780
R5P8	.9847
R5P9	.9893
R5P10	.9920
R5P11	.9926

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.9751	A198	.9848
B36	.9739	B198	.9848
C36	.9686	C198	.9820
D36	.9674	D198	.9751
E36	.9660	E198	.9734
90 DEG RAKE		252 DEG RAKE	
A90	.9897	A252	.9840
B90	.9892	B252	.9807
C90	.9815	C252	.9773
D90	.9779	D252	.9764
E90	.9758	E252	.9750
144 DEG RAKE		324 DEG RAKE	
A144	.9864	A324	.9798
B144	.9826	B324	.9793
D144	.9801	C324	.9770
C144	.9781	D324	.9767
E144	.9762	E324	.9799

STATIC PRESSURES

TAP	SPIKE XCW/RC	SPIKE P/PO	TAP	COWL XCW/RC	COWL P/PO
S1	-.0749	.9965	S14	.0340	.9662
S2	.0741	.9848	S15	.1860	.9815
S11	.0741	.9859	S16	.4150	.9667
S12	.0741	.9859	S17	.8470	.9821
S13	.0741	.9841	S18	1.1740	.9801
S3	.1421	.9748	S19	1.4590	.9806
S4	.4081	.9659	S20	1.5400	.9760
S5	.6441	.9716	S21	1.8270	.9789
S6	.8911	.9778	S22	2.7840	.9363
S7	1.0191	.9769	S23	3.2980	.9481
S8	1.1511	.9794	S26	5.2890	.9467
S9	1.5141	.9803			
S10	1.8501	.9935			
S27	5.3000	.9482			
S28	.6441	1.0011			

YF-12 INLET NOISE SUPPRESSION STUDY

RUN	188	FLIGHT DATE	09/20/79	SPIKE POS. DX/RC	.8576	AMBIENT TEMP	296.1 DEG K	MAX-MIN DIST	.1381
		FLIGHT NO.	0	BYPASS POS.	OPEN	AMBIENT PRESS	.9192 ATMOS	K-CIRCUMF.	1.3004
START	4:31:50.003	INTERVAL	1.000	ENG.FACE RECOV	.9434	ENGINE M/M*	.4973	K-RADIAL	.1372
STOP	4:33:50.000	ENG COR RPM	4209.	ENG.FACE MACH NO	.1017	COWL M/M*	.2760		
				COWL LIP RECOV	.9595	ADDITIVE M/M*	.2213	K-DELTA	.6879
				MACH AT COWL LIP	.1042			K-A	.8251

SPIKE R1

STAT	XCW/RC= .0734
S2	.9305
R1P1	.9487
R1P2	.9650
R1P3	.9660
R1P4	.9300
R1P5	.9900
R1P6	.9858
R1P7	.9713
R1P8	.9615
R1P9	.9494

COWL R3

STAT	XCW/RC= .0700
S14	.9527
R3P1	.9513
R3P2	.9513
R3P3	.9514
R3P4	.9508
R3P5	.9510
R3P6	.9511
R3P7	.9653
R3P8	.9623
R3P9	.9827
R3P10	1.0013
R3P11	1.0050
R3P12	1.0012
R3P13	1.0050
R3P14	1.0061
R3P15	1.0060
R3P16	1.0060

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.9675	A198	.9425
B36	.9632	B198	.9574
C36	.9553	C198	.9389
D36	.9559	D198	.9401
E36	.9535	E198	.9057
90 DEG RAKE		**252 DEG RAKE**	
A90	.9861	A252	.9587
B90	.9852	B252	.8890
C90	.9784	C252	.9436
D90	.9723	D252	.9014
E90	.9682	E252	.9355
144 DEG RAKE		**324 DEG RAKE**	
A144	.9790	A324	.8866
B144	.9755	B324	.9145
D144	.9695	C324	.8994
C144	.9670	D324	.8558
E144	.9644	E324	.8917

SPIKE R2

STAT	XCW/RC= 1.4644
S9	.9526
R2P1	.9815
R2P2	.9730
R2P3	.9169
R2P4	.9480
R2P5	.9447

COWL R4

STAT	XCW/RC= 1.5340
S20	.9676
R4P1	.9830
R4P2	.9852
R4P3	.9852
R4P4	.9859
R4P5	.9862
R4P6	.9865
R4P7	.9871
R4P8	.9860
R4P9	.9866
R4P10	.9848
R4P11	.9897
R4P12	.9898

STATIC PRESSURES

TAP	SPIKE XCW/RC	SPIKE P/PO	TAP	COWL XCW/RC	COWL P/PO
S1	-.0756	.9960	S14	.0340	.9527
S2	.0734	.9305	S15	.1860	.9482
S11	.0734	.9781	S16	.4150	.9543
S12	.0734	.9790	S17	.8470	.9699
S13	.0734	.9787	S18	1.1740	.9731
S3	.1414	.9670	S19	1.4590	.9740
S4	.4074	.9517	S20	1.5400	.9676
S5	.6434	.9627	S21	1.8270	.9717
S6	.8904	.9701	S22	2.7840	.9114
S7	1.0184	.9716	S23	3.2980	.9274
S8	1.1504	.9728	S26	5.2890	.9263
S9	1.5134	.9526			
S10	1.8494	.9917			
S27	5.3000	.9293			
S28	.0434	1.0027			

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.9274
R6P1	.9260
R6P2	.9240
R6P3	.9532
R6P4	.9305
R6P5	.9412
R6P8	.9440
R6P9	.9640
R6P10	.9202
R6P11	.9397

COWL R5

STAT	XCW/RC= 3.3270
S23	.9274
R5P1	.9485
R5P2	.9523
R5P3	.9529
R5P4	.9533
R5P5	.9501
R5P6	.9601
R5P7	.9703
R5P8	.9811
R5P9	.9858
R5P10	.9849
R5P11	.9918

YF-12 INLET NOISE SUPRESSION STUDY

RUN	189	FLIGHT DATE	09/20/79	SPIKE POS. DX/RC	.8570	AMBIENT TEMP	296.7 DEG K	MAX-MIN DIST	.0472
		FLIGHT NO.	0	BYPASS POS.	OPEN	AMBIENT PRESS	.9191 ATMOS	K-CIRCUMF.	.5944
START	4:33:50.000	INTERVAL	1.000	ENG.FAIL RECOV	.9564	ENGINE M/M*	.5391	K-RADIAL	.1325
STOP	4:34:20.000	ENG COR RPM	4667.	ENG.FAIL MACH NO	.2944	COWL M/M*	.3155		
				COWL LIP RECOV	.9761	ADDITIVE M/M*	.2236	K-DELTA	.0626
				MACH AT COWL LIP	.1854			K-A	.1952

SPIKE R1

STAT	XCW/RC= .0740
S2	.9717
R1P1	1.0035
R1P2	1.0035
R1P3	1.0034
R1P4	1.0033
R1P5	1.0034
R1P6	1.0032
R1P7	1.0033
R1P8	1.0034
R1P9	1.0019

COWL R3

STAT	XCW/RC= .0700
S14	.9342
R3P1	.9338
R3P2	.9336
R3P3	.9337
R3P4	.9336
R3P5	.9340
R3P6	.9334
R3P7	1.0054
R3P8	.9460
R3P9	.9737
R3P10	.9981
R3P11	1.0053
R3P12	1.0008
R3P13	1.0054
R3P14	1.0061
R3P15	1.0057
R3P16	1.0058

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.9543	A198	.9691
B36	.9485	B198	.9666
C36	.9441	C198	.9644
D36	.9402	D198	.9447
E36	.9355	E198	.9382
90 DEG RAKE		252 DEG RAKE	
A90	.9806	A252	.9714
B90	.9781	B252	.9634
C90	.9699	C252	.9514
D90	.9614	D252	.9451
E90	.9552	E252	.9399
144 DEG RAKE		324 DEG RAKE	
A144	.9697	A324	.9606
B144	.9656	B324	.9637
D144	.9545	C324	.9598
C144	.9492	D324	.9541
E144	.9439	E324	.9495

SPIKE R2

STAT	XCW/RC= 1.4690
S9	.9635
R2P1	.9879
R2P2	.9941
R2P3	.9893
R2P4	.9820
R2P5	.9763

COWL R4

STAT	XCW/RC= 1.5380
S20	.9542
R4P1	.9754
R4P2	.9756
R4P3	.9776
R4P4	.9781
R4P5	.9781
R4P6	.9800
R4P7	.9799
R4P8	.9811
R4P9	.9831
R4P10	.9828
R4P11	.9834
R4P12	.9850

STATIC PRESSURES

TAP	SPIKE XCW/RC	P/PO	TAP	COWL XCW/RC	P/PO
S1	-.0750	.9941	S14	.0340	.9342
S2	.0740	.9717	S15	.1660	.9297
S11	.0740	.9706	S16	.4150	.9374
S12	.0740	.9710	S17	.8470	.9583
S13	.0740	.9706	S18	1.1740	.9636
S3	.1420	.9549	S19	1.4590	.9638
S4	.4080	.9337	S20	1.5400	.9542
S5	.6440	.9482	S21	1.8270	.9612
S6	.8910	.9585	S22	2.7840	.8835
S7	1.0190	.9617	S23	3.2980	.8995
S8	1.1510	.9621	S26	5.2690	.8972
S9	1.5140	.9635			
S10	1.8500	.9869			
S27	5.3000	.9027			
S28	.6440	1.0023			

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.8995
R6P1	.9553
R6P2	.9695
R6P3	.9702
R6P4	.9755
R6P5	.9788
R6P8	.9752
R6P9	.9712
R6P10	.9651
R6P11	.9547

COWL R5

STAT	XCW/RC= 3.3270
S23	.8995
R5P1	.9269
R5P2	.9323
R5P3	.9367
R5P4	.9330
R5P5	.9360
R5P6	.9417
R5P7	.9564
R5P8	.9695
R5P9	.9782
R5P10	.9832
R5P11	.9865

YF-12 INLET NOISE SUPRESSION STUDY

RUN	190	FLIGHT DATE	09/20/79	SPIKE POS. DX/RC	.8582	AMBIENT TEMP	296.7 DEG K	MAX-MIN DIST	.0908
		FLIGHT NO.	0	BYPASS POS.	OPEN	AMBIENT PRESS	.9207 ATMOS	K=CIRCUMF.	.5098
START	4:36: 5.001	INTERVAL	1.000	ENG.FACE RECOV	.9425	ENGINE M/M*	.5583	K=RADIAL	.1024
STOP	4:36:35.000	ENG COR RPM	5013.	ENG.FACE MACH NO	.3252	COWL M/M*	.3557		
				COWL LIP RECOV	.9689	ADDITIVE M/M*	.2026	K=DELTA	.0313
				MACH AT COWL LIP	.2118			K=A	.1337

SPIKE R1

STAT	XCW/RC= .0728
S2	.9622
R1P1	1.0005
R1P2	1.0011
R1P3	1.0140
R1P4	1.0011
R1P5	1.0012
R1P6	1.0006
R1P7	1.0012
R1P8	1.0008
R1P9	.9993

COWL R3

STAT	XCW/RC= .0700
S14	.9160
R3P1	.9141
R3P2	.9141
R3P3	.9151
R3P4	.9156
R3P5	.9164
R3P6	.9169
R3P7	1.0005
R3P8	.9380
R3P9	.9779
R3P10	1.0001
R3P11	1.0031
R3P12	.9995
R3P13	1.0039
R3P14	1.0033
R3P15	1.0035
R3P16	1.0036

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.9471	A198	.8876
B36	.9546	B198	.9551
C36	.9307	C198	.9517
D36	.9238	D198	.9323
E36	.9225	E198	.9214
90 DEG RAKE		**252 DEG RAKE**	
A90	.9733	A252	.9643
B90	.9680	B252	.9544
C90	.9557	C252	.9438
D90	.9480	D252	.9327
E90	.9404	E252	.9242
144 DEG RAKE		**324 DEG RAKE**	
A144	.9665	A324	.9890
B144	.9595	B324	.9558
D144	.9438	C324	.9491
C144	.9363	D324	.9446
E144	.9288	E324	.9333

SPIKE R2

STAT	XCW/RC= 1.4678
S9	.9517
R2P1	.9818
R2P2	.9923
R2P3	.9885
R2P4	.9744
R2P5	.9682

COWL R4

STAT	XCW/RC= 1.5380
S20	.9409
R4P1	.9651
R4P2	.9679
R4P3	.9715
R4P4	.9712
R4P5	.9725
R4P6	.9755
R4P7	.9748
R4P8	.9758
R4P9	.9767
R4P10	.9762
R4P11	.9791
R4P12	.9786

STATIC PRESSURES

TAP	SPIKE XCW/RC	P/PO	TAP	COWL XCW/RC	P/PO
S1	-.0762	.0000	S14	.0340	.9160
S2	.0728	.9622	S15	.1860	.9123
S11	.0728	.9608	S16	.4150	.9225
S12	.0728	.0000	S17	.8470	.9472
S13	.0728	.9623	S18	1.1740	.9533
S3	.1408	.9421	S19	1.4590	.9539
S4	.4068	.9180	S20	1.5400	.9409
S5	.6428	.9363	S21	1.8270	.9512
S6	.8898	.9475	S22	2.7840	.8476
S7	1.0178	.9506	S23	3.2980	.8737
S8	1.1498	.9499	S26	5.2890	.8712
S9	1.5128	.9517			
S10	1.8488	.9844			
S27	5.3000	.8779			
S28	.6428	1.0002			

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.8737
R6P1	.9443
R6P2	.9609
R6P3	.9641
R6P4	.8943
R6P5	.9692
R6P8	.9742
R6P9	.9643
R6P10	.9574
R6P11	.9404

COWL R5

STAT	XCW/RC= 3.3270
S23	.8737
R5P1	.9142
R5P2	.9181
R5P3	.9156
R5P4	.9185
R5P5	.9246
R5P6	.9272
R5P7	.9444
R5P8	.9641
R5P9	.9729
R5P10	.9778
R5P11	.9795

YF-12 INLET NOISE SUPRESSION STUDY

RUN	191	FLIGHT DATE	09/20/79	SPIKE POS. DX/RC	.8582	AMBIENT TEMP	296.7 DEG K	MAX-MIN DIST	.0665
		FLIGHT NO.	0	BYPASS POS.	OPEN	AMBIENT PRESS	.9216 ATMOS	K-CIRCUMF.	.5103
START	4:37:45.000	INTERVAL	1.000	ENG. FACE RECOV	.9342	ENGINE M/M*	.5862	K-RADIAL	.1518
STOP	4:38:15.000	ENG COR RPM	5379.	ENG. FACE MACH NO	.3569	COWL M/M*	.3703		
				COWL LIP RECOV	.9616	ADDITIVE M/M*	.2159	K-DELTA	.0874
				MACH AT COWL LIP	.2228			K-A	.2392

SPIKE R1

STAT	XCW/RC= .0728
S2	.9552
R1P1	.9992
R1P2	.9998
R1P3	1.0000
R1P4	.9998
R1P5	.9979
R1P6	.9996
R1P7	1.0001
R1P8	1.0001
R1P9	.9984

SPIKE R2

STAT	XCW/RC= 1.4678
S9	.9438
R2P1	.9778
R2P2	.9900
R2P3	.9833
R2P4	.9708
R2P5	.9637

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.8502
R6P1	.9330
R6P2	.9522
R6P3	.9585
R6P4	.9640
R6P5	.9678
R6P8	.9648
R6P9	.9554
R6P10	.9432
R6P11	.9264

COWL R3

STAT	XCW/RC= .0700
S14	.9028
R3P1	.9018
R3P2	.9019
R3P3	.9010
R3P4	.9014
R3P5	.9016
R3P6	.9016
R3P7	.9999
R3P8	.9243
R3P9	.9687
R3P10	.9979
R3P11	1.0015
R3P12	.9965
R3P13	1.0028
R3P14	1.0026
R3P15	1.0029
R3P16	1.0027

COWL R4

STAT	XCW/RC= 1.5380
S20	.9303
R4P1	.9584
R4P2	.9608
R4P3	.9665
R4P4	.9666
R4P5	.9666
R4P6	.9655
R4P7	.9674
R4P8	.9691
R4P9	.9691
R4P10	.9712
R4P11	.9737
R4P12	.9753

COWL R5

STAT	XCW/RC= 3.3270
S23	.8502
R5P1	.8964
R5P2	.9019
R5P3	.9030
R5P4	.9072
R5P5	.9120
R5P6	.9207
R5P7	.9317
R5P8	.9530
R5P9	.9695
R5P10	.9709
R5P11	.9692

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.9313	A198	.9554
B36	.9215	B198	.9536
C36	.9156	C198	.9445
D36	.9113	D198	.9197
E36	.9065	E198	.9071
90 DEG RAKE		**252 DEG RAKE**	
A90	.9686	A252	.9497
B90	.9613	B252	.9369
C90	.9446	C252	.9305
D90	.9347	D252	.9195
E90	.9295	E252	.9115
144 DEG RAKE		**324 DEG RAKE**	
A144	.9608	A324	.9347
B144	.9525	B324	.9460
D144	.9310	C324	.9458
C144	.9261	D324	.9328
E144	.9213	E324	.9222

STATIC PRESSURES

TAP	SPIKE XCW/RC	SPIKE P/PO	TAP	COWL XCW/RC	COWL P/PO
S1	-.0762	.9870	S14	.0340	.9028
S2	.0728	.9552	S15	.1860	.8971
S11	.0728	.9546	S16	.4150	.9096
S12	.0728	.9541	S17	.8470	.9376
S13	.0728	.9551	S18	1.1740	.9452
S3	.1408	.9322	S19	1.4590	.9464
S4	.4068	.9030	S20	1.5400	.9303
S5	.6428	.9256	S21	1.8270	.9422
S6	.8898	.9364	S22	2.7840	.8312
S7	1.0178	.9415	S23	3.2980	.8502
S8	1.1498	.9430	S26	5.2890	.8516
S9	1.5128	.9438			
S10	1.8488	.9760			
S27	5.3000	.8575			
S28	.6428	.9990			

YF-12 INLET NOISE SUPRESSION STUDY

RUN	192	FLIGHT DATE	09/20/79	SPIKE POS. DX/RC	.8582	AMBIENT TEMP	297.2 DEG K	MAX-MIN DIST	.0767
		FLIGHT NO.	0	BYPASS POS.	OPEN	AMBIENT PRESS	.9139 ATMOS	K-CIRCUMF.	.4917
START	4:40:40.002	INTERVAL	1.000	ENG.FACE RECOV	.9344	ENGINE M/M*	.6085	K-RADIAL	.1457
STOP	4:41: 9.998	ENG COR RPM	5601.	ENG.FACE MACH NO	.3855	COWL M/M*	.3929		
				COWL LIP RECOV	.9663	ADDITIVE M/M*	.2155	K-DELTA	.1014
				MACH AT COWL LIP	.2362			K-A	.2472

SPIKE R1

STAT	XCW/RC= .0728
S2	.9592
R1P1	1.0077
R1P2	1.0056
R1P3	1.0081
R1P4	1.0069
R1P5	1.0076
R1P6	1.0059
R1P7	1.0081
R1P8	1.0061
R1P9	1.0065

COWL R3

STAT	XCW/RC= .0700
S14	.8998
R3P1	.8977
R3P2	.8979
R3P3	.8974
R3P4	.8969
R3P5	.8972
R3P6	.8969
R3P7	1.0083
R3P8	.9339
R3P9	.9854
R3P10	1.0085
R3P11	1.0103
R3P12	1.0042
R3P13	1.0110
R3P14	1.0104
R3P15	1.0104
R3P16	1.0104

STAT XCW/RC= 5.4850

36 DEG RAKE		198 DEG RAKE	
A36	.9344	A198	.9552
B36	.9215	B198	.9541
C36	.9121	C198	.9486
D36	.9087	D198	.9169
E36	.9018	E198	.9046
90 DEG RAKE		252 DEG RAKE	
A90	.9735	A252	.9400
B90	.9672	B252	.9353
C90	.9496	C252	.9208
D90	.9382	D252	.9165
E90	.9294	E252	.9101
144 DEG RAKE		324 DEG RAKE	
A144	.9659	A324	.9376
B144	.9563	B324	.9471
C144	.9336	C324	.9462
D144	.9294	D324	.9352
E144	.9252	E324	.9217

SPIKE R2

STAT	XCW/RC= 1.4678
S9	.9458
R2P1	.9833
R2P2	.9948
R2P3	.9857
R2P4	.9763
R2P5	.9671

COWL R4

STAT	XCW/RC= 1.5380
S20	.9289
R4P1	.9591
R4P2	.9639
R4P3	.9664
R4P4	.9694
R4P5	.9693
R4P6	.9701
R4P7	.9706
R4P8	.9712
R4P9	.9736
R4P10	.9749
R4P11	.9760
R4P12	.9770

STATIC PRESSURES

TAP	SPIKE XCW/RC	SPIKE P/PO	TAP	COWL XCW/RC	COWL P/PO
S1	-.0762	.9942	S14	.0540	.8998
S2	.0728	.9592	S15	.1860	.8934
S11	.0728	.9576	S16	.4150	.9081
S12	.0728	.9574	S17	.8470	.9399
S13	.0728	.9584	S18	1.1740	.9477
S5	.1408	.9328	S19	1.4590	.9477
S4	.4068	.9002	S20	1.5400	.9289
S5	.6428	.9245	S21	1.8270	.9437
S6	.8898	.9394	S22	2.7840	.8127
S7	1.0178	.9459	S23	3.2980	.8380
S8	1.1498	.9447	S26	5.2890	.8399
S9	1.5128	.9458			
S10	1.8488	.9813			
S27	5.3000	.8449			
S28	.6428	1.0075			

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.8380
R6P1	.9295
R6P2	.9464
R6P3	.9583
R6P4	.9647
R6P5	.9708
R6P8	.9698
R6P9	.9636
R6P10	.9552
R6P11	.9313

COWL R5

STAT	XCW/RC= 3.3270
S23	.8380
R5P1	.8922
R5P2	.8921
R5P3	.8963
R5P4	.9023
R5P5	.9055
R5P6	.9192
R5P7	.9349
R5P8	.9604
R5P9	.9688
R5P10	.9750
R5P11	.9767

YF-12 INLET NOISE SUPRESSION STUDY

RUN	193	FLIGHT DATE	09/20/79	SPIKE POS. DX/RC	.8582	AMBIENT TEMP	297.2 DEG K	MAX-MIN DIST	.0865
		FLIGHT NO.	0	BYPASS POS.	OPEN	AMBIENT PRESS	.9212 ATMOS	K-CIRCUMF.	.4354
START	4:42:50.003	INTERVAL	1.000	ENG.FACE RECOV	.9218	ENGINE M/M*	.6330	K-RADIAL	.1470
STOP	4:43:19.998	ENG COR RPM	5863.	ENG.FACE MACH NO	.3997	COWL M/M*	.4025		
				COWL LIP RECOV	.9555	ADDITIVE M/M*	.2305	K-DELTA	.0880
				MACH AT COWL LIP	.2453			K-A	.2349

SPIKE R1

STAT	XCW/RC= .0728
S2	.9480
R1P1	.9986
R1P2	.9997
R1P3	.9994
R1P4	.9999
R1P5	.9995
R1P6	.9999
R1P7	1.0000
R1P8	1.0000
R1P9	.9982

COWL R3

STAT	XCW/RC= .0700
S14	.8846
R3P1	.8833
R3P2	.8825
R3P3	.8830
R3P4	.8826
R3P5	.8827
R3P6	.8832
R3P7	.9993
R3P8	.9218
R3P9	.9743
R3P10	.9994
R3P11	1.0021
R3P12	.9955
R3P13	1.0028
R3P14	1.0024
R3P15	1.0027
R3P16	1.0024

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.9198	A198	.9416
B36	.9061	B198	.9389
C36	.8988	C198	.9365
D36	.8946	D198	.9051
E36	.8889	E198	.8831
90 DEG RAKE		**252 DEG RAKE**	
A90	.9628	A252	.9336
B90	.9553	B252	.9258
C90	.9367	C252	.9138
D90	.9226	D252	.9052
E90	.9119	E252	.8987
144 DEG RAKE		**324 DEG RAKE**	
A144	.9576	A324	.9268
B144	.9470	B324	.9357
D144	.9204	C324	.9310
C144	.9156	D324	.9229
E144	.9107	E324	.9093

SPIKE R2

STAT	XCW/RC= 1.4678
S9	.9339
R2P1	.9749
R2P2	.9881
R2P3	.9789
R2P4	.9654
R2P5	.9563

COWL R4

STAT	XCW/RC= 1.5380
S20	.9160
R4P1	.9499
R4P2	.9543
R4P3	.9567
R4P4	.9578
R4P5	.9594
R4P6	.9601
R4P7	.9622
R4P8	.9636
R4P9	.9658
R4P10	.9678
R4P11	.9676
R4P12	.9695

STATIC PRESSURES

TAP	SPIKE XCW/RL	SPIKE P/PO	TAP	COWL XCW/RL	COWL P/PO
S1	-.0702	.9851	S14	.0340	.8846
S2	.0728	.9480	S15	.1860	.8791
S11	.0728	.9466	S16	.4150	.8939
S12	.0728	.9473	S17	.8470	.9275
S13	.0728	.9475	S18	1.1740	.9357
S3	.1408	.9208	S19	1.4590	.9358
S4	.4068	.8873	S20	1.5400	.9160
S5	.6428	.9122	S21	1.8270	.9322
S6	.8898	.9279	S22	2.7840	.7952
S7	1.0178	.9319	S23	3.2980	.8191
S8	1.1498	.9334	S26	5.2890	.8215
S9	1.5128	.9339			
S10	1.8488	.9710			
S27	5.5000	.8279			
S28	.6428	.9992			

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.8191
R6P1	.9213
R6P2	.9470
R6P3	.9508
R6P4	.9599
R6P5	.9647
R6P8	.9579
R6P9	.9503
R6P10	.9384
R6P11	.9137

COWL R5

STAT	XCW/RC= 3.3270
S23	.8191
R5P1	.8804
R5P2	.8837
R5P3	.8876
R5P4	.8894
R5P5	.8964
R5P6	.9053
R5P7	.9257
R5P8	.9467
R5P9	.9603
R5P10	.9669
R5P11	.9648

YF-12 INLET NOISE SUPRESSION STUDY

RUN	194	FLIGHT DATE	09/20/79	SPIKE POS. DX/RC	.8407	AMBIENT TEMP	298.9 DEG K	MAX-MIN DIST	.0927
		FLIGHT NO.	0	BYPASS POS.	OPEN	AMBIENT PRESS	.9212 ATMOS	K-CIRCUMF.	.4031
START	4:44:50.000	INTERVAL	1.000	ENG.FACE RECOV	.9143	ENGINE M/M*	.6632	K-RADIAL	.1416
STOP	4:45:19.997	ENG COR RPM	6100.	ENG.FACE MACH NO	.4511	COWL M/M*	.4179		
				COWL LIP RECOV	.9501	ADDITIVE M/M*	.2453	K-DELTA	.0954
				MACH AT COWL LIP	.2570			K-A	.2370

SPIKE R1

STAT	XCW/RC= .0903
S2	.9422
R1P1	.9991
R1P2	.9944
R1P3	.9971
R1P4	.9967
R1P5	.9998
R1P6	.9994
R1P7	1.0001
R1P8	.9996
R1P9	.9982

SPIKE R2

STAT	XCW/RC= 1.4853
S9	.9262
R2P1	.9716
R2P2	.9848
R2P3	.9762
R2P4	.9628
R2P5	.9519

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.7981
R6P1	.9092
R6P2	.9384
R6P3	.9457
R6P4	.9532
R6P5	.9591
R6P8	.9519
R6P9	.9440
R6P10	.9253
R6P11	.8960

COWL R3

STAT	XCW/RC= .0700
S14	.8726
R3P1	.8702
R3P2	.8701
R3P3	.8705
R3P4	.8705
R3P5	.8703
R3P6	.8706
R3P7	.9957
R3P8	.9060
R3P9	.9655
R3P10	.9964
R3P11	1.0027
R3P12	.9948
R3P13	1.0038
R3P14	1.0041
R3P15	1.0044
R3P16	1.0041

COWL R4

STAT	XCW/RC= 1.5380
S20	.9061
R4P1	.9468
R4P2	.9497
R4P3	.9524
R4P4	.9526
R4P5	.9555
R4P6	.9557
R4P7	.9578
R4P8	.9585
R4P9	.9606
R4P10	.9631
R4P11	.9654
R4P12	.9652

COWL R5

STAT	XCW/RC= 3.3270
S23	.7981
R5P1	.8603
R5P2	.8659
R5P3	.8775
R5P4	.8794
R5P5	.8855
R5P6	.8970
R5P7	.9173
R5P8	.9409
R5P9	.9500
R5P10	.9565
R5P11	.9598

STAT XCW/RC= 5.4850

36 DEG RAKE		198 DEG RAKE	
A36	.9088	A198	.9393
B36	.8981	B198	.9803
C36	.8887	C198	.9367
D36	.8855	D198	.8959
E36	.8782	E198	.8738
90 DEG RAKE		252 DEG RAKE	
A90	.9586	A252	.9273
B90	.9514	B252	.9132
C90	.9291	C252	.9007
D90	.9155	D252	.8959
E90	.9054	E252	.8876
144 DEG RAKE		324 DEG RAKE	
A144	.9467	A324	.9205
B144	.9500	B324	.9346
D144	.9136	C324	.9244
C144	.9116	D324	.9123
E144	.9096	E324	.8959

STATIC PRESSURES

TAP	SPIKE XCW/RC	SPIKE P/PO	TAP	COWL XCW/RC	COWL P/PO
S1	-.0587	.9838	S14	.0340	.8726
S2	.0903	.9422	S15	.1860	.8665
S11	.0903	.9408	S16	.4150	.8820
S12	.0903	.9405	S17	.8470	.9189
S13	.0903	.9426	S18	1.1740	.9279
S3	.1585	.9157	S19	1.4590	.9295
S4	.4243	.8741	S20	1.5400	.9061
S5	.6603	.9030	S21	1.8270	.9247
S6	.9073	.9206	S22	2.7840	.7708
S7	1.0353	.9247	S23	3.2980	.7981
S8	1.1673	.9267	S26	5.2890	.7992
S9	1.5303	.9262			
S10	1.8603	.9679			
S27	5.3000	.8078			
S28	.6603	.9987			

YF-12 INLET NOISE SUPRESSION STUDY

RUN	196	FLIGHT DATE	09/20/79	SPIKE POS. DX/RC	.8582	AMBIENT TEMP	298.9 DEG K	MAX-MIN DIST	.1164
		FLIGHT NO.	0	BYPASS POS.	OPEN	AMBIENT PRESS	.9211 ATMOS	K-CIRCUMF.	.3328
START	4:48:43.000	INTERVAL	1.000	ENG.FACE RECOV	.9016	ENGINE M/M*	.7177	K-RADIAL	.1496
STOP	4:48:58.664	ENG COR RPM	6434.	ENG.FACE MACH NO	.4741	COWL M/M*	.4010		
				COWL LIP RECOV	.9342	ADDITIVE M/M*	.3166	K-DELTA	.0838
				MACH AT COWL LIP	.2503			K-A	.2333

SPIKE R1

STAT	XCW/RC= .0728
S2	.9353
R1P1	.0000
R1P2	1.0000
R1P3	1.0004
R1P4	1.0003
R1P5	.9925
R1P6	1.0000
R1P7	1.0001
R1P8	.9996
R1P9	.9971

COWL R3

STAT	XCW/RC= .0700
S14	.8534
R3P1	.8524
R3P2	.8521
R3P3	.8519
R3P4	.8508
R3P5	.8513
R3P6	.8513
R3P7	1.0002
R3P8	.8926
R3P9	.9614
R3P10	.9983
R3P11	1.0020
R3P12	.9931
R3P13	1.0021
R3P14	1.0021
R3P15	1.0021
R3P16	.0000

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.8982	A198	.9294
B36	.8826	B198	.9235
C36	.8715	C198	.9191
D36	.8670	D198	.8805
E36	.8640	E198	.8519
90 DEG RAKE		252 DEG RAKE	
A90	.9568	A252	.9279
B90	.9417	B252	.9112
C90	.9124	C252	.8882
D90	.8980	D252	.8793
E90	.8851	E252	.8756
144 DEG RAKE		324 DEG RAKE	
A144	.9477	A324	.9097
B144	.9304	B324	.9186
C144	.9034	C324	.9062
D144	.8945	D324	.9000
E144	.8856	E324	.8835

SPIKE R2

STAT	XCW/RC= 1.4678
S9	.9160
R2P1	.9689
R2P2	.9842
R2P3	.9770
R2P4	.9576
R2P5	.9446

COWL R4

STAT	XCW/RC= 1.4340
S20	.8950
R4P1	.9409
R4P2	.9442
R4P3	.9431
R4P4	.9469
R4P5	.9476
R4P6	.9492
R4P7	.9514
R4P8	.9500
R4P9	.9523
R4P10	.9503
R4P11	.9573
R4P12	.9571

STATIC PRESSURES

TAP	SPIKE XCW/RC	SPIKE P/PO	TAP	COWL XCW/RC	COWL P/PO
S1	-.0702	.9814	S14	.0340	.8534
S2	.0728	.9353	S15	.1860	.8481
S11	.0728	.9339	S16	.4150	.8653
S12	.0728	.9340	S17	.8470	.9080
S13	.0728	.9340	S18	1.1740	.9187
S3	.1408	.8997	S19	1.4590	.9196
S4	.4068	.8560	S20	1.5400	.8950
S5	.6428	.8886	S21	1.8270	.9137
S6	.8698	.9089	S22	2.7840	.7365
S7	1.0178	.9153	S23	3.2980	.7644
S8	1.1498	.9161	S26	5.2890	.7671
S9	1.3128	.9160			
S10	1.8488	.9617			
S27	5.3000	.7764			
S28	.6428	.9989			

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.7644
R6P1	.8923
R6P2	.9232
R6P3	.9348
R6P4	.9440
R6P5	.9496
R6P8	.9474
R6P9	.9378
R6P10	.9148
R6P11	.8829

COWL R5

STAT	XCW/RC= 3.3270
S23	.7644
R5P1	.8428
R5P2	.8487
R5P3	.8598
R5P4	.8600
R5P5	.8706
R5P6	.8837
R5P7	.9159
R5P8	.9260
R5P9	.9389
R5P10	.9516
R5P11	.9531

YF-12 INLET NOISE SUPRESSION STUDY

RUN	197	FLIGHT DATE	09/20/79	SPIKE POS. DX/RC	.8530	AMBIENT TEMP	298.9 DEG K	MAX-MIN DIST	.1160
		FLIGHT NO.	0	BYPASS POS.	OPEN	AMBIENT PRESS	.9210 ATMOS	K-CIRCUMF.	.3051
START	4:50:55.002	INTERVAL	1.000	ENG.FACE RECOV	.8969	ENGINE M/M*	.7365	K-RADIAL	.1478
STOP	4:55:50.000	ENG COR RPM	6597.	ENG.FACE MACH NO	.4862	COWL M/M*	.4629		
				COWL LIP RECOV	.9554	ADDITIVE M/M*	.2735	K-DELTA	.0737
				MACH AT COWL LIP	.2925			K-A	.2215

SPIKE R1

STAT	XCW/RC= .0780
S2	.9146
R1P1	.9992
R1P2	.9999
R1P3	.9935
R1P4	.9993
R1P5	1.0000
R1P6	1.0000
R1P7	1.0001
R1P8	.0000
R1P9	.9969

COWL R3

STAT	XCW/RC= .0700
S14	.8483
R3P1	.8480
R3P2	.8485
R3P3	.8483
R3P4	.8476
R3P5	.8476
R3P6	.8466
R3P7	.9993
R3P8	.8915
R3P9	.9691
R3P10	1.0005
R3P11	1.0017
R3P12	.9944
R3P13	1.0031
R3P14	1.0022
R3P15	1.0028
R3P16	1.0027

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.9014	A198	.9286
B36	.8782	B198	.9220
C36	.8694	C198	.9180
D36	.8635	D198	.8700
E36	.8480	E198	.8490
90 DEG RAKE		252 DEG RAKE	
A90	.9500	A252	.9158
B90	.9401	B252	.9008
C90	.9112	C252	.8848
D90	.8955	D252	.8729
E90	.8809	E252	.8652
144 DEG RAKE		324 DEG RAKE	
A144	.9446	A324	.9121
B144	.9272	B324	.9164
D144	.8959	C324	.9079
C144	.8686	D324	.8920
E144	.8812	E324	.8794

SPIKE R2

STAT	XCW/RC= 1.4736
S9	.9128
R2P1	.9695
R2P2	.9840
R2P3	.9732
R2P4	.9545
R2P5	.9442

COWL R4

STAT	XCW/RC= 1.5586
S20	.8886
R4P1	.9355
R4P2	.9400
R4P3	.9368
R4P4	.9438
R4P5	.9475
R4P6	.9488
R4P7	.9492
R4P8	.9509
R4P9	.9507
R4P10	.9527
R4P11	.9574
R4P12	.9608

STATIC PRESSURES

TAP	SPIKE XCW/RC	SPIKE P/PO	TAP	COWL XCW/RC	COWL P/PO
S1	-.0710	.9814	S14	.0340	.8483
S2	.0780	.9146	S15	.1860	.8437
S11	.0780	.9179	S16	.4150	.8625
S12	.0780	.9318	S17	.8470	.9042
S13	.0780	.9526	S18	1.1740	.9160
S3	.1460	.8908	S19	1.4590	.9171
S4	.4120	.8526	S20	1.5400	.8886
S5	.6480	.8855	S21	1.8270	.9110
S6	.8950	.9065	S22	2.7840	.7341
S7	1.0230	.9106	S23	3.2980	.7552
S8	1.1550	.9135	S26	5.2890	.7559
S9	1.5180	.9128			
S10	1.8540	.9602			
S27	5.3000	.7673			
S28	.6480	.9998			

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.7552
R6P1	.8874
R6P2	.9128
R6P3	.9258
R6P4	.9421
R6P5	.9504
R6P6	.9541
R6P9	.9338
R6P10	.9174
R6P11	.8855

COWL R5

STAT	XCW/RC= 3.3270
S23	.7552
R5P1	.8384
R5P2	.8457
R5P3	.8470
R5P4	.8523
R5P5	.8595
R5P6	.8703
R5P7	.9049
R5P8	.9288
R5P9	.9510
R5P10	.9539
R5P11	.9597

YF-12 INLET NOISE SUPRESSION STUDY

RUN	200	FLIGHT DATE	09/20/79	SPIKE POS. DX/RC	.4599	AMBIENT TEMP	300.0 DEG K	MAX-MIN DIST	.0621
		FLIGHT NO.	0	BYPASS POS.	OPEN	AMBIENT PRESS	.9211 ATMOS	K-CIRCUMF.	.6344
START	5: 5:20.001	INTERVAL	1.000	ENG.FACE RECOV	.9573	ENGINE M/M*	.6690	K-RADIAL	.1759
STOP	5: 5:45.437	ENG COR RPM	4678.	ENG.FACE MACH NO	.2948	COWL M/M*	.3309		
				COWL LIP RECOV	.9782	ADDITIVE M/M*	.3381	K-DELTA	.1002
				MACH AT COWL LIP	.1552			K-A	.2762

SPIKE R1

STAT	XCW/RC= .4711
S2	.9632
R1P1	1.0010
R1P2	1.0010
R1P3	1.0011
R1P4	1.0010
R1P5	1.0096
R1P6	1.0121
R1P7	1.0128
R1P8	1.0010
R1P9	.9973

COWL R3

STAT	XCW/RC= .0700
S14	.9605
R3P1	.9597
R3P2	.9596
R3P3	.9594
R3P4	.9593
R3P5	.9594
R3P6	.9602
R3P7	1.0011
R3P8	.9618
R3P9	.9715
R3P10	.9893
R3P11	1.0040
R3P12	1.0010
R3P13	1.0051
R3P14	1.0045
R3P15	1.0056
R3P16	1.0050

STAT XCW/RC= 5.4650

36 DEG RAKE		198 DEG RAKE	
A36	.9582	A198	.9744
B36	.9528	B198	.9664
C36	.9464	C198	.9624
D36	.9374	D198	.9432
E36	.9307	E198	.9322
90 DEG RAKE		252 DEG RAKE	
A90	.9402	A252	.9760
B90	.9645	B252	.9589
C90	.9608	C252	.9532
D90	.9560	D252	.9459
E90	.9503	E252	.9302
144 DEG RAKE		324 DEG RAKE	
A144	.9808	A324	.9604
B144	.9742	B324	.9620
D144	.9562	C324	.9602
C144	.9551	D324	.9557
E144	.9480	E324	.9480

SPIKE R2

STAT	XCW/RC= 1.8661
S9	.9628
R2P1	.9910
R2P2	.9975
R2P3	.9940
R2P4	.9920
R2P5	.9836

COWL R4

STAT	XCW/RC= 1.5380
S20	.9379
R4P1	.9906
R4P2	.9950
R4P3	.9954
R4P4	1.0007
R4P5	.9932
R4P6	.9955
R4P7	.9969
R4P8	.9975
R4P9	.9976
R4P10	.9986
R4P11	.9990
R4P12	.9992

STATIC PRESSURES

TAP	SPIKE XCW/RC	SPIKE P/PO	TAP	COWL XCW/RC	COWL P/PO
S1	.3221	.9614	S14	.0340	.9605
S2	.4711	.9632	S15	.1860	.9545
S11	.4711	.9598	S16	.4150	.9637
S12	.4711	.9601	S17	.8470	.9734
S13	.4711	.9622	S18	1.1740	.9701
S3	.5391	.9637	S19	1.4590	.9654
S4	.6051	.9929	S20	1.5400	.9379
S5	1.0411	.9856	S21	1.8270	.9609
S6	1.2881	.9668	S22	2.7840	.8858
S7	1.4101	.9645	S23	3.2980	.8995
S8	1.5481	.9608	S26	5.2890	.8987
S9	1.9111	.9628			
S10	2.2471	.9843			
S27	5.3000	.9020			
S28	1.0411	1.0158			

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.8995
R6P1	.9372
R6P2	.9497
R6P3	.9533
R6P4	.9576
R6P5	.9747
R6P8	.9834
R6P9	.9817
R6P10	.9718
R6P11	.9544

COWL R5

STAT	XCW/RC= 3.3270
S23	.8995
R5P1	.9263
R5P2	.9292
R5P3	.9331
R5P4	.9325
R5P5	.9306
R5P6	.9429
R5P7	.9606
R5P8	.9751
R5P9	.9847
R5P10	.9950
R5P11	.9950

YF-12 INLET NOISE SUPRESSION STUDY

RUN	201	FLIGHT DATE	09/20/79	SPIKE POS. DX/RC	.4502	AMBIENT TEMP	300.0 DEG K	MAX-MIN DIST	.0778
		FLIGHT NO.	0	BYPASS POS.	OPEN	AMBIENT PRESS	.9210 ATMOS	K-CIRCUMF.	.5993
START	5: 7: .000	INTERVAL	1.000	ENG.FACE RECOV	.9467	ENGINE M/M*	.6925	K-RADIAL	.2037
STOP	5: 7:30.000	ENG COR RPM	5000.	ENG.FACE MACH NO	.3266	COWL M/M*	.3455		
				COWL LIP RECOV	.9707	ADDITIVE M/M*	.3470	K-DELTA	.1146
				MACH AT COWL LIP	.1036			K-A	.3183

SPIKE R1

STAT	XCW/RC= .4808
S2	.9540
R1P1	1.0011
R1P2	1.0008
R1P3	.9988
R1P4	1.0006
R1P5	1.0014
R1P6	.9980
R1P7	1.0020
R1P8	1.0014
R1P9	.9947

COWL R3

STAT	XCW/RC= .0700
S14	.9515
R3P1	.9505
R3P2	.9502
R3P3	.9501
R3P4	.9502
R3P5	.9505
R3P6	.9502
R3P7	.9986
R3P8	.9507
R3P9	.9600
R3P10	.9792
R3P11	1.0007
R3P12	.9995
R3P13	1.0045
R3P14	1.0046
R3P15	1.0045
R3P16	1.0045

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.9511	A198	.9700
B36	.9423	B198	.9623
C36	.9287	C198	.9549
D36	.9190	D198	.9285
E36	.9143	E198	.9200
90 DEG RAKE		252 DEG RAKE	
A90	.9879	A252	.9609
B90	.9774	B252	.9503
C90	.9567	C252	.9367
D90	.9462	D252	.9270
E90	.9369	E252	.9177
144 DEG RAKE		324 DEG RAKE	
A144	.9725	A324	.9511
B144	.9667	B324	.9550
D144	.9523	C324	.9519
C144	.9437	D324	.9451
E144	.9350	E324	.9338

SPIKE R2

STAT	XCW/RC= 1.8758
S9	.9533
R2P1	.9853
R2P2	.9968
R2P3	.9871
R2P4	.9935
R2P5	.9787

COWL R4

STAT	XCW/RC= 1.5380
S20	.9252
R4P1	.9868
R4P2	.9916
R4P3	.9927
R4P4	.9930
R4P5	.9930
R4P6	.9943
R4P7	.9950
R4P8	.9956
R4P9	.9956
R4P10	.9966
R4P11	.9975
R4P12	.9975

STATIC PRESSURES

TAP	SPIKE XCW/RC	P/PO	TAP	COWL XCW/RC	P/PO
S1	.3318	.9514	S14	.0340	.9515
S2	.4808	.9540	S15	.1860	.9461
S11	.4808	.9503	S16	.4150	.9557
S12	.4808	.9523	S17	.8470	.9672
S13	.4808	.9541	S18	1.1740	.9639
S3	.5468	.9678	S19	1.4590	.9580
S4	.8148	.9617	S20	1.5400	.9252
S5	1.0508	.9627	S21	1.8270	.9528
S6	1.2978	.9597	S22	2.7840	.8460
S7	1.4258	.9509	S23	3.2980	.8761
S8	1.5578	.9532	S26	5.2890	.8738
S9	1.9208	.9533			
S10	2.2568	.9797			
S27	5.3000	.8822			
S28	1.0508	1.0001			

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.8761
R6P1	.9232
R6P2	.9368
R6P3	.9412
R6P4	.9487
R6P5	.9536
R6P8	.9780
R6P9	.9774
R6P10	.9671
R6P11	.9446

COWL R5

STAT	XCW/RC= 3.3270
S23	.8761
R5P1	.9088
R5P2	.9137
R5P3	.9127
R5P4	.9114
R5P5	.9196
R5P6	.9309
R5P7	.9455
R5P8	.9732
R5P9	.9848
R5P10	.9918
R5P11	.9931

YF-12 INLET NOISE SUPRESSION STUDY

RUN	202	FLIGHT DATE	09/20/79	SPIKE POS. DX/RC	.4545	AMBIENT TEMP	300.0 DEG K	MAX-MIN DIST	.1056
		FLIGHT NO.	0	BYPASS POS.	OPEN	AMBIENT PRESS	.9213 ATMOS	K-CIRCUMF.	.5012
START	5: 8:45.000	INTERVAL	1.000	ENG.FACE RECOV	.9501	ENGINE M/M*	.7490	K-RADIAL	.2227
STOP	5: 9:15.000	ENG COR RPM	5601.	ENG.FACE MACH NO	.3959	COWL M/M*	.4400		
				COWL LIP RECOV	.9660	ADDITIVE M/M*	.3090	K-DELTA	.1069
				MACH AT COWL LIP	.2115			K-A	.3296

SPIKE R1

STAT	XCW/RC= .4765
S2	.9375
R1P1	1.0019
R1P2	1.0001
R1P3	1.0019
R1P4	1.0005
R1P5	1.0506
R1P6	1.0010
R1P7	1.0017
R1P8	1.0008
R1P9	.9954

COWL R3

STAT	XCW/RC= .0700
S14	.9352
P3P1	.9306
R3P2	.9354
R3P3	.9354
R3P4	.9346
R3P5	1.0003
R3P6	.9352
R3P7	1.0001
R3P8	.9372
R3P9	.9469
R3P10	.9723
R3P11	.9982
R3P12	.9970
R3P13	1.0042
R3P14	1.0039
R3P15	1.0042
R3P16	1.0040

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.9325	A198	.9574
B36	.9191	B198	.9494
C36	.9086	C198	.9353
D36	.8935	D198	.9091
E36	.8860	E198	.8887
90 DEG RAKE		**252 DEG RAKE**	
A90	.9842	A252	.9581
B90	.9687	B252	.9301
C90	.9431	C252	.9259
D90	.9252	D252	.9115
E90	.9108	E252	.9029
144 DEG RAKE		**324 DEG RAKE**	
A144	.9737	A324	.9382
B144	.9556	B324	.9399
D144	.9299	C324	.9357
C144	.9208	D324	.9274
E144	.9116	E324	.9198

SPIKE R2

STAT	XCW/RC= 1.8715
S9	.9404
R2P1	.9844
R2P2	.9954
R2P3	.9909
R2P4	.9848
R2P5	.9708

COWL R4

STAT	XCW/RC= 1.5380
S20	.9002
R4P1	.9822
R4P2	.9885
R4P3	.9891
R4P4	.9910
R4P5	.9907
R4P6	.9918
R4P7	.9918
R4P8	.9916
R4P9	.9928
R4P10	.9943
R4P11	.9951
R4P12	.9974

STATIC PRESSURES

TAP	SPIKE XCW/RC	SPIKE P/PO	TAP	COWL XCW/RC	COWL P/PO
S1	.3275	.9369	S14	.0340	.9352
S2	.4765	.9375	S15	.1860	.9307
S11	.4765	.9382	S16	.4150	.9423
S12	.4765	.9376	S17	.8470	.9571
S13	.4765	.9407	S18	1.1740	.9528
S3	.5445	.9449	S19	1.4590	.9455
S4	.8105	.9504	S20	1.5400	.9002
S5	1.0465	.9509	S21	1.8270	.9387
S6	1.2935	.9486	S22	2.7840	.7972
S7	1.4215	.9452	S23	3.2980	.8329
S8	1.5535	.0000	S26	5.2890	.8308
S9	1.9165	.9404			
S10	2.2525	.9721			
S27	5.3000	.8359			
S28	1.0465	.9999			

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.8329
R6P1	.9012
R6P2	.9180
R6P3	.9238
R6P4	.9322
R6P5	.9380
R6P8	.9703
R6P9	.9683
R6P10	.9585
R6P11	.9298

COWL R5

STAT	XCW/RC= 3.3270
S23	.8329
R5P1	.8826
R5P2	.8869
R5P3	.8870
R5P4	.8948
R5P5	.8982
R5P6	.9065
R5P7	.9329
R5P8	.9573
R5P9	.9794
R5P10	.9864
R5P11	.9885

YF-12 INLET NOISE SUPRESSION STUDY

RUN	203	FLIGHT DATE	09/20/79	SPIKE POS. DX/RC	.4502	AMBIENT TEMP	299.4 DEG K	MAX-MIN DIST	.1264
		FLIGHT NO.	0	BYPASS POS.	OPEN	AMBIENT PRESS	.9179 ATMOS	K-CIRCUMF.	.4582
START	5:10:50.002	INTERVAL	1.000	ENG.FACE RECOV	.9187	ENGINE M/M*	.8222	K-RADIAL	.1808
STOP	5:12:30.000	ENG COR RPM	6081.	ENG.FACE MACH NO	.4264	CUWL M/M*	.3889		
				CUWL LIP RECOV	.9521	ADDITIVE M/M*	.4333	K-DELTA	.1456
				MACH AT CUWL LIP	.1887			K-A	.5264

SPIKE R1

STAT	XCW/RC= .4808
S2	.9319
R1P1	.9706
R1P2	1.0014
R1P3	.9761
R1P4	.9875
R1P5	.9763
R1P6	1.0039
R1P7	.9946
R1P8	.9662
R1P9	.9481

CUWL R3

STAT	XCW/RC= .0700
S14	.9256
R3P1	.9254
R3P2	.9257
R3P3	.9250
R3P4	.9256
R3P5	.9262
R3P6	.9254
R3P7	.9884
R3P8	.9275
R3P9	.9406
R3P10	.9703
R3P11	1.0028
R3P12	1.0000
R3P13	1.0081
R3P14	1.0085
R3P15	1.0138
R3P16	.0000

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.9196	A198	.9327
B36	.9159	B198	.9358
C36	.8948	C198	.9184
D36	.8822	D198	.8905
E36	.8703	E198	.9012
90 DEG RAKE		252 DEG RAKE	
A90	.9805	A252	.9473
B90	.9607	B252	.9050
C90	.9339	C252	.9075
D90	.9100	D252	.8919
E90	.9034	E252	.8853
144 DEG RAKE		324 DEG RAKE	
A144	.9762	A324	.9196
B144	.9527	B324	.9236
D144	.9183	C324	.9286
C144	.9191	D324	.9105
E144	.9198	E324	.8984

SPIKE R2

STAT	XCW/RC= 1.8758
S9	.9253
R2P1	.9848
R2P2	.9984
R2P3	.9653
R2P4	.9645
R2P5	.9746

CUWL R4

STAT	XCW/RC= 1.5380
S20	.8817
R4P1	.9814
R4P2	.9885
R4P3	.9901
R4P4	.9814
R4P5	.9889
R4P6	.9923
R4P7	.9949
R4P8	.9970
R4P9	.9979
R4P10	.9974
R4P11	.9992
R4P12	.9994

STATIC PRESSURES

TAP	SPIKE XCW/RC	SPIKE P/PO	TAP	CUWL XCW/RC	CUWL P/PO
S1	.5318	.9300	S14	.0340	.9256
S2	.4808	.9319	S15	.1660	.9214
S11	.4808	.9295	S16	.4150	.9343
S12	.4808	.9308	S17	.8470	.9527
S13	.4808	.9329	S18	1.1740	.9468
S3	.5468	.9369	S19	1.4590	.9383
S4	.8146	.9449	S20	1.5400	.8817
S5	1.0508	.9450	S21	1.8270	.9302
S6	1.2978	.9422	S22	2.7840	.7604
S7	1.4256	.9376	S23	3.2980	.8004
S8	1.5578	.9301	S26	5.2890	.8050
S9	1.9208	.9253			
S10	2.2566	.9087			
S27	5.3000	.8135			
S28	1.0506	1.0036			

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.8004
R6P1	.8751
R6P2	.8941
R6P3	.9031
R6P4	.9293
R6P5	.8939
R6P8	.9754
R6P9	.9543
R6P10	.9492
R6P11	.9199

CUWL R5

STAT	XCW/RC= 3.3270
S23	.8004
R5P1	.8652
R5P2	.8623
R5P3	.8653
R5P4	.8727
R5P5	.8830
R5P6	.8980
R5P7	.9246
R5P8	.9586
R5P9	.9746
R5P10	.9873
R5P11	.9879

YF-12 INLET NOISE SUPRESSION STUDY

RUN	204	FLIGHT DATE	09/20/79	SPIKE POS. DX/RC	.4585	AMBIENT TEMP	299.4 DEG K	MAX-MIN DIST	.1373
		FLIGHT NO.	0	BYPASS POS.	OPEN	AMBIENT PRESS	.9184 ATMOS	K-CIRCUMF.	.5949
START	5:12:30.000	INTERVAL	1.000	ENG.FACE RECOV	.9139	ENGINE M/M*	.8606	K-RADIAL	.2104
STOP	5:14: 1.002	ENG COR RPM	6249.	ENG.FACE MACH NO	.4509	COWL M/M*	.3880		
				COWL LIP RECOV	.9466	ADDITIVE M/M*	.4727	K-DELTA	.1163
				MACH AT COWL LIP	.1893			K-A	.3267

SPIKE R1

STAT	XCW/RC= .4725
S2	.9261
R1P1	1.0027
R1P2	1.0027
R1P3	1.0027
R1P4	1.0055
R1P5	1.0041
R1P6	1.0025
R1P7	1.0027
R1P8	1.0030
R1P9	.9942

SPIKE R2

STAT	XCW/RC= 1.8675
S9	.9255
R2P1	.9741
R2P2	.9937
R2P3	.9909
R2P4	.9841
R2P5	.9626

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.7862
R6P1	.8695
R6P2	.8916
R6P3	.9053
R6P4	.9107
R6P5	.9206
R6P6	.9037
R6P9	.9603
R6P10	.9449
R6P11	.9074

COWL R3

STAT	XCW/RC= .0700
S14	.9204
R3P1	.9205
R3P2	.9206
R3P3	.9198
R3P4	.9192
R3P5	.9182
R3P6	.9196
R3P7	1.0029
R3P8	.9209
R3P9	.9308
R3P10	.9605
R3P11	1.0020
R3P12	.9999
R3P13	1.0071
R3P14	.0000
R3P15	1.0102
R3P16	1.0065

COWL R4

STAT	XCW/RC= 1.5380
S20	.8760
R4P1	.9773
R4P2	.9864
R4P3	.9890
R4P4	.9895
R4P5	.9894
R4P6	.9893
R4P7	.9906
R4P8	.9902
R4P9	.9938
R4P10	.9933
R4P11	.9976
R4P12	.9967

COWL R5

STAT	XCW/RC= 3.3270
S23	.7862
R5P1	.8549
R5P2	.8605
R5P3	.8638
R5P4	.8654
R5P5	.8720
R5P6	.8871
R5P7	.9182
R5P8	.9571
R5P9	.9752
R5P10	.9818
R5P11	.9852

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.9120	A198	.9544
B36	.8991	B198	.9417
C36	.8819	C198	.9231
D36	.8605	D198	.8849
E36	.8504	E198	.8621
90 DEG RAKE		**252 DEG RAKE**	
A90	.9819	A252	.9418
B90	.9617	B252	.9195
C90	.9250	C252	.9034
D90	.9080	D252	.8878
E90	.8951	E252	.8752
144 DEG RAKE		**324 DEG RAKE**	
A144	.9748	A324	.9229
B144	.9564	B324	.9365
D144	.9161	C324	.9238
C144	.9060	D324	.9100
E144	.8959	E324	.8942

STATIC PRESSURES

TAP	SPIKE XCW/RC	SPIKE P/PO	TAP	COWL XCW/RC	COWL P/PO
S1	.3235	.9247	S14	.0340	.9204
S2	.4725	.9261	S15	.1860	.9143
S11	.4725	.9257	S16	.4150	.9274
S12	.4725	.0000	S17	.8470	.9482
S13	.4725	.9263	S18	1.1740	.9428
S3	.5405	.9321	S19	1.4590	.9344
S4	.8065	.9401	S20	1.5400	.8760
S5	1.0425	.9406	S21	1.8270	.9245
S6	1.2895	.9375	S22	2.7840	.7466
S7	1.4175	.9316	S23	3.2980	.7862
S8	1.5495	.9249	S26	5.2890	.7882
S9	1.9125	.9255			
S10	2.2485	.9653			
S27	5.3000	.7974			
S28	1.0425	1.0026			

YF-12 INLET NOISE SUPRESSION STUDY

RUN	205	FLIGHT DATE	09/20/79	SPIKE POS. DX/RC	.4502	AMBIENT TEMP	301.1 DEG K	MAX-MIN DIST	1.1644
		FLIGHT NO.	0	BYPASS POS.	OPEN	AMBIENT PRESS	.9075 ATMOS	K-CIRCUMF.	1.5215
START	5:141 1.002	INTERVAL	1.000	ENG.FACE RECOV	.8604	ENGINE M/M*	.8508	K-RADIAL	.4191
STOP	5:144113.569	ENG COR RPM	6457.	ENG.FACE MACH NO	1.0902	COWL M/M*	.4528		
				COWL LIP RECOV	.9598	ADDITIVE M/M*	.3979	K-DELTA	1.2723
				MACH AT COWL LIP	.2196			K-A	1.6913

SPIKE R1

STAT	XCW/RC= .4808
S2	.9308
R1P1	1.0140
R1P2	1.0140
R1P3	1.0155
R1P4	1.0153
R1P5	1.0152
R1P6	1.0150
R1P7	1.0150
R1P8	1.0152
R1P9	1.0065

SPIKE R2

STAT	XCW/RC= 1.8758
S9	.9320
R2P1	.9927
R2P2	1.0078
R2P3	1.0021
R2P4	.9929
R2P5	.9692

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.7770
R6P1	.8657
R6P2	.9033
R6P3	.9051
R6P4	.9246
R6P5	.9335
R6P8	.0000
R6P9	.0000
R6P10	.9529
R6P11	.9104

COWL R3

STAT	XCW/RC= .0706
S14	.9253
R3P1	.0000
R3P2	.9252
R3P3	.9246
R3P4	.9246
R3P5	.9249
R3P6	.9243
R3P7	1.0146
R3P8	.9256
R3P9	.9368
R3P10	.9684
R3P11	1.0095
R3P12	1.0095
R3P13	1.0187
R3P14	1.0181
R3P15	1.0187
R3P16	1.0187

COWL R4

STAT	XCW/RC= 1.5380
S20	.8757
R4P1	.9908
R4P2	.9975
R4P3	1.0005
R4P4	.9984
R4P5	.0000
R4P6	.0000
R4P7	.0000
R4P8	1.0035
R4P9	1.0050
R4P10	1.0054
R4P11	1.0069
R4P12	1.0103

COWL R5

STAT	XCW/RC= 3.3270
S23	.7770
R5P1	.8515
R5P2	.8617
R5P3	.8677
R5P4	.8660
R5P5	.8901
R5P6	.8967
R5P7	.9249
R5P8	.9045
R5P9	.9045
R5P10	.9906
R5P11	.9980

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.0000	A198	.9620
B36	.0000	B198	.9470
C36	.8810	C198	.9337
D36	.8674	D198	.8943
E36	.8532	E198	.8569
90 DEG RAKE		**252 DEG RAKE**	
A90	1.0018	A252	.9610
B90	.9694	B252	.9270
C90	.9339	C252	.9136
D90	.9073	D252	.8921
E90	.8950	E252	.8779
144 DEG RAKE		**324 DEG RAKE**	
A144	1.0018	A324	.9329
B144	.9619	B324	.9414
D144	.9279	C324	.9379
C144	.9163	D324	.9188
E144	.9047	E324	.8915

STATIC PRESSURES

TAP	SPIKE XCW/RC	SPIKE P/PO	TAP	COWL XCW/RC	COWL P/PO
S1	.3318	.9291	S14	.0340	.9253
S2	.4808	.9308	S15	.1860	.9192
S11	.4808	.9307	S16	.4150	.9352
S12	.4808	.0000	S17	.8470	.9589
S13	.4806	.9322	S18	1.1740	.9505
S3	.5488	.9385	S19	1.4590	.9401
S4	.8148	.9477	S20	1.5400	.8757
S5	1.0508	.9488	S21	1.8270	.9307
S6	1.2978	.9430	S22	2.7840	.7327
S7	1.4258	.9382	S23	3.2980	.7770
S8	1.5578	.9303	S26	5.2890	.0000
S9	1.9208	.9320			
S10	2.2508	.9728			
S27	5.3000	.7914			
S28	1.0508	1.0148			

YF-12 INLET NOISE SUPRESSION STUDY

RUN	206	FLIGHT DATE	09/20/79	SPIKE POS. DX/RC	.4737	AMBIENT TEMP	300.6	DEG K	MAX-MIN DIST 1.1631
		FLIGHT NO.	0	BYPASS POS.	OPEN	AMBIENT PRESS	.9215	ATMOS	K-CIRCUMF. 1.2584
START	5:16: .001	INTERVAL	1.000	ENG.FACE RECOV	.8592	ENGINE M/M*	.8623		K-RADIAL .6777
STOP	5:17:10.000	ENG COR RPM	6658.	ENG.FACE MACH NO	.4571	COWL M/M*	.0017		
				COWL LIP RECOV	.0000	ADDITIVE M/M*	.8606		K-DELTA 1.0308
				MACH AT COWL LIP	######				K-A 1.7085

SPIKE R1

STAT	XCW/RC= .4573
S2	.0000
R1P1	.9985
R1P2	.9983
R1P3	.9994
R1P4	.9995
R1P5	.9999
R1P6	1.0001
R1P7	.9987
R1P8	.9998
R1P9	.0000

COWL R3

STAT	XCW/RC= .0700
S14	.0000
R3P1	.9054
R3P2	.9070
R3P3	.9073
R3P4	.9074
R3P5	.9069
R3P6	.9074
R3P7	.9997
R3P8	.0000
R3P9	.0000
R3P10	.9702
R3P11	.0000
R3P12	.0000
R3P13	1.0032
R3P14	1.0035
R3P15	1.0034
R3P16	1.0031

STAT XCW/RC= 5.4830

36 DEG RAKE		198 DEG RAKE	
A36	.9005	A198	.9409
B36	.8790	B198	.9318
C36	.8607	C198	.9160
D36	.8413	D198	.8637
E36	.8324	E198	.8326
90 DEG RAKE		252 DEG RAKE	
A90	.9701	A252	.9466
B90	.9518	B252	.9024
C90	.9045	C252	.8907
D90	.8849	D252	.8716
E90	.8701	E252	.8632
144 DEG RAKE		324 DEG RAKE	
A144	.9734	A324	.9106
B144	.9574	B324	.9150
D144	.8978	C324	.0000
C144	.8950	D324	.8976
E144	.8923	E324	.0000

SPIKE R2

STAT	XCW/RC= 1.8523
S9	.9135
R2P1	.0000
R2P2	.0000
R2P3	.9861
R2P4	.9778
R2P5	.9556

COWL R4

STAT	XCW/RC= 1.5380
S20	.8590
R4P1	.9723
R4P2	.9804
R4P3	.9824
R4P4	.9827
R4P5	.9853
R4P6	.9853
R4P7	.9864
R4P8	.9862
R4P9	.9885
R4P10	.9887
R4P11	.9885
R4P12	.9921

STATIC PRESSURES

TAP	SPIKE XCW/RC	SPIKE P/PO	TAP	COWL XCW/RC	COWL P/PO
S1	.3085	.0000	S14	.0540	.0000
S2	.4573	.0000	S15	.1860	.9015
S11	.4573	.9109	S16	.4150	.9192
S12	.4573	.9153	S17	.8470	.9387
S13	.4573	.9154	S18	1.1740	.9266
S3	.5253	.9215	S19	1.4590	.9226
S4	.7913	.9291	S20	1.5400	.8590
S5	1.0273	.9309	S21	1.8270	.9117
S6	1.2743	.9294	S22	2.7840	.7044
S7	1.4023	.0000	S23	3.2980	.7514
S8	1.5543	.9120	S26	5.2890	.7552
S9	1.8973	.9135			
S10	2.2353	.0000			
S27	5.3000	.7000			
S28	1.0273	.9995			

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.7514
R6P1	.8380
R6P2	.8600
R6P3	.8300
R6P4	.8985
R6P5	.9098
R6P6	.9675
R6P9	.9558
R6P10	.9343
R6P11	.8907

COWL R5

STAT	XCW/RC= 3.3270
S23	.7514
R5P1	.8292
R5P2	.8326
R5P3	.8397
R5P4	.8412
R5P5	.8503
R5P6	.8725
R5P7	.9106
R5P8	.9527
R5P9	.9702
R5P10	.0000
R5P11	.9744

YF-12 INLET NOISE SUPPRESSION STUDY

RUN	208	FLIGHT DATE	09/20/79	SPIKE POS. DX/RC	.0847	AMBIENT TEMP	300.6 DEG K	MAX-MIN DIST	1.1166
		FLIGHT NO.	0	BYPASS POS.	OPEN	AMBIENT PRESS	.9168 ATMOS	K-CIRCUMF.	3.0353
START	5:20:20.000	INTERVAL	1.000	ENG.FACE RECOV	.8888	ENGINE M/M*	.8391	K-RADIAL	1.4830
STOP	5:22:12.000	ENG COR RPM	4275.	ENG.FACE MACH NO	.2440	COWL M/M*	.2464		
				COWL LIP RECOV	.9952	ADDITIVE M/M*	.5927	K-DELTA	2.4289
				MACH AT COWL LIP	.0783			K-A	3.9120

SPIKE R1

STAT	XCW/RC= .8463
S2	.9903
R1P1	1.0064
R1P2	1.0064
R1P3	1.0064
R1P4	1.0060
R1P5	1.0062
R1P6	1.0062
R1P7	1.0062
R1P8	1.0059
R1P9	1.0054

COWL R3

STAT	XCW/RC= .0700
S14	.9916
R3P1	.9949
R3P2	.9916
R3P3	.9916
R3P4	.9915
R3P5	.9915
R3P6	.9915
R3P7	1.0058
R3P8	.9911
R3P9	.9913
R3P10	.9932
R3P11	1.0001
R3P12	1.0037
R3P13	1.0105
R3P14	.0000
R3P15	1.0107
R3P16	1.0107

STAT XCW/RC= 5.4850

36 DEG RAKE		198 DEG RAKE	
A36	.9467	A198	.9687
B36	.9447	B198	.9534
C36	.9415	C198	.9603
D36	.9335	D198	.9397
E36	.9273	E198	.9305
90 DEG RAKE		252 DEG RAKE	
A90	.9924	A252	.9712
B90	.9858	B252	.9521
C90	.9732	C252	.9402
D90	.9582	D252	.9406
E90	.9513	E252	.9304
144 DEG RAKE		324 DEG RAKE	
A144	.9689	A324	.9520
B144	.9613	B324	.9517
D144	.9497	C324	.9494
C144	.9434	D324	.0000
E144	.9371	E324	.0000

SPIKE R2

STAT	XCW/RC= 2.2413
S9	.9690
R2P1	1.0007
R2P2	1.0025
R2P3	.9972
R2P4	.0000
R2P5	.9728

COWL R4

STAT	XCW/RC= 1.5580
S20	.9399
R4P1	1.0047
R4P2	1.0074
R4P3	1.0077
R4P4	1.0079
R4P5	1.0097
R4P6	1.0081
R4P7	1.0077
R4P8	1.0116
R4P9	1.0096
R4P10	.0000
R4P11	1.0092
R4P12	1.0095

STATIC PRESSURES

TAP	SPIKE XCW/RC	SPIKE P/PO	TAP	COWL XCW/RC	COWL P/PO
S1	.6973	.9897	S14	.0340	.9916
S2	.8463	.9903	S15	.1860	.0000
S11	.8463	.9922	S16	.4150	.9895
S12	.8463	.9890	S17	.8470	.9936
S13	.8463	.9898	S18	1.1740	.9857
S3	.9143	.9896	S19	1.4590	.9736
S4	1.1803	.9818	S20	1.5400	.9399
S5	1.4163	.9726	S21	1.8270	.9670
S6	1.6033	.9674	S22	2.7840	.8726
S7	1.7913	.9670	S23	3.2980	.9061
S8	1.9233	.9671	S26	5.2890	.9098
S9	2.2803	.4690			
S10	2.8223	.9612			
S27	5.3000	.9040			
S28	1.4163	1.0051			

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.9061
R6P1	.9431
R6P2	.9483
R6P3	.9494
R6P4	.9496
R6P5	.9568
R6P8	.9560
R6P9	.9482
R6P10	.9427
R6P11	.9366

COWL R5

STAT	XCW/RC= 3.3270
S23	.9061
R5P1	.9353
R5P2	.9326
R5P3	.9351
R5P4	.9394
R5P5	.9447
R5P6	.9517
R5P7	.9624
R5P8	.9835
R5P9	.9900
R5P10	1.0001
R5P11	.0000

YF-12 INLET NOISE SUPRESSION STUDY

RUN	211	FLIGHT DATE	04/20/79	SPIKE POS. DX/RC	.0868	AMBIENT TEMP	301.1 DEG K	MAX-MIN DIST	1.2314
		FLIGHT NO.	0	BYPASS POS.	OPEN	AMBIENT PRESS	.9309 ATMOS	K-CIRCUMF.	2.4002
START	5:25:30.002	INTERVAL	1.000	ENG.FAIL RECOV	.7600	ENGINE M/M*	.8799	K-RADIAL	2.7872
STOP	5:27:15.000	ENG COR RPM	5622.	ENG.FAIL MACH NO	.9752	COWL M/M*	.4087		
				COWL LIP RECOV	.9705	ADDITIVE M/M*	.4712	K-DELTA	2.0077
				MACH AT COWL LIP	.1341			K-A	4.7949

SPIKE R1

STAT	XCW/RC= .8442
S2	.9590
R1P1	.9876
R1P2	.9896
R1P3	.9898
R1P4	.9898
R1P5	.9908
R1P6	1.0001
R1P7	.9954
R1P8	.9946
R1P9	.9917

COWL R3

STAT	XCW/RC= .0700
S14	.9577
R3P1	.9560
R3P2	.9568
R3P3	.9577
R3P4	.9593
R3P5	.9590
R3P6	.9580
R3P7	.9593
R3P8	.9587
R3P9	.9589
R3P10	.9625
R3P11	.9732
R3P12	.9813
R3P13	.9943
R3P14	.9928
R3P15	.9982
R3P16	.9929

STAT XCW/RC= 5.4850

36 DEG RAKE		198 DEG RAKE	
A36	.0000	A198	.0000
B36	.8593	B198	.8984
C36	.8450	C198	.8840
D36	.8393	D198	.8544
E36	.0000	E198	.8295
90 DEG RAKE		**252 DEG RAKE**	
A90	.0000	A252	.9359
B90	.9359	B252	.8885
C90	.9032	C252	.8660
D90	.8932	D252	.8553
E90	.8868	E252	.8455
144 DEG RAKE		**324 DEG RAKE**	
A144	.9287	A324	.8813
B144	.9108	B324	.8845
D144	.8780	C324	.8762
C144	.8812	D324	.8731
E144	.8466	E324	.8704

SPIKE R2

STAT	XCW/RC= 2.2392
S9	.9191
R2P1	.9784
R2P2	.9846
R2P3	.9741
R2P4	.9445
R2P5	.9215

COWL R4

STAT	XCW/RC= 1.5386
S20	.8604
R4P1	.9829
R4P2	.9885
R4P3	.0000
R4P4	.0000
R4P5	.0000
R4P6	.0000
R4P7	.9897
R4P8	1.0202
R4P9	.9919
R4P10	.0000
R4P11	.0000
R4P12	.9997

STATIC PRESSURES

TAP	SPIKE XCW/RC	SPIKE P/PO	TAP	COWL XCW/RC	COWL P/PO
S1	.6952	.9800	S14	.0340	.9577
S2	.8442	.9590	S15	.1860	.9547
S11	.8442	.9596	S16	.4150	.9567
S12	.8442	.9594	S17	.8470	.9657
S13	.8442	.9588	S18	1.1740	.9524
S3	.9122	.9603	S19	1.4590	.9294
S4	1.1782	.9460	S20	1.5400	.8604
S5	1.4142	.9270	S21	1.8270	.0000
S6	1.6612	.9144	S22	2.7840	.0000
S7	1.7892	.9155	S23	3.2980	.7842
S8	1.9212	.9148	S26	5.2890	.0000
S9	2.2842	.9191			
S10	2.6202	.8868			
S27	5.3000	.7953			
S28	1.4142	.9691			

SPIKE R6

STAT	XCW/RC= 3.5040
S23	.7842
R6P1	.8646
R6P2	.8781
R6P3	.8845
R6P4	.0000
R6P5	.0000
R6P8	.0000
R6P9	.8797
R6P10	.8617
R6P11	.8391

COWL R5

STAT	XCW/RC= 3.3270
S23	.7842
R5P1	.8405
R5P2	.8421
R5P3	.8505
R5P4	.8455
R5P5	.8548
R5P6	.8646
R5P7	.8906
R5P8	.9353
R5P9	.9571
R5P10	.9692
R5P11	.9657

NOTE: .0000 indicates invalid data

APPENDIX B

TABULATIONS OF ACOUSTIC DATA FOR YF-12 AIRCRAFT TESTS

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APPENDIX B

TABULATIONS OF ACOUSTIC DATA FOR YF-12 AIRCRAFT TESTS

This appendix contains one-third octave band SPL tabulations of the acoustic data that was reduced for the YF-12 aircraft tests. Table B-1 shows the runs that were reduced relative to the entire test matrix.

The measurements from microphones M1, M2, M3, and M11 were unreliable in a number of test runs. These data were not presented but have been retained on tape for further evaluation, if the need arises.

On certain runs, the data from particular microphones were unreliable and also were not presented.

Any final corrections to the data have been noted at the bottom of the corresponding page.

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TABLE B-1. RUN NUMBERS FOR REDUCED YF-12 ACOUSTIC DATA

ENGINE SPEED (RPM)	SPIKE FORWARD		SPIKE MIDWAY		SPIKE AFT	
	BYPASS OPEN	BYPASS CLOSED	BYPASS OPEN	BYPASS CLOSED	BYPASS OPEN	BYPASS CLOSED
IDLE	35, 145, 187	7, 93	55	70	124	63
4000	36	8, 94				64
4200	37, 146, 188	9, 95, 157	115, 199	71	(125), 173, 208	65, 181
4300					126	
4400	38	10, 96			(127)	66, 182
4500					128	
4600	39, 147, 189	11, 97	116, 200	72	(129)	183
4700					130	
4800	40	12, 98			(131)	184
4900					132	
5000	(41), 87, 142, (148), 190	(13), 99, (158)	(56), 166, 201	(73)	(133), 174, 210	(69), (185)
5200	42	15, 100		74		
5400	43, 149, 191	14, 101			(134)	
5500	143	16, 102		76		
5600	44, 150, 192	(17), 103, (159)	(57), 167, 202	77	(175), 211	
5700	144	18, 104				
5800	45, 151, 193	19, 105	118	79	(135)	
5900	46	20, 106		80		
6000	(47), 88, (152), 194	(21), 107, (160)	(58), 168, 203	(81)	(136), 176	
6100	48	22, 108	119	82		
6200	(49), 89, (153)	(23), 109, (161)	(59), 169, 204	(83)	(137), 177	
6300	50	24, 110	120, 121	84		
6400	(51), 90, (154), 196	(25), 111, (162)	(60), 170	(85)	(138), 178	
6500	52	26, 112	122			
6600	(53), 91, (155), 197	(27), 113, (163)	(61), 171, 206		(139), 140	
SWEEP	29, 54, 92, 156, 198, 34	6, 28, 114, 164	62, 123, 172, 207	86	141, 180, 216	186

Notes:
1. Runs 145-216, spike bleed taped
2. Runs 187-216, bypass louvers removed
3. Run numbers (xx) microphone data reduced, $\overline{xx}$ Kulite data reduced

YF-12 INLET NOISE SUPPRESSION
18137 DEC 05,'79 TEST 9358
YF-12 INLET NOISE SUPPRESSION
RUN 13
SPIKE FORWARD
BYPASS DOORS CLOSED
5000 RPM

RUN	17	18	19	20	21	22	23	24
FREQ (HZ)	TR 1 K1 0. DEG	TR 2 K6 0. DEG	TR 3 K3 0. DEG	TR 4 K8 0. DEG	TR 5 K5 0. DEG	TR 6 K10 0. DEG	TR 7 K14 0. DEG	TR 8 K12 0. DEG
50	109.1	129.6	131.5	127.3	129.4	128.7	117.5	122.5
63	110.1	130.4	132.3	128.9	130.7	132.7	119.2	123.0
80	111.1	131.9	133.6	130.7	132.1	133.1	120.1	124.2
100	113.6	133.3	135.1	134.7	134.4	134.5	121.9	125.5
125	115.9	135.2	136.4	136.6	136.2	137.9	122.2	126.6
160	121.3	136.9	137.8	140.1	137.6	137.6	123.2	127.5
200	123.1	139.2	139.9	141.3	138.7	136.1	123.4	126.6
250	125.4	141.2	140.9	141.3	139.2	135.7	125.4	127.7
315	125.2	144.1	142.0	139.7	138.6	133.9	127.7	127.6
400	123.3	146.4	142.5	138.0	138.0	132.9	129.7	127.5
500	121.5	146.4	141.6	136.4	136.8	132.4	133.7	127.7
630	119.7	143.3	137.8	136.3	136.6	132.9	136.5	128.7
800	120.9	139.6	133.0	137.2	140.8	133.1	134.3	130.4
1K	120.6	138.3	129.3	137.9	137.6	132.2	129.8	128.0
1.25K	120.7	138.8	127.0	137.1	134.6	132.2	129.6	126.4
1.6K	121.4	136.6	126.6	135.5	134.0	132.2	132.3	128.2
2K	123.4	135.9	128.0	135.3	135.2	133.2	131.8	131.2
2.5K	133.5	140.0	134.6	139.3	139.6	141.4	138.7	140.2
3.15K	132.4	141.5	137.1	141.4	142.0	143.0	141.7	142.2
4K	126.8	138.0	132.8	136.8	135.9	136.4	137.7	135.6
5K	126.7	136.5	130.6	135.5	134.4	136.6	137.3	135.8
6.3K	127.9	137.5	132.1	136.6	135.7	138.9	139.8	138.5
8K	126.5	136.5	131.3	135.5	134.2	136.9	138.4	138.7
10K	125.9	135.5	130.5	135.4	133.6	136.0	138.2	138.5
63	114.9	135.5	137.3	133.9	135.7	136.7	123.9	128.1
125	122.9	140.1	141.4	142.5	141.0	141.7	127.2	131.4
250	129.4	146.7	145.8	145.6	143.6	140.1	130.6	132.1
500	126.5	150.4	145.8	141.8	141.9	137.5	138.9	132.8
1K	125.5	143.7	135.2	142.2	143.1	137.3	136.6	133.4
2K	134.2	142.7	136.0	141.9	141.7	142.4	140.3	140.9
4K	134.3	144.0	139.1	143.4	143.5	144.6	144.1	143.8
8K	131.6	141.3	136.1	140.6	139.3	142.2	143.6	143.3
LP-8	139.4	154.0	150.6	151.4	150.6	150.1	148.7	148.2
SIL	131.3	143.4	136.8	142.5	142.8	141.4	140.3	139.4
OASA	139.6	151.7	146.6	149.4	149.3	149.2	148.7	148.3
PNDB	153.8	165.7	161.3	164.6	164.5	164.5	163.0	162.7

STOP 0

YF-12 INLET NOISE SUPPRESSION
14149 DEC 12,'79 TEST 9477
YF-12 INLET NOISE SUPPRESSION
RUN 13
SPIKE FORWARD
BYPASS DOORS-Closed
5000 RPM

RUN	23	24	25	26	27	28	29	30	31	32
FREQ (HZ)	TR 1 F1 0° DEG	TR 2 F2 10° DEG	TR 3 F3 20° DEG	TR 4 F4 30° DEG	TR 5 F5 40° DEG	TR 6 F6 50° DEG	TR 7 F7 70° DEG	TR 8 F8 90° DEG	TR 9 F9 110° DEG	TR10 F10 135° DEG
50	79.0	82.5	82.1	82.2	82.4	82.5	84.9	88.3	99.7	63.1
63	79.2	80.7	78.9	78.8	82.0	85.5	85.0	88.1	99.4	61.2
80	81.2	81.5	80.5	80.3	83.6	85.5	84.6	86.9	98.4	62.1
100	85.4	83.5	82.8	83.7	84.6	85.2	84.0	86.7	97.4	62.6
125	86.2	84.5	85.2	85.8	86.4	86.0	86.5	88.1	97.2	63.0
160	87.5	87.6	87.9	87.5	89.4	89.1	88.6	89.4	97.5	65.2
200	85.6	87.6	87.1	86.8	86.9	88.1	86.9	88.1	96.2	67.5
250	86.5	86.4	87.0	87.9	88.3	87.4	86.1	87.0	98.0	68.5
315	85.7	85.7	85.7	86.4	86.6	86.3	86.2	85.8	98.0	65.9
400	85.8	86.3	86.7	86.8	87.1	87.7	85.6	85.9	97.3	67.1
500	89.0	89.6	89.1	88.6	88.7	88.5	88.8	88.8	99.7	66.4
630	90.1	90.9	90.3	90.0	91.5	91.4	91.3	91.0	101.1	67.3
800	91.5	91.8	90.7	91.1	90.9	91.8	90.9	89.9	100.2	65.0
1K	90.6	90.5	90.4	90.5	90.9	91.7	90.7	89.3	99.7	63.9
1.25K	89.9	89.5	88.9	90.1	90.1	91.9	90.1	88.8	98.4	61.8
1.6K	91.5	90.7	90.3	91.1	90.9	92.4	89.7	88.3	97.8	60.6
2K	93.9	92.5	92.0	91.4	91.0	92.2	90.2	88.5	97.5	60.7
2.5K	104.2	102.1	100.8	99.3	97.5	97.0	92.4	89.0	97.2	61.2
3.15K	101.5	100.9	100.1	99.8	98.2	98.4	94.0	89.4	96.2	60.5
4K	94.5	94.5	93.7	92.5	92.3	92.9	89.3	85.7	93.5	58.8
5K	94.2	94.4	94.0	92.4	91.4	92.0	87.1	84.0	92.2	57.7
6.3K	92.8	92.8	91.6	91.0	90.2	91.1	86.9	84.1	92.4	58.0
8K	92.5	91.5	91.1	90.6	89.0	90.2	89.3	87.6	96.8	66.6
10K	88.3	89.1	88.1	87.0	85.9	86.9	83.3	80.8	89.9	59.6
63	84.7	86.4	85.5	85.4	87.5	89.5	89.6	92.6	104.0	67.0
125	91.2	90.4	90.6	90.7	92.0	91.9	91.5	93.0	102.1	68.6
250	90.7	91.4	91.4	91.9	92.1	92.1	91.2	91.9	102.2	72.2
500	93.4	94.1	93.7	93.4	94.3	94.3	93.9	93.8	104.4	71.8
1K	95.5	95.5	94.8	95.3	95.4	96.5	95.4	94.1	104.3	68.5
2K	104.8	102.8	101.7	100.5	99.1	99.2	95.7	93.4	102.3	65.6
4K	102.9	102.5	101.8	101.1	99.9	100.2	95.9	91.8	99.0	63.9
8K	96.4	96.2	95.3	94.6	93.5	94.8	91.9	89.8	98.8	67.9
LP-8	108.0	107.0	106.2	105.5	104.8	105.2	102.7	101.7	111.6	78.0
SIL	101.0	100.3	99.4	99.0	98.1	98.7	95.6	93.1	101.9	66.0
ODBA	108.7	107.6	106.7	105.9	104.8	105.2	102.1	99.8	109.1	74.7
PNDB	122.8	121.6	120.9	120.4	119.5	119.9	116.7	114.1	122.6	88.0

STOP 0

YF-12 INLET NOISE SUPPRESSION
11:20 APR 28, '80 TEST 10645
YF-12 INLET NOISE SUPPRESSION
RUN 17
SPIKE FORWARD
BYPASS DOORS CLOSED
5600 RPM

RUN	23	24	25	26	27	28	29	30	31	32
FREQ (HZ)	TR 1 F1 0° DEG	TR 2 F2 10° DEG	TR 3 F3 20° DEG	TR 4 F4 30° DEG	TR 5 F5 40° DEG	TR 6 F6 50° DEG	TR 7 F7 70° DEG	TR 8 F8 90° DEG	TR 9 F9 110° DEG	TR10 F10 135° DEG
50	80•3	82•5	82•1	82•8	83•1	83•9	85•0	88•1	90•1	98•1
63	83•8	84•7	83•4	83•1	86•5	89•1	87•5	91•1	93•2	97•6
80	83•3	84•5	83•4	83•7	87•0	87•7	87•3	90•0	92•4	97•6
100	87•4	86•0	84•3	85•7	87•6	88•6	88•1	90•5	91•5	98•5
125	87•8	86•2	86•4	87•4	87•9	87•8	89•4	90•8	91•4	98•8
160	89•1	88•9	88•3	88•5	89•0	89•2	90•6	90•5	90•4	99•8
200	87•5	88•9	88•6	88•3	89•1	89•8	88•9	89•8	90•8	101•4
250	89•6	89•5	90•2	90•5	90•8	90•1	88•6	89•5	91•7	102•9
315	89•2	89•1	88•4	89•3	89•4	88•9	87•9	88•6	90•6	100•0
400	88•4	88•8	88•9	88•7	89•0	88•1	86•8	87•2	89•4	100•6
500	90•4	91•2	90•2	89•7	89•1	88•2	86•8	85•9	88•1	97•5
630	91•5	92•0	90•6	90•3	91•5	90•2	89•6	87•4	88•8	97•4
800	91•6	91•5	90•2	90•1	89•6	88•6	86•7	85•7	88•4	94•4
1K	91•9	90•9	89•0	89•2	88•6	88•1	86•6	85•8	88•6	92•9
1•25K	93•7	92•4	90•7	90•5	89•9	89•8	87•7	87•1	89•8	97•3
1•6K	94•6	92•8	92•0	91•3	90•6	91•0	86•7	84•7	86•4	92•0
2K	94•5	92•8	92•0	91•0	90•2	90•5	86•9	84•1	85•2	88•8
2•5K	100•4	97•7	96•5	95•0	93•2	92•9	88•8	85•3	84•6	88•9
3•15K	102•2	100•6	99•4	98•9	97•2	97•4	93•1	88•5	85•8	89•5
4K	96•8	96•9	96•1	94•9	94•9	95•2	91•6	87•0	83•8	89•1
5K	93•2	93•2	92•9	91•5	90•8	91•4	87•0	84•1	82•3	88•1
6•3K	91•7	91•5	90•2	89•5	88•7	89•6	85•3	83•4	82•0	88•3
8K	91•9	91•1	90•6	89•8	88•7	89•8	88•2	87•4	87•9	95•2
10K	87•4	88•3	87•4	86•1	85•8	87•2	84•5	84•2	86•3	95•6
63	87•5	88•8	87•8	88•0	90•6	92•2	91•5	94•7	94•9	102•5
125	92•9	92•0	91•4	92•2	93•0	93•3	94•3	95•4	95•9	103•8
250	93•6	93•9	93•9	94•2	94•6	94•4	93•3	94•1	95•8	106•2
500	95•1	95•6	94•7	94•4	94•8	93•7	92•7	91•6	93•6	103•6
1K	97•3	96•4	94•8	94•7	94•1	93•7	91•8	91•0	93•8	100•0
2K	102•2	99•9	98•9	97•6	96•3	96•4	92•3	89•5	90•2	94•9
4K	103•7	102•7	101•7	100•9	99•8	100•1	96•0	91•7	89•0	93•7
8K	95•5	95•3	94•4	93•5	92•7	93•8	91•1	90•1	90•5	98•8
LP-N	107•6	106•5	105•5	104•9	104•4	104•5	102•2	101•8	103•1	111•2
SIL	101•1	99•7	98•4	97•7	96•8	96•7	93•4	90•7	91•0	96•2
BDBA	108•0	106•6	105•6	104•8	103•8	103•9	100•5	98•0	98•7	106•0
PNDB	122•7	121•5	120•5	119•9	119•0	119•2	115•9	113•4	112•9	119•4

STOP 0

YF-12 INLET NOISE SUPPRESSION
15136 DEC 12,'79 TEST 9477
YF-12 INLET NOISE SUPPRESSION
RUN 21
SPIKE FORWARD
BYPASS DOORS CLOSED
6000 RPM

RUN	34	35	36	37	38	39	40	41	42	43
FREQ (HZ)	TR 1 F1 0° DEG	TR 2 F2 10° DEG	TR 3 F3 20° DEG	TR 4 F4 30° DEG	TR 5 F5 40° DEG	TR 6 F6 50° DEG	TR 7 F7 70° DEG	TR 8 F8 90° DEG	TR 9 F9 110° DEG	TR10 F10 135° DEG
50	80.0	81.9	81.6	82.5	83.0	83.6	84.3	87.3		
63	86.2	85.5	84.1	83.8	86.6	89.3	88.0	91.5		
80	83.5	84.8	84.0	83.9	86.9	87.8	87.3	90.6		
100	87.1	86.1	84.5	86.3	87.8	88.2	87.6	91.0		
125	88.6	87.2	87.3	88.3	88.4	88.5	90.4	91.9		
160	89.2	89.1	88.6	88.7	89.3	89.9	91.1	91.8		
200	88.5	90.0	89.2	89.6	90.1	91.1	90.3	91.6		
250	90.5	90.4	91.3	91.6	91.5	90.9	89.5	90.8		
315	90.3	90.4	89.4	90.6	90.6	89.7	89.2	90.1		
400	89.6	89.8	90.3	89.9	89.9	89.0	87.6	88.6		
500	90.8	91.6	90.9	90.5	89.5	88.7	87.2	87.2		
630	92.1	92.5	91.2	91.1	90.4	90.2	88.2	88.4		
800	92.1	92.2	90.9	90.5	89.8	89.5	87.5	87.8		
1K	92.7	92.3	90.5	90.4	89.2	88.7	87.4	87.5		
1.25K	94.6	93.5	92.1	92.2	90.9	91.3	89.0	89.4		
1.6K	95.3	93.6	92.8	92.3	91.1	91.8	88.0	87.1		
2K	95.2	93.8	93.0	92.0	90.9	91.2	88.5	86.1		
2.5K	100.2	97.7	96.5	95.2	93.1	92.7	89.1	86.2		
3.15K	103.5	101.7	100.7	100.0	97.9	97.9	94.0	89.7		
4K	99.6	99.8	99.0	97.5	97.3	97.3	94.0	89.8		
5K	95.3	95.2	96.3	93.7	92.8	93.0	89.3	86.5		
6.3K	92.6	92.4	91.0	90.2	89.2	90.0	85.7	84.0		
8K	92.8	91.7	91.4	90.7	89.0	89.9	88.2	87.2		
10K	88.1	88.9	88.0	87.0	86.2	87.2	85.2	85.2		
63	87.7	89.1	88.2	88.2	90.6	92.2	91.6	94.9		
125	93.2	92.4	91.9	92.7	93.3	93.7	94.7	96.3		
250	94.6	95.0	94.8	95.4	96.5	95.4	94.5	95.6		
500	95.7	96.2	95.6	95.3	94.7	94.1	92.4	92.9		
1K	98.1	97.5	96.0	95.9	94.8	94.7	92.8	93.1		
2K	102.4	100.3	99.2	98.2	96.6	96.7	93.3	91.2		
4K	105.4	104.4	103.6	102.5	101.3	101.3	97.7	93.7		
8K	96.4	96.0	95.1	94.4	93.1	94.0	91.3	90.4		
LP-8	108.6	107.6	106.8	106.1	105.2	105.3	103.1	103.0		
SIL	101.9	100.7	99.6	98.9	97.6	97.6	94.6	92.7		
ODBA	109.0	107.8	106.9	106.0	104.7	104.8	101.6	99.6		
PNDB	123.8	122.6	121.7	121.1	119.7	119.8	116.8	114.7		

STOP 0

YF-12 INLET NOISE SUPPRESSION
19119 DEC 05,'79 TEST 9358
YF-12 INLET NOISE SUPPRESSION
RUN 21
SPIKE FORWARD
BYPASS DOORS CLOSED
6000 RPM

RUN	28	29	30	31	32	34	35
FREQ (HZ)	TR 1 K1 0. DEG	TR 2 K6 0. DEG	TR 3 K3 0. DEG	TR 4 K8 0. DEG	TR 5 K5 0. DEG	TR 7 K14 0. DEG	TR 8 K12 0. DEG
50	105.6	130.9	132.4	129.0	130.7	118.5	118.6
63	107.8	132.1	133.9	130.7	131.8	120.3	119.9
80	108.1	133.5	134.4	132.4	133.7	121.6	121.3
100	111.3	134.9	135.4	135.6	135.8	123.3	124.8
125	116.7	136.5	136.7	138.6	137.7	124.9	128.9
160	120.7	138.1	138.0	141.0	139.1	125.9	129.2
200	125.2	140.8	140.0	144.5	141.5	127.5	131.0
250	128.8	143.2	143.1	145.2	142.8	129.1	131.5
315	129.1	145.0	144.5	143.5	142.4	131.9	133.6
400	126.7	147.5	146.7	141.3	141.8	133.4	133.1
500	124.3	148.0	146.3	139.9	140.7	138.5	133.6
630	123.1	145.7	143.5	139.7	140.6	142.2	138.0
800	122.6	142.6	137.6	140.6	144.2	139.6	137.3
1K	122.4	141.7	132.5	142.0	140.9	134.8	135.0
1.25K	125.4	142.5	130.5	141.6	139.0	134.9	134.7
1.6K	125.9	140.7	130.9	140.3	138.4	137.8	135.7
2K	125.5	139.9	131.5	139.8	139.5	136.7	137.5
2.5K	129.9	140.3	132.4	139.8	138.9	139.7	140.8
3.15K	133.0	143.4	135.4	142.7	142.4	149.0	152.2
4K	133.2	144.2	138.4	144.2	144.7	147.7	148.1
5K	130.5	143.0	137.9	143.1	141.8	145.0	143.5
6.3K	128.6	141.1	136.2	140.5	139.2	145.0	143.7
8K	128.2	139.6	134.5	140.1	138.4	144.2	143.9
10K	127.1	138.6	133.7	139.5	137.2	143.3	142.7
63	112.1	137.1	138.3	135.7	137.0	125.1	124.8
125	122.5	141.5	141.6	143.7	142.5	129.6	132.8
250	132.8	148.1	147.7	149.3	147.0	134.7	136.9
500	129.7	151.9	150.5	145.2	145.8	144.1	140.3
1K	128.5	147.0	139.4	146.2	146.7	141.8	140.6
2K	132.3	145.1	136.4	144.7	143.7	143.0	143.3
4K	137.1	148.6	142.2	148.4	147.9	152.3	154.0
8K	132.8	144.7	139.7	144.8	143.1	149.0	148.2
LP-8	141.0	156.3	153.6	155.0	154.2	155.0	155.7
SIL	132.6	146.9	139.3	146.5	146.1	145.7	146.0
OOBA	140.7	154.6	150.1	153.4	152.9	155.2	156.3
PNDB	155.2	168.8	163.7	168.3	167.8	169.3	170.9

*STOP> 0

YF-12 INLET NOISE SUPPRESSION
16:05 DEC 12,'79 TEST 9477
YF-12 INLET NOISE SUPPRESSION
RUN 23
SPIKE FORWARD
BYPASS DOORS CLOSED
6200 RPM

RUN	46	47	48	49	50	51	52	53	55
FREQ (HZ)	TR 1 F1 0° DEG	TR 2 F2 10° DEG	TR 3 F3 20° DEG	TR 4 F4 30° DEG	TR 5 F5 40° DEG	TR 6 F6 80° DEG	TR 7 F7 70° DEG	TR 8 F8 90° DEG	TR10 F10 135° DEG
50	80.6	82.6	82.8	83.9	84.4	84.9	85.5	88.7	77.8
63	85.2	86.6	85.2	84.9	87.5	90.2	88.7	92.2	78.0
80	84.6	86.0	85.3	85.1	87.8	88.7	88.3	91.6	78.0
100	88.7	87.6	85.8	87.4	88.7	89.2	88.6	92.7	79.0
125	89.7	88.2	88.5	89.5	89.7	89.4	91.9	93.3	79.8
160	89.7	89.2	88.8	89.1	89.5	90.4	91.8	92.3	80.8
200	89.1	90.8	89.8	90.4	91.0	92.1	91.5	92.9	81.1
250	91.1	90.9	91.6	91.9	92.3	91.5	90.3	91.8	82.5
315	90.9	91.2	90.2	91.4	91.3	90.6	90.6	91.4	79.8
400	90.3	90.8	91.2	90.9	90.7	90.2	88.8	89.8	80.1
500	91.0	91.8	91.5	90.8	90.3	89.5	88.3	88.5	76.7
630	91.3	92.1	91.1	91.1	90.8	90.2	88.3	88.6	76.0
800	91.9	92.2	91.1	90.9	90.3	89.6	88.3	89.0	75.1
1K	93.5	93.0	91.4	91.1	90.0	89.8	88.0	88.5	74.8
1.25K	95.4	94.4	93.1	92.8	91.7	91.8	89.8	90.7	78.0
1.6K	95.0	94.2	93.0	92.8	92.3	92.8	90.0	90.5	78.3
2K	95.0	93.6	92.9	92.0	91.3	91.8	89.0	87.2	72.9
2.5K	97.3	95.0	94.3	93.4	92.0	91.9	88.9	87.0	71.4
3.15K	99.3	97.7	97.0	96.5	94.7	93.1	91.1	88.0	70.5
4K	97.0	97.0	96.3	94.7	94.7	94.8	91.6	88.2	70.3
5K	93.8	93.8	93.8	92.3	91.5	91.8	88.4	86.3	70.5
6.3K	91.2	90.8	89.8	88.9	88.1	88.8	84.8	83.7	67.7
8K	91.1	90.1	90.2	89.5	88.2	89.0	87.5	86.5	70.5
10K	86.6	87.3	87.0	86.0	85.6	86.7	84.9	84.5	73.0
63	88.6	90.2	89.3	89.4	91.6	93.2	92.5	95.8	82.7
125	94.2	93.2	92.7	93.5	94.1	94.5	95.8	97.5	84.7
250	95.2	95.7	95.4	96.1	96.4	96.2	95.6	96.9	86.0
500	95.7	96.4	96.0	95.7	95.4	94.7	93.3	93.8	82.8
1K	98.6	98.0	96.7	96.4	95.5	95.3	93.6	94.3	81.0
2K	100.7	99.1	98.2	97.5	96.6	97.0	94.1	93.3	80.0
4K	102.0	101.2	100.7	99.6	98.6	98.9	95.4	92.3	75.2
8K	94.8	94.4	94.0	93.1	92.2	93.1	90.7	89.8	75.7
LP-8	106.9	106.2	105.5	105.1	104.6	104.8	103.2	103.8	91.4
SIL	100.5	99.5	98.6	97.9	96.9	97.0	94.3	93.3	78.7
OOBA	106.8	105.9	105.2	104.4	103.5	103.7	101.0	100.1	86.7
PNDB	121.3	120.4	119.7	119.2	118.2	118.5	115.9	114.6	100.4

STOP 0

YF-12 INLET NOISE SUPPRESSION
19125 DEC 05,'79 TEST 935a
YF-12 INLET NOISE SUPPRESSION
RUN 23
SPIKE FORWARD
BYPASS DOORS CLOSED
6200 RPM

RUN	39	40	41	42	43	45	46
FREQ (HZ)	TR 1 K1 0. DEG	TR 2 K6 0. DEG	TR 3 K3 0. DEG	TR 4 K8 0. DEG	TR 5 K5 0. DEG	TR 7 K14 0. DEG	TR 8 K12 0. DEG
50	106.2	131.1	132.6	129.5	131.3	118.4	118.9
63	107.8	132.2	133.3	131.3	132.5	120.0	120.8
80	108.6	133.2	134.4	133.1	133.9	121.6	122.2
100	110.8	134.6	135.4	136.0	136.0	123.4	125.4
125	116.7	135.8	136.7	138.9	137.8	125.5	129.0
160	120.1	137.5	137.6	140.9	139.2	126.4	130.1
200	125.7	140.2	139.5	145.2	142.0	128.1	131.8
250	129.2	143.0	143.0	146.0	143.4	130.2	132.9
315	129.5	144.6	144.3	144.4	143.2	132.7	134.6
400	127.2	147.1	147.0	142.0	142.6	134.1	134.0
500	124.7	147.6	147.0	140.7	141.3	139.6	134.8
630	122.9	145.6	144.2	140.6	141.2	142.4	137.9
800	122.5	142.8	138.4	141.4	144.9	140.5	139.9
1K	122.6	141.8	133.0	142.6	141.6	136.3	136.6
1.25K	126.0	142.6	131.1	142.7	139.7	136.3	139.0
1.6K	126.2	140.9	131.8	141.2	139.1	139.0	138.0
2K	125.8	140.2	131.9	140.7	140.2	138.5	138.8
2.5K	128.3	140.2	132.6	140.5	139.4	140.4	142.2
3.15K	129.6	141.3	133.3	141.4	140.6	145.8	144.9
4K	130.5	142.6	135.7	143.4	142.9	148.0	147.6
5K	129.2	141.7	136.3	142.8	141.5	145.4	144.3
6.3K	128.0	140.4	135.8	140.7	139.3	144.6	143.0
8K	127.6	138.9	134.4	140.0	137.9	144.3	143.5
10K	126.7	137.8	133.4	139.4	136.9	143.2	142.1
63	112.4	137.0	138.3	136.3	137.5	125.0	125.6
125	122.0	140.9	141.5	143.8	142.6	130.1	133.4
250	133.2	147.8	147.5	150.0	147.7	135.5	138.0
500	130.1	151.6	151.0	146.9	146.5	144.6	140.7
1K	128.8	147.2	140.1	147.1	147.4	143.0	143.8
2K	131.7	145.2	136.8	145.6	144.1	148.1	145.8
4K	134.6	146.7	140.1	147.4	146.5	151.4	150.6
8K	132.2	143.9	139.4	144.8	142.9	148.9	147.7
LP-8	140.0	155.8	153.8	155.3	154.4	154.7	153.9
B/L	131.7	146.4	139.0	146.7	146.1	146.2	146.3
OVBA	139.3	154.0	150.1	153.5	152.7	154.8	154.1
PNDB	153.7	167.7	162.9	167.9	167.1	169.0	168.6

STOP 0

YF-12 INLET NOISE SUPPRESSION
16136 DEC 12,'79 TEST 9477
YF-12 INLET NOISE SUPPRESSION
RUN 25
SPIKE FORWARD
BYPASS DOORS CLOSED
6400 RPM

6400

RUN	57	58	59	60	61	62	63	64	66
FREQ (HZ)	TR 1 F1 0° DEG	TR 2 F2 10° DEG	TR 3 F3 20° DEG	TR 4 F4 30° DEG	TR 5 F5 40° DEG	TR 6 F6 50° DEG	TR 7 F7 70° DEG	TR 8 F8 90° DEG	TR10 F10 135° DEG
50	82.3	84.1	84.2	85.5	85.9	86.5	87.6	90.5	80.2
63	86.3	87.7	86.6	86.3	88.9	91.0	89.7	93.1	80.6
80	87.3	88.7	88.0	87.7	90.6	91.3	91.3	94.2	80.7
100	89.7	88.4	87.0	88.3	89.7	90.6	90.1	94.6	81.5
125	91.3	89.9	90.1	91.4	91.6	91.3	93.9	95.5	81.8
160	90.7	90.1	89.9	90.4	90.3	91.7	93.2	94.2	83.3
200	90.2	91.3	90.9	91.1	92.4	93.4	92.3	94.1	82.9
250	91.7	91.3	91.7	92.5	93.0	92.3	91.6	93.5	83.2
315	91.7	92.0	91.0	92.0	92.2	91.5	91.3	92.7	80.6
400	91.7	91.9	92.1	91.7	91.5	91.0	90.2	91.0	80.8
500	91.6	92.2	92.1	91.5	90.8	90.3	89.2	90.0	77.8
630	91.5	92.2	91.5	91.8	91.1	90.7	89.4	90.0	77.7
800	92.7	92.5	91.4	91.9	91.2	90.4	89.5	89.8	76.7
1K	94.4	93.6	92.3	91.7	91.1	90.3	90.3	91.1	75.8
1.25K	95.8	94.5	93.2	93.4	92.3	92.3	90.2	91.0	76.6
1.6K	95.1	93.9	93.1	93.7	93.0	93.8	91.5	93.3	80.0
2K	94.8	93.5	92.7	92.0	91.2	92.0	89.3	88.7	75.1
2.5K	94.8	92.9	92.6	92.1	91.0	92.0	88.9	88.1	72.7
3.15K	95.0	93.9	93.4	93.3	91.5	92.0	88.7	87.2	71.3
4K	93.4	93.4	93.0	91.7	91.5	91.7	88.7	87.0	70.6
5K	91.6	91.4	91.5	90.3	89.5	89.9	86.6	85.6	70.6
6.3K	89.8	89.3	88.3	87.8	86.9	87.8	83.5	83.2	68.0
8K	90.0	89.0	89.2	88.9	87.4	88.6	86.4	85.7	69.6
10K	85.7	86.6	86.3	85.7	85.1	86.6	84.1	84.0	71.3
63	90.5	92.0	91.3	91.3	93.6	94.9	94.5	97.6	85.3
125	95.4	94.3	94.0	95.0	95.4	96.0	97.4	99.6	87.1
250	96.0	96.3	96.0	96.7	97.3	97.2	96.5	98.2	87.2
500	96.4	96.9	96.7	96.4	95.9	95.4	94.4	95.1	83.8
1K	99.3	98.4	97.1	97.2	96.3	95.9	94.8	95.8	81.2
2K	99.7	98.2	97.6	97.4	96.6	97.5	94.8	95.8	81.8
4K	98.3	97.8	97.6	96.7	95.7	96.1	92.9	91.4	75.6
8K	93.7	93.2	92.9	92.4	91.4	92.8	89.6	89.2	74.6
LP-8	108.0	105.5	104.9	104.9	104.6	104.9	103.9	105.3	92.9
SIL	99.1	98.1	97.4	97.1	96.2	96.8	94.2	94.1	79.5
80BA	108.3	104.5	103.8	103.6	102.7	103.0	100.9	101.2	87.7
PNDB	119.1	118.4	117.9	117.8	116.9	117.3	115.0	115.2	101.7
STOP 0									

YF-12 INLET NOISE SUPPRESSION
19:31 DEC 05,'79 TEST 9358
YF-12 INLET NOISE SUPPRESSION
RUN 25
SPIKE FORWARD
BYPASS DOORS CLOSED
6400 RPM

RUN	50	51	52	53	54	56	57
FREQ (HZ)	TR 1 K1 0. DEG	TR 2 K6 0. DEG	TR 3 K3 0. DEG	TR 4 K8 0. DEG	TR 5 K5 0. DEG	TR 7 K14 0. DEG	TR 8 K12 0. DEG
50	105.6	131.3	132.3	130.3	131.0	118.3	118.6
63	107.8	132.1	133.5	131.7	132.5	120.1	120.6
80	108.3	133.8	134.2	133.4	133.8	122.0	122.1
100	111.0	135.1	135.2	136.1	135.9	123.7	125.0
125	116.1	136.2	136.6	138.8	137.8	125.9	129.2
160	119.7	137.5	137.6	141.1	139.2	127.0	130.5
200	125.8	140.4	139.5	145.9	142.4	128.8	132.0
250	129.2	143.2	142.9	146.5	143.8	130.7	133.4
315	130.0	144.7	144.6	144.9	143.8	133.4	135.1
400	128.0	147.2	147.2	142.7	143.1	134.6	134.9
500	124.8	147.8	147.3	141.2	141.9	140.2	136.0
630	123.2	146.1	144.8	141.0	141.7	142.7	138.2
800	122.4	143.2	139.1	142.0	145.3	140.5	141.0
1K	123.5	142.2	133.7	143.1	142.0	137.0	145.2
1.25K	126.9	143.2	131.5	143.0	140.4	136.2	141.8
1.6K	126.4	141.5	131.9	141.8	139.7	139.4	138.4
2K	125.7	140.8	132.4	141.3	140.2	139.8	139.3
2.5K	127.4	140.4	132.8	141.0	139.8	140.3	140.7
3.15K	126.9	140.2	132.4	141.0	139.4	143.7	144.2
4K	127.5	140.1	133.1	141.5	140.1	146.3	146.5
5K	127.4	139.9	133.8	141.4	139.6	144.1	143.1
6.3K	127.2	139.3	134.1	140.2	138.3	143.9	142.2
8K	127.1	138.3	133.6	139.6	137.1	143.7	142.1
10K	126.8	137.5	133.0	139.1	136.1	142.6	141.2
63	112.2	137.3	138.2	136.8	137.4	125.2	125.4
125	121.7	141.2	141.3	143.9	142.6	130.5	133.6
250	133.5	147.9	147.6	150.6	148.1	136.1	138.5
500	130.6	151.9	151.3	146.5	147.0	145.1	141.4
1K	129.5	147.7	140.8	147.5	147.8	143.1	147.9
2K	131.3	145.7	137.1	146.2	144.9	144.6	144.3
4K	132.1	145.0	137.9	146.1	144.5	149.6	149.6
8K	131.7	143.2	138.3	144.4	142.0	148.2	146.6
LP-8	139.5	155.8	153.9	156.5	154.4	153.9	154.0
SIL	131.0	146.1	138.6	146.6	145.7	145.8	147.3
OUBA	138.3	153.9	150.1	153.4	152.5	153.8	154.1
PNDB	152.2	166.8	162.7	167.3	166.0	168.0	168.1

*STOPS 0

YF-12 INLET NOISE SUPPRESSION
17:20 DEC 12,'79 TEST 9477
YF-12 INLET NOISE SUPPRESSION
RUN 27
SPIKE FORWARD
BYPASS DOORS CLOSED
6600 RPM

RUN	68	69	70	71	72	73	74	75	77
FREQ (HZ)	TR 1 F1 0. DEG	TR 2 F2 10. DEG	TR 3 F3 20. DEG	TR 4 F4 30. DEG	TR 5 F5 40. DEG	TR 6 F6 50. DEG	TR 7 F7 70. DEG	TR 8 F8 90. DEG	TR10 F10 135. DEG
50	86.6	88.4	88.3	89.5	89.8	90.4	90.7	93.7	85.1
63	89.6	91.0	89.8	89.5	91.8	93.8	92.8	96.0	86.2
80	94.3	95.8	94.1	93.6	96.4	96.9	97.1	100.0	86.6
100	93.1	92.6	91.2	92.3	93.5	94.4	94.1	98.4	86.8
125	95.8	93.8	94.0	95.5	94.8	95.0	97.6	99.4	87.3
160	96.4	94.5	94.7	94.5	95.2	97.0	97.8	98.5	87.0
200	95.3	95.2	95.2	94.6	96.9	98.0	97.1	99.0	87.6
250	94.0	93.5	93.2	94.5	95.2	95.6	95.4	96.8	87.5
315	93.1	93.9	92.8	94.1	95.0	93.6	93.6	96.5	84.4
400	92.6	92.9	93.4	93.2	92.7	92.8	92.8	94.2	84.2
500	91.8	92.4	92.5	92.4	91.8	91.9	91.7	93.2	81.9
630	91.8	92.7	92.1	92.4	92.1	92.3	91.6	93.2	81.2
800	92.6	93.0	92.2	93.4	92.3	92.2	91.6	93.2	80.0
1K	94.3	94.2	92.7	92.7	92.2	91.8	91.7	92.0	78.1
1.25K	96.0	95.0	93.9	93.7	92.9	93.0	91.7	92.4	77.6
1.6K	95.2	94.1	93.6	93.9	93.5	94.1	92.0	93.6	78.7
2K	94.6	93.5	92.8	92.1	91.6	92.3	90.0	90.2	75.3
2.5K	93.7	92.2	92.2	92.2	90.8	91.4	88.9	89.0	72.9
3.15K	93.0	92.7	92.0	92.0	90.4	91.1	88.6	87.8	71.9
4K	91.8	92.0	91.6	90.0	89.9	90.2	88.0	86.5	70.8
5K	90.5	90.3	90.3	89.1	88.3	88.8	85.6	85.4	70.1
6.3K	89.1	88.7	87.6	87.0	86.2	87.0	82.8	83.2	68.1
8K	89.8	88.8	88.9	88.3	86.9	87.9	85.7	85.0	69.3
10K	85.5	86.7	86.2	85.2	84.6	85.7	82.9	82.8	69.6
63	96.1	97.6	96.3	96.1	98.3	99.3	99.2	102.1	90.8
125	100.1	98.5	98.3	99.0	99.3	100.4	101.6	103.8	91.8
250	99.0	99.0	98.6	99.2	100.5	100.9	100.4	102.3	91.5
500	96.8	97.5	97.5	97.4	97.0	97.1	96.8	98.3	87.4
1K	99.3	98.9	97.8	98.1	97.2	97.1	96.4	97.3	83.4
2K	99.3	98.1	97.7	97.6	96.9	97.5	95.3	96.2	81.1
4K	96.7	96.6	96.1	95.3	94.4	94.9	92.3	91.5	75.8
8K	93.1	92.9	92.5	91.8	90.8	91.7	88.8	88.5	73.8
LP=8	107.1	106.7	106.2	106.3	106.6	107.2	106.9	108.7	97.1
SIL	98.4	97.9	97.2	97.0	96.2	96.5	94.7	95.0	80.1
80BA	104.9	104.4	103.8	103.7	103.1	103.4	101.9	102.8	89.6
PNDB	118.8	118.5	117.9	117.8	117.1	117.7	116.0	116.7	103.4

STOP 0

YF-12 INLET NOISE SUPPRESSION
19138 DEC 05,'79 TEST 9358
YF-12 INLET NOISE SUPPRESSION
RUN 27
SPIKE FORWARD
BYPASS DOORS CLOSED
6600 RPM

RUN	61	62	63	64	65	67	68
FREQ (HZ)	TR 1 K1 0. DEG	TR 2 K6 0. DEG	TR 3 K3 0. DEG	TR 4 K8 0. DEG	TR 5 K5 0. DEG	TR 7 K14 0. DEG	TR 8 K12 0. DEG
50	104.8	131.4	132.8	130.3	131.5	118.9	119.2
63	106.9	132.4	133.8	131.3	132.7	120.5	121.0
80	107.9	133.8	134.5	133.6	134.2	122.3	122.6
100	110.7	134.6	135.6	136.3	136.0	124.0	125.9
125	116.0	136.4	136.8	139.0	138.0	126.2	129.6
160	119.4	137.7	137.5	141.4	139.2	127.2	131.0
200	125.9	140.6	139.2	146.2	142.4	128.7	132.1
250	129.1	143.3	143.0	146.7	143.9	131.2	133.8
315	130.1	144.9	144.4	145.1	144.3	133.9	135.8
400	128.0	147.5	147.4	143.3	143.6	134.7	135.3
500	125.0	148.1	147.6	141.7	141.9	140.8	136.3
630	123.1	146.3	145.3	141.3	142.1	143.2	140.2
800	122.5	143.6	139.7	142.4	145.6	141.6	143.5
1K	123.8	142.9	134.0	143.6	142.2	137.1	140.6
1.25K	127.1	143.7	131.8	143.5	140.7	136.8	140.1
1.6K	126.4	142.1	132.3	142.3	140.0	138.2	137.7
2K	125.8	141.3	132.5	141.9	141.2	139.9	141.1
2.5K	127.0	140.9	133.2	141.6	140.1	140.4	140.2
3.15K	126.1	140.3	132.4	141.3	139.5	143.4	142.6
4K	126.5	140.0	132.5	141.3	139.3	145.9	144.6
5K	126.6	139.4	132.9	141.0	138.8	144.0	142.8
6.3K	126.8	139.0	133.4	140.2	137.8	143.7	142.2
8K	127.1	138.3	133.5	139.7	136.9	143.5	141.8
10K	126.5	137.8	133.1	139.3	136.1	142.5	141.0
63	111.5	137.4	138.5	136.7	137.7	125.6	125.9
125	121.4	141.2	141.5	144.1	142.7	130.8	134.1
250	133.5	148.0	147.5	150.8	148.4	136.5	138.9
500	130.7	152.1	151.6	147.0	147.3	145.5	142.6
1K	129.7	148.2	141.3	148.0	148.1	143.9	146.4
2K	131.2	146.2	137.4	146.7	145.3	144.4	144.7
4K	131.2	144.7	137.4	146.0	144.0	149.3	148.2
8K	131.6	143.1	138.1	144.5	141.8	148.0	146.5
LP-8	139.3	156.1	154.0	155.8	154.6	153.9	153.3
SIL	130.7	146.4	138.7	146.9	145.8	145.9	146.4
OVBA	138.0	154.2	150.3	153.7	152.6	153.7	153.2
PNDB	151.6	166.9	162.8	167.4	165.9	167.8	167.1

STOPS 0

YF-12 INLET NOISE SUPPRESSION
16:23 NOV 29,'79 TEST 9224
YF-12 INLET NOISE SUPPRESSION
RUN 41
SPIKE FORWARD
BYPASS DOORS OPEN
5000 RPM

RUN	23	24	25	26	27	28	29	30	31	32
FREQ (HZ)	TR 1 F1 0° DEG	TR 2 F2 10° DEG	TR 3 F3 20° DEG	TR 4 F4 30° DEG	TR 5 F5 40° DEG	TR 6 F6 80° DEG	TR 7 F7 70° DEG	TR 8 F8 90° DEG	TR 9 F9 110° DEG	TR10 F10 135° DEG
50	78.8	83.0	82.2	82.7	83.0	81.0	86.1	87.3		96.6
63	78.8	80.1	79.4	79.3	81.1	83.9	85.7	87.3		93.2
80	80.9	81.7	81.5	81.7	84.9	84.4	85.6	86.3		93.5
100	84.2	83.2	82.1	83.7	85.6	83.4	83.8	85.5		94.8
125	86.6	85.0	85.5	86.7	87.5	86.1	87.5	88.7		95.0
160	84.0	83.6	85.4	86.1	87.7	85.7	88.6	87.9		97.9
200	84.4	85.7	84.9	86.0	88.0	86.2	86.4	88.0		100.0
250	86.7	86.3	87.1	88.3	89.1	86.1	86.6	87.3		99.4
315	87.1	87.3	86.9	87.7	90.0	85.9	86.5	87.1		99.4
400	88.6	88.9	89.9	90.0	90.7	87.8	86.8	87.1		98.2
500	91.2	91.8	91.8	91.2	92.0	89.3	89.5	89.5		99.2
630	92.4	93.2	93.3	92.7	93.1	92.2	92.0	92.2		99.3
800	92.8	93.2	92.4	92.4	94.0	91.7	91.5	90.7		97.4
1K	91.8	91.6	91.8	91.2	94.6	91.5	91.0	90.1		96.4
1.25K	92.0	90.8	90.8	91.9	95.1	91.7	91.0	89.2		94.3
1.6K	92.7	91.7	92.0	93.0	95.8	92.9	91.1	89.6		93.2
2K	95.9	94.2	94.5	94.0	96.4	93.0	91.1	90.0		93.5
2.5K	104.4	102.6	102.3	101.6	97.6	98.7	93.1	91.2		94.1
3.15K	103.1	100.4	101.5	101.4	98.3	98.3	94.0	90.4		93.1
4K	97.4	96.0	95.9	94.7	98.2	93.6	89.7	88.0		91.3
5K	96.4	95.5	95.9	95.0	98.8	92.7	88.0	85.5		91.0
6.3K	95.4	93.0	93.4	93.0	98.1	90.4	87.9	85.0		90.3
8K	95.8	94.0	94.4	93.4	100.8	90.5	90.6	89.5		99.2
10K	91.2	90.6	91.1	90.0	100.7	87.4	84.5	82.3		93.9
63	84.4	86.5	86.0	86.2	88.8	88.1	90.6	92.0		99.0
125	89.9	88.8	89.3	90.4	91.8	89.6	91.8	92.6		100.9
250	91.0	91.3	91.2	92.2	93.9	90.9	91.2	92.2		104.4
500	95.8	96.4	96.7	96.2	96.8	94.9	94.7	94.9		103.7
1K	97.0	96.8	96.5	96.8	99.4	96.4	95.9	94.8		101.0
2K	105.2	103.5	103.3	102.7	101.9	100.6	96.6	95.1		98.4
4K	104.8	102.7	103.4	103.0	103.4	100.4	96.1	93.2		96.7
8K	99.3	97.5	98.0	97.2	104.8	94.4	93.1	91.4		100.8
LP-8	109.2	107.6	107.9	107.5	109.2	105.5	103.3	102.5		110.3
SIL	102.4	101.0	101.1	100.8	101.4	99.1	96.2	94.4		98.7
OOBA	109.9	108.1	108.4	107.9	109.0	105.8	102.7	101.1		107.1
PNDB	123.8	122.3	122.4	122.2	122.5	120.0	117.1	115.1		120.9

*STOP. 0

YF-12 INLET NOISE SUPPRESSION
11:32 NOV 07,'79 TEST 9156
YF-12 INLET NOISE SUPPRESSION
RUN 41
SPIKE FORWARD
BYPASS DOORS OPEN
5000 RPM

RUN	18	19	20	21	22	23
FREQ (HZ)	TR 1 K1 0. DEG	TR 2 K6 0. DEG	TR 3 K3 0. DEG	TR 4 K8 0. DEG	TR 5 K5 0. DEG	TR 6 K10 -0. DEG
50	.0	125.9	129.6	124.9	127.1	138.6
63	105.2	127.5	130.5	126.3	128.2	139.8
80	103.6	128.9	132.2	128.1	129.8	141.4
100	107.5	129.9	133.2	130.1	130.9	142.2
125	114.6	131.6	134.2	132.5	132.1	143.3
160	115.5	133.1	134.5	133.3	132.6	144.0
200	118.4	135.2	134.7	134.9	133.9	145.2
250	122.4	137.9	134.5	136.7	134.4	145.6
315	123.7	141.9	134.0	135.0	133.4	145.4
400	123.8	144.1	134.3	133.0	132.3	145.0
500	120.2	142.4	133.6	130.9	131.1	144.6
630	118.1	138.5	131.7	130.4	130.9	143.8
800	118.9	133.8	127.1	131.2	135.6	142.9
1K	119.0	132.0	124.1	132.5	132.6	141.7
1.25K	121.0	133.4	122.9	131.6	128.4	140.7
1.6K	122.4	131.7	124.5	131.4	130.3	139.4
2K	124.6	131.6	127.1	132.3	133.3	139.0
2.5K	133.9	138.8	136.6	138.9	138.8	142.2
3.15K	133.4	139.0	137.3	139.6	139.5	143.6
4K	127.1	133.9	130.8	133.5	133.6	138.3
5K	127.8	133.9	130.6	133.9	133.3	137.7
6.3K	128.3	134.7	132.0	134.7	134.0	139.1
8K	126.9	133.8	130.4	133.4	132.3	137.5
10K	126.0	132.6	129.5	133.1	131.3	136.6
63	.0	132.4	135.7	131.4	133.3	144.8
125	118.4	136.5	138.8	136.9	136.7	148.0
250	126.8	143.9	139.2	140.4	138.7	150.2
500	126.1	147.0	138.1	136.3	136.3	149.3
1K	124.5	137.9	129.8	136.6	137.9	146.6
2K	134.7	140.2	137.3	140.4	140.3	145.2
4K	135.2	141.1	138.8	141.4	141.2	145.5
8K	131.9	138.6	135.5	138.6	137.5	142.6
LP-8	139.6	150.7	146.4	147.6	147.3	156.2
SIL	131.5	139.7	135.3	139.5	139.8	145.8
BUBA	140.0	148.3	144.0	146.6	146.5	153.1
PNDB	154.0	162.7	159.6	161.8	161.6	168.1
*STOP. 0						

YF-12 INLET NOISE SUPPRESSION
13:55 NOV 07,'79 TEST 9156
YF-12 INLET NOISE SUPPRESSION
RUN 41
SPIKE FORWARD
BYPASS DOORS OPEN
5000 RPM

RUN	24	25
FREQ (HZ)	TR 7 K14 0. DEG	TR 8 K12 0. DEG
50	118.3	125.6
63	120.2	125.6
80	120.9	125.7
100	122.4	125.7
125	123.5	125.6
160	125.0	125.7
200	126.6	127.1
250	128.4	128.6
315	130.6	128.5
400	132.8	128.4
500	136.8	127.8
630	139.4	129.0
800	136.6	130.1
1K	131.7	126.6
1.25K	131.6	125.5
1.6K	133.6	127.7
2K	134.7	130.6
2.5K	143.0	137.7
3.15K	144.8	140.0
4K	139.9	134.9
5K	139.4	134.5
6.3K	141.3	137.0
8K	140.0	136.5
10K	139.6	136.7
63	124.7	130.4
125	128.5	130.4
250	133.6	132.9
500	141.9	133.2
1K	138.8	132.7
2K	144.0	138.8
4K	146.8	142.0
8K	145.1	141.5
LP-8	151.2	146.6
SIL	143.2	137.8
OOBA	151.4	146.5
PNDB	165.7	161.2

STOP 0

YF-12 INLET NOISE SUPPRESSION
17105 DEC 03,'79 TEST 922A
YF-12 INLET NOISE SUPPRESSION
RUN 47
SPIKE FORWARD
BYPASS DOORS OPEN
6000 RPM

RUN	34	35	36	37	38	39	40	41	42	43
FREQ (HZ)	TR 1 F1 0. DEG	TR 2 F2 10. DEG	TR 3 F3 20. DEG	TR 4 F4 30. DEG	TR 5 F5 60. DEG	TR 6 F6 80. DEG	TR 7 F7 70. DEG	TR 8 F8 90. DEG	TR 9 F9 110. DEG	TR10 F10 135. DEG
50	81.1	83.4	82.4	83.5	83.7	83.4	86.2			99.3
63	84.9	85.9	86.3	84.9	87.0	88.5	89.6			99.0
80	84.2	85.7	85.4	85.6	87.7	87.8	88.8			98.9
100	88.5	87.9	86.2	88.6	88.8	88.8	89.1			100.0
125	90.5	89.4	89.1	89.9	89.5	88.8	91.5			101.0
160	88.9	88.0	89.8	90.8	89.3	90.9	92.8			103.2
200	88.3	89.3	88.9	90.1	89.8	90.9	91.0			103.2
250	90.9	90.6	91.0	91.4	90.4	89.4	90.5			103.2
315	90.3	90.6	90.0	90.5	89.7	89.4	89.9			103.0
400	90.9	91.3	92.4	92.6	91.1	89.9	89.2			101.0
500	92.7	93.6	94.3	93.6	91.6	90.0	89.0			99.6
630	95.3	95.3	95.4	95.6	92.8	91.8	90.2			98.5
800	95.8	95.7	94.6	94.6	92.5	91.3	90.0			96.8
1K	93.8	93.6	92.5	92.3	90.9	90.4	89.6			97.0
1.25K	93.4	92.6	93.0	93.5	92.2	91.7	91.4			101.5
1.6K	96.6	94.8	94.9	95.1	93.0	92.8	90.8			99.4
2K	98.0	96.1	96.1	95.2	93.1	93.0	90.4			95.0
2.5K	102.4	100.8	99.9	98.3	95.7	95.1	90.6			93.9
3.15K	107.1	104.2	104.6	103.9	101.2	99.5	95.3			93.9
4K	102.6	101.9	101.7	100.7	99.1	98.7	94.9			94.1
5K	96.7	96.6	96.8	95.9	94.9	94.2	90.4			93.9
6.3K	96.0	93.8	93.9	93.2	92.0	90.4	88.2			90.9
8K	96.1	94.6	94.7	93.7	92.2	90.8	90.4			95.2
10K	90.8	90.7	91.0	90.0	88.4	88.0	87.0			99.9
63	88.5	89.9	89.3	89.5	91.2	91.8	93.2			103.8
125	94.2	93.3	93.4	94.6	94.0	94.4	96.1			106.4
250	94.7	95.0	94.8	95.5	94.8	94.8	95.3			107.9
500	98.1	98.5	99.0	98.9	96.7	95.4	94.3			104.6
1K	99.2	98.9	98.2	98.3	96.7	95.9	95.2			103.8
2K	104.5	102.8	102.3	101.2	98.9	98.5	95.4			101.5
4K	108.7	106.6	106.9	106.1	103.8	102.8	98.8			98.8
8K	99.7	98.1	98.2	97.4	95.9	94.7	93.5			101.6
LP-8	111.2	109.7	109.7	109.1	107.2	106.4	104.6			113.4
SIL	104.1	102.8	102.5	101.2	99.8	99.1	96.5			101.4
ODBA	111.9	110.1	110.1	109.3	107.1	106.2	103.3			109.3
PNDB	126.6	124.7	124.9	124.3	122.2	121.1	118.3			122.8

YF-12 INLET NOISE SUPPRESSION
16:30 NOV 07,'79 TEST 9154
YF-12 INLET NOISE SUPPRESSION
RUN A7
SPIKE FORWARD
BYPASS DOORS OPEN
6000 RPM

RUN	30	31	32	33	34	35
FREQ (HZ)	TR 1 K1 0. DEG	TR 2 K6 0. DEG	TR 3 K3 0. DEG	TR 4 K8 0. DEG	TR 5 K5 0. DEG	TR 6 K10 0. DEG
50	102.7	128.1	131.2	126.1	128.4	137.1
63	106.3	129.5	132.4	127.4	129.8	138.2
80	105.7	130.9	133.7	129.9	131.5	139.5
100	110.9	132.1	135.2	133.6	133.1	140.3
125	118.5	133.9	136.2	136.1	134.6	141.8
160	118.6	135.4	137.0	137.3	135.5	141.8
200	122.3	137.5	138.6	138.9	137.0	142.7
250	127.2	140.1	139.0	140.0	137.4	143.6
315	127.3	143.6	139.4	138.6	137.2	144.1
400	127.3	146.6	139.9	136.6	136.4	144.7
500	123.5	145.6	138.6	135.0	135.4	144.4
630	122.6	142.1	135.6	134.2	135.4	144.2
800	123.6	137.7	131.9	135.5	140.7	143.5
1K	122.9	136.0	128.8	137.0	137.3	142.4
1.25K	123.7	137.1	127.1	136.5	133.2	141.7
1.6K	124.1	135.8	128.6	136.6	135.0	140.7
2K	126.3	135.1	130.3	136.0	137.0	139.9
2.5K	131.0	137.1	133.3	137.6	137.7	139.5
3.15K	135.8	141.8	137.6	142.0	141.4	140.8
4K	133.3	141.4	138.0	141.2	141.2	142.1
5K	129.4	137.9	134.7	138.2	137.5	140.6
6.3K	128.7	136.9	133.2	136.8	135.8	139.1
8K	127.6	136.4	132.7	136.3	135.0	138.0
10K	126.2	134.7	131.0	135.2	133.3	137.0
63	109.9	134.4	137.3	132.9	134.9	143.2
125	121.9	138.8	140.9	140.7	139.3	146.1
250	130.9	145.9	143.8	144.0	142.0	148.3
500	129.7	149.9	143.1	140.2	140.5	149.2
1K	128.2	141.7	134.5	141.2	142.9	147.3
2K	132.9	140.8	135.9	141.5	141.4	144.8
4K	138.3	145.4	141.8	145.5	145.2	146.0
8K	132.4	140.9	137.2	140.9	139.6	142.9
LP-8	141.3	153.4	149.5	151.0	150.6	155.5
SIL	133.1	142.7	137.4	142.7	143.2	146.1
OUBA	141.4	151.3	146.4	149.8	149.7	153.2
PNDB	156.2	165.5	161.7	164.8	164.4	167.5

YF-12 INLET NOISE SUPPRESSION
11:49 NOV 08,'79 TEST 9156
YF-12 INLET NOISE SUPPRESSION
RUN 47
SPIKE FORWARD
BYPASS DOORS OPEN
6000 RPM

RUN	36	37			
FREQ (HZ)	TR 7 K14 0. DEG	TR 8 K12 0. DEG			
50	120.0	119.0			
63	121.5	120.2			
80	122.5	121.5			
100	124.1	123.2			
125	125.7	125.5			
160	127.0	126.9			
200	128.6	128.9			
250	132.0	131.7			
315	134.3	133.6			
400	136.0	133.4			
500	141.4	133.0			
630	144.4	137.2			
800	141.9	136.8			
1K	138.2	133.1			
1.25K	137.6	133.7			
1.6K	140.3	134.8			
2K	139.6	135.9			
2.5K	142.9	138.9			
3.15K	151.5	148.3			
4K	150.6	147.0			
5K	147.9	143.4			
6.3K	147.1	142.5			
8K	146.4	142.6			
10K	145.3	141.7			
63	126.2	125.1			
125	130.5	130.2			
250	137.0	136.6			
500	146.6	139.8			
1K	144.4	139.6			
2K	146.0	141.7			
4K	155.0	151.4			
8K	151.1	147.1			
LP-8	157.5	153.6			
SIL	148.5	144.3			
OOBA	157.8	154.0			
PNDB	171.9	168.3			

*STOP- 0

YF-12 INLET NOISE SUPPRESSION
18:40 DEC 03,'79 TEST 922A
YF-12 INLET NOISE SUPPRESSION
RUN 49
SPIKE FORWARD
BYPASS DOORS OPEN
6200 RPM

RUN	45	46	47	48	49	50	51	52	53	54
FREQ (HZ)	TR 1 F1 0° DEG	TR 2 F2 10° DEG	TR 3 F3 20° DEG	TR 4 F4 30° DEG	TR 5 F5 40° DEG	TR 6 F6 50° DEG	TR 7 F7 70° DEG	TR 8 F8 90° DEG	TR 9 F9 110° DEG	TR10 F10 135° DEG
50	81.5	83.9	83.2	84.3	84.6	84.2	87.2	88.7	89.7	101.2
63	85.9	86.9	86.6	86.1	87.8	89.2	90.2	92.4	93.0	101.0
80	86.0	87.5	87.5	87.5	89.4	89.3	90.3	92.5	93.2	100.7
100	89.3	89.0	87.2	89.2	89.5	89.8	90.4	93.6	93.2	101.9
125	90.9	90.0	89.9	90.9	90.3	90.0	92.9	94.5	92.6	102.6
160	90.2	89.4	91.1	91.9	90.6	92.0	93.4	92.3	91.1	104.9
200	89.1	90.1	90.2	91.2	91.1	92.1	92.1	93.0	92.5	103.7
250	91.6	91.3	91.8	91.9	90.9	90.8	91.2	92.4	92.9	103.3
315	91.1	91.8	91.1	91.4	90.9	91.0	90.8	91.8	92.0	103.1
400	91.6	91.8	92.8	93.3	91.8	90.6	90.4	90.9	91.3	101.3
500	93.0	93.9	94.8	94.1	92.2	90.6	89.8	90.3	90.4	99.8
630	95.2	95.9	95.8	95.8	93.3	91.6	90.4	90.8	91.3	98.6
800	96.6	96.8	95.0	95.1	93.2	91.6	90.7	90.6	91.2	97.9
1K	94.3	93.7	92.7	92.8	91.2	91.0	90.3	90.9	91.8	98.0
1.25K	94.2	93.2	92.9	94.0	92.5	92.0	91.6	91.6	93.9	99.8
1.6K	97.4	96.0	95.8	95.7	93.9	94.0	92.8	92.7	94.8	102.0
2K	98.1	96.5	96.4	95.6	93.4	93.6	91.0	91.2	90.6	96.7
2.5K	101.2	99.4	98.5	97.3	94.7	94.4	90.7	91.3	89.2	94.9
3.15K	104.7	101.6	101.9	101.5	98.6	97.0	93.5	91.1	88.4	94.0
4K	101.4	100.6	100.2	99.3	97.3	97.0	93.6	92.2	88.6	94.0
5K	95.8	95.5	96.9	95.0	93.9	93.3	90.0	89.2	87.0	94.3
6.3K	94.2	92.1	92.1	91.5	90.3	88.9	87.4	86.1	86.0	90.9
8K	94.4	93.1	93.0	92.0	90.4	89.2	89.3	88.7	87.6	93.5
10K	89.2	89.4	89.5	88.5	87.0	86.6	86.1	86.8	86.9	97.9
63	89.7	91.1	90.9	91.0	92.4	92.9	94.3	96.3	97.0	105.7
125	94.9	94.3	94.5	95.6	94.9	95.5	97.2	98.4	97.2	108.1
250	95.5	95.9	95.9	96.3	95.7	96.0	96.2	97.2	97.3	108.2
500	98.3	99.0	99.4	99.3	97.2	95.7	95.0	95.4	95.8	104.8
1K	99.9	99.7	98.5	98.8	97.3	96.3	95.7	95.8	97.2	103.4
2K	104.0	102.3	101.8	101.0	98.8	98.8	96.4	96.6	97.0	103.7
4K	106.8	104.7	104.8	104.1	101.8	100.9	97.5	95.8	92.8	98.9
8K	97.9	96.5	96.6	95.7	94.3	93.2	92.5	92.1	91.2	99.8
LP-8	110.1	108.8	108.7	108.3	106.5	105.9	104.9	105.3	105.2	114.2
SIL	103.6	102.2	101.7	101.3	99.3	98.2	96.5	96.1	95.7	102.0
ODBA	110.5	108.9	108.7	108.1	106.0	105.3	103.0	102.6	102.5	109.7
PNDB	125.2	123.3	123.4	123.0	120.9	119.9	117.8	117.3	116.1	123.8

*STOPS.0

YF-12 INLET NOISE SUPPRESSION
08:37 NOV 08,'79 TEST 9154
YF-12 INLET NOISE SUPPRESSION
RUN 49
SPIKE FORWARD
BYPASS DOORS OPEN
6200 RPM

RUN	41	42	43	44	45	46
FREQ (HZ)	TR 1 K1 0. DEG	TR 2 K6 0. DEG	TR 3 K3 0. DEG	TR 4 K8 0. DEG	TR 5 K5 0. DEG	TR 6 K10 0. DEG
50	114.4	128.4	131.9	126.1	133.8	142.6
63	115.0	129.4	132.3	127.5	135.0	143.9
80	114.9	131.1	133.7	129.7	136.8	144.9
100	116.3	132.7	135.3	133.7	138.8	146.1
125	119.7	134.0	136.4	136.1	140.1	147.4
160	120.9	135.8	137.2	138.3	141.0	147.4
200	123.6	137.9	139.3	139.8	142.7	148.0
250	127.9	140.5	139.9	140.4	143.1	148.6
315	127.8	143.9	140.3	139.1	142.8	149.3
400	127.8	146.9	141.0	137.0	142.1	149.9
500	124.4	146.2	139.7	135.4	141.1	149.7
630	123.3	142.7	136.5	134.8	141.0	149.6
800	125.1	138.3	132.6	136.3	146.5	149.1
1K	122.8	136.5	129.4	137.7	143.2	147.8
1.25K	123.6	137.8	128.1	137.2	139.1	147.4
1.6K	124.6	136.2	129.0	136.9	140.6	146.4
2K	126.8	135.5	130.6	136.4	142.7	145.7
2.5K	129.6	136.5	132.6	137.3	142.7	145.4
3.15K	133.0	139.5	135.3	139.8	144.4	145.3
4K	131.4	139.7	136.0	139.5	144.4	146.2
5K	128.5	137.3	133.7	137.6	141.8	145.7
6.3K	127.2	136.1	132.1	136.0	140.0	144.7
8K	126.1	135.4	131.3	135.2	138.9	143.2
10K	124.6	134.1	129.8	134.4	137.4	142.3
63	119.5	134.6	137.5	132.8	140.2	148.7
125	124.1	139.1	141.1	141.2	144.8	151.8
250	131.6	146.2	144.6	144.6	147.6	153.4
500	130.4	150.4	144.2	140.6	146.2	154.5
1K	128.7	142.3	135.2	141.9	148.7	152.9
2K	132.3	140.9	135.8	141.7	146.9	150.6
4K	136.1	143.7	139.9	143.8	148.5	150.6
8K	130.8	140.1	136.0	140.0	143.7	148.3
LP-8	140.3	153.5	149.8	150.8	155.5	160.9
SIL	132.4	142.3	137.0	142.5	148.0	151.4
8DBA	139.9	151.0	146.0	149.2	154.3	158.5
PNDB	154.8	164.7	160.9	163.8	168.5	172.4

YF-12 INLET NOISE SUPPRESSION
08:37 NOV 08,'79 TEST 9156
YF-12 INLET NOISE SUPPRESSION
RUN 49
SPIKE FORWARD
BYPASS DOORS OPEN
6200 RPM

RUN	47	48
FREQ (HZ)	TR 7 K14 O. DEG	TR 8 K12 O. DEG
50	119.9	119.0
63	121.8	120.3
80	122.8	121.6
100	124.8	123.8
125	126.0	125.9
160	127.5	127.2
200	129.1	129.2
250	132.3	132.0
315	134.7	134.0
400	136.4	134.0
500	142.1	133.9
630	145.1	137.1
800	142.7	139.1
1K	139.2	134.7
1.25K	138.5	137.4
1.6K	141.6	135.5
2K	141.1	137.7
2.5K	144.0	141.6
3.15K	150.0	143.4
4K	151.5	146.5
5K	148.1	143.5
6.3K	147.2	142.0
8K	146.7	142.0
10K	145.3	141.0
63	126.4	125.2
125	131.0	130.6
250	137.4	136.9
500	147.2	140.0
1K	145.3	142.2
2K	147.2	143.8
4K	154.9	149.5
8K	151.3	146.4
LP-8	157.7	152.8
SIL	149.1	145.2
8DBA	157.9	153.0
PNDB	172.1	167.4

STOP 0

YF-12 INLET NOISE SUPPRESSION
19:27 DEC 03,'79 TEST 9224
YF-12 INLET NOISE SUPPRESSION
RUN 51
SPIKE FORWARD
BYPASS DOORS OPEN
6400 RPM

RUN	56	57	58	59	60	61	62	63	64	65
FREQ (HZ)	TR 1 F1 0° DEG	TR 2 F2 10° DEG	TR 3 F3 20° DEG	TR 4 F4 30° DEG	TR 5 F5 40° DEG	TR 6 F6 50° DEG	TR 7 F7 70° DEG	TR 8 F8 90° DEG	TR 9 F9 110° DEG	TR10 F10 135° DEG
50	85.6	86.7	85.8	86.7	86.9	86.5	89.1	90.5	91.9	103.9
63	87.8	88.4	88.2	87.7	89.3	90.1	91.5	93.4	94.5	103.2
80	88.7	90.0	89.9	89.6	91.3	91.3	92.4	94.4	95.8	103.2
100	90.6	90.2	88.8	90.7	90.9	91.0	91.7	95.7	95.6	104.2
125	92.7	91.9	91.6	92.9	92.4	91.6	94.9	96.8	95.9	104.7
160	92.4	91.5	92.9	93.4	92.1	93.4	95.2	94.4	94.0	106.7
200	90.9	91.6	91.7	92.2	92.7	93.2	92.8	94.3	95.1	105.9
250	92.5	92.0	92.5	92.6	92.2	91.5	92.3	94.3	95.2	104.2
315	92.1	93.0	92.2	92.7	92.0	92.0	91.8	93.4	94.1	104.4
400	92.2	92.7	93.9	94.2	92.6	91.4	91.5	92.2	93.5	102.2
500	93.6	94.5	95.4	94.7	92.8	91.5	90.7	91.6	92.8	101.0
630	95.6	96.0	96.3	96.1	93.7	92.5	91.2	92.0	93.3	100.4
800	96.4	96.7	95.1	95.1	94.1	92.3	91.5	92.2	93.6	99.3
1K	94.6	94.0	93.5	93.8	92.6	91.8	91.9	93.2	94.2	98.9
1.25K	94.7	93.7	93.9	94.3	92.6	92.4	92.3	92.4	95.4	99.4
1.6K	97.5	96.2	96.3	96.6	94.3	94.7	93.6	94.3	98.8	103.0
2K	97.8	96.6	96.6	95.9	93.9	93.9	91.8	91.9	93.7	98.8
2.5K	99.5	98.0	97.5	96.6	94.2	94.3	91.2	92.1	92.3	95.6
3.15K	101.7	98.7	99.4	98.8	96.1	94.8	92.0	90.7	89.5	94.6
4K	99.1	98.5	98.2	97.1	95.4	95.1	92.1	91.5	89.6	94.2
5K	94.3	94.2	94.7	93.8	92.7	92.2	89.4	89.1	88.3	94.3
6.3K	92.3	90.4	90.8	90.2	89.1	87.8	86.8	86.0	85.1	91.3
8K	92.4	91.5	91.6	90.6	89.1	88.1	88.4	88.4	88.0	92.9
10K	87.6	88.0	88.3	87.4	86.0	85.9	85.8	86.6	87.6	96.4
63	92.3	93.3	93.1	92.9	94.3	94.5	96.0	97.8	99.1	108.2
125	96.8	96.0	96.2	97.3	96.6	96.9	98.9	100.5	100.0	110.1
250	96.7	97.0	96.9	97.3	97.1	97.1	97.1	98.8	99.6	109.7
500	98.8	99.4	100.1	99.8	97.8	96.4	95.9	96.7	98.0	106.1
1K	100.1	99.8	99.0	99.2	97.9	97.0	96.7	97.4	99.2	104.0
2K	103.1	101.7	101.6	101.2	98.9	99.1	97.1	97.7	100.6	105.0
4K	104.0	102.3	102.6	101.8	99.7	99.0	96.1	95.3	94.0	99.2
8K	96.0	95.0	95.2	94.4	93.1	92.1	91.8	91.9	91.9	98.8
LP-8	109.0	108.1	108.1	107.9	106.4	106.0	105.6	106.6	107.6	115.7
SIL	102.4	101.3	101.1	100.7	98.9	98.3	96.6	96.8	97.9	102.7
8D8A	108.9	107.7	107.7	107.2	105.3	104.7	103.1	103.4	105.1	110.6
PNDB	123.5	121.9	122.1	121.8	119.8	119.1	117.6	117.7	118.8	124.9

*SIGP= 0

YF-12 INLET NOISE SUPPRESSION
08:52 NOV 08,'79 TEST 9154
YF-12 INLET NOISE SUPPRESSION
RUN 51
SPIKE FORWARD
BYPASS DOORS OPEN
6400 RPM

RUN	52	53	54	55	56	57
FREQ (HZ)	TR 1 K1 0. DEG	TR 2 K6 0. DEG	TR 3 K3 0. DEG	TR 4 K8 0. DEG	TR 5 K5 0. DEG	TR 6 K10 0. DEG
50	114.2	128.5	131.8	126.2	134.0	138.0
63	114.8	129.8	132.4	127.8	135.5	139.2
80	114.7	131.4	133.9	129.5	137.0	140.3
100	116.2	132.8	135.6	134.1	139.1	141.3
125	119.4	134.2	136.8	136.3	140.5	142.8
160	121.3	136.0	137.5	138.8	141.4	142.7
200	123.9	138.3	139.7	140.2	143.3	143.3
250	128.2	140.7	140.2	140.7	143.6	143.9
315	128.1	144.0	141.0	139.2	143.4	144.6
400	128.0	147.2	141.5	137.5	142.6	145.6
500	124.7	146.3	140.5	136.1	141.6	145.3
630	123.1	142.9	136.8	135.3	141.4	145.4
800	124.9	138.5	137.9	136.8	147.1	144.8
1K	123.4	137.1	129.9	138.3	143.7	143.4
1.25K	124.3	138.2	128.4	137.7	139.8	143.3
1.6K	124.9	136.6	129.2	137.3	141.1	142.2
2K	126.7	136.0	130.7	136.6	143.0	141.5
2.5K	128.5	136.2	131.9	136.8	142.5	141.0
3.15K	130.3	137.6	133.0	137.7	142.6	140.4
4K	129.0	137.8	133.5	137.6	142.3	140.3
5K	127.0	136.2	132.2	136.4	140.6	140.3
6.3K	125.8	135.2	130.9	135.1	139.0	139.8
8K	124.5	134.6	129.9	134.2	137.8	138.5
10K	123.3	133.6	128.7	133.5	136.5	137.6
63	119.3	134.8	137.5	132.8	140.4	144.0
125	124.2	139.3	141.8	141.6	145.2	147.1
250	131.9	146.4	145.1	144.9	148.2	148.7
500	130.5	150.6	144.8	141.2	146.7	150.2
1K	129.0	142.7	135.6	142.4	149.2	148.7
2K	131.7	141.1	135.5	141.7	147.0	146.4
4K	133.8	142.0	137.7	142.1	146.7	145.1
8K	129.4	139.3	134.7	139.1	142.7	143.5
LP-8	139.3	153.5	149.9	150.7	155.5	156.3
SIL	131.5	141.9	136.3	142.1	147.7	146.7
OOBA	138.6	150.8	145.6	148.7	154.0	154.0
PNDB	153.2	163.9	159.8	162.9	167.7	167.4

Add 5.0 dB to all values of K10

YF-12 INLET NOISE SUPPRESSION
08:52 NOV 08,'79 TEST 9154
YF-12 INLET NOISE SUPPRESSION
RUN 51
SPIKE FORWARD
BYPASS DOORS OPEN
6400 RPM

RUN	58	60
FREQ (HZ)	TR 7 K14 0. DEG	TR 8 K12 0. DEG
50	120.3	119.2
63	121.7	120.8
80	122.8	122.5
100	125.1	124.4
125	126.3	126.2
160	127.5	127.5
200	129.5	129.9
250	132.4	132.4
315	135.3	134.5
400	136.9	134.7
500	142.8	134.5
630	145.6	137.2
800	143.4	140.0
1K	140.5	142.0
1.25K	139.2	140.3
1.6K	142.0	137.1
2K	141.5	137.4
2.5K	144.0	139.8
3.15K	148.5	141.6
4K	151.0	144.9
5K	147.3	142.7
6.3K	146.7	141.5
8K	146.2	141.1
10K	144.7	140.3
63	126.5	125.8
125	131.1	131.0
250	137.8	137.4
500	147.8	140.4
1K	146.2	145.6
2K	147.4	143.1
4K	154.0	148.0
8K	150.7	145.8
LP-8	157.3	152.5
SIL	149.2	145.6
BUBA	157.4	152.5
PNDB	171.7	166.7

*STOP. 0

YF-12 INLET NOISE SUPPRESSION
18 13 DEC 04,'79 TEST 9226
YF-12 INLET NOISE SUPPRESSION
RUN 63
SPIKE FORWARD
BYPASS DOORS OPEN
6600 RPM

RUN	67	68	69	70	71	72	73	74	75	76
FREQ (HZ)	TR 1 F1 0. DEG	TR 2 F2 10. DEG	TR 3 F3 20. DEG	TR 4 F4 30. DEG	TR 5 F5 40. DEG	TR 6 F6 50. DEG	TR 7 F7 70. DEG	TR 8 F8 90. DEG	TR 9 F9 110. DEG	TR10 F10 135. DEG
50	87.9	90.0	89.5	90.5	90.8	90.3	92.6	94.9	98.1	110.1
63	91.0	91.9	91.7	91.3	92.6	93.7	94.6	96.7	99.7	109.4
80	95.8	97.9	96.5	96.7	98.3	98.4	98.3	101.9	104.3	110.3
100	94.8	95.4	93.6	95.4	95.9	96.4	96.0	100.2	101.9	110.7
125	97.3	96.2	95.8	97.4	96.4	95.9	99.3	100.9	101.9	111.2
160	98.4	96.3	98.0	98.1	96.9	98.7	99.9	99.1	101.7	111.6
200	97.5	96.9	97.4	97.0	98.3	98.8	98.5	100.3	103.6	111.5
250	95.4	94.6	94.7	95.9	96.0	96.1	96.6	99.0	101.9	110.2
315	93.9	94.9	94.5	95.8	96.1	95.4	95.1	97.5	100.4	109.8
400	93.1	93.8	95.1	95.7	94.0	93.5	94.2	95.8	99.3	107.4
500	94.1	94.8	95.8	95.5	93.9	93.6	92.9	95.0	98.5	106.4
630	96.0	96.5	94.5	96.5	94.7	94.1	93.3	95.1	98.6	105.1
800	95.9	96.4	95.4	96.1	95.1	94.3	93.6	95.3	99.3	104.0
1K	94.3	94.2	93.7	94.0	93.5	93.0	93.1	94.2	98.1	102.5
1.25K	94.6	94.2	94.1	94.6	93.3	93.2	93.3	93.9	98.8	101.5
1.6K	97.2	96.1	96.4	96.2	94.9	95.9	93.7	95.5	101.5	102.1
2K	97.3	96.2	96.5	95.9	94.2	94.4	92.1	93.5	97.5	99.2
2.5K	98.2	96.9	96.7	96.0	93.9	94.4	91.1	93.5	96.9	97.1
3.15K	98.7	96.2	96.9	96.5	94.4	93.4	91.0	91.4	92.9	95.8
4K	96.6	96.1	95.8	94.7	93.4	93.6	90.6	91.7	92.2	94.9
5K	92.7	92.6	93.0	92.0	91.5	91.1	87.8	89.4	90.9	94.4
6.3K	90.8	89.0	89.1	88.5	87.9	86.9	85.2	86.4	87.7	91.8
8K	91.1	90.2	90.0	89.0	87.8	86.9	88.8	87.9	89.4	92.8
10K	86.4	87.0	88.9	85.9	84.8	84.8	82.0	86.0	88.7	94.3
63	97.5	99.4	98.3	98.5	99.9	100.2	100.6	103.7	106.3	119.7
125	101.8	100.8	100.9	101.9	101.8	102.0	103.5	104.9	106.6	116.0
250	100.6	100.4	100.5	101.0	101.7	101.8	101.7	103.9	106.9	115.4
500	99.4	99.9	100.6	100.7	99.0	98.5	98.2	100.1	103.6	111.2
1K	99.8	99.8	99.2	99.8	98.8	98.3	98.1	99.3	103.5	107.6
2K	102.3	101.2	101.3	100.8	99.1	99.4	97.2	99.0	103.6	104.2
4K	101.4	100.0	100.3	99.5	98.0	97.6	94.8	95.7	96.9	99.8
8K	94.6	93.7	93.6	92.8	91.9	91.1	89.4	91.6	93.4	97.8
LP-8	109.3	108.8	108.9	109.0	108.4	108.5	108.5	110.4	113.3	121.0
SIL	101.2	100.3	100.3	100.0	98.7	98.4	96.2	98.0	101.3	104.0
ODBA	107.7	106.8	106.9	106.6	105.3	105.1	103.7	105.2	108.9	113.6
PNDB	122.3	121.1	121.3	121.1	119.8	119.4	117.9	119.6	122.8	127.3

*STOP- 0

YF-12 INLET NOISE SUPPRESSION
11:42 NOV 08,'79 TEST 9154
YF-12 INLET NOISE SUPPRESSION
RUN 53
SPIKE FORWARD
BYPASS DOORS OPEN
6600 RPM

RUN	64	65	66	67	68	69
FREQ (HZ)	TR 1 K1 Oa DEG	TR 2 K6 Oa DEG	TR 3 K3 Oa DEG	TR 4 K8 Oa DEG	TR 5 K5 Oa DEG	TR 6 K10 Oa DEG
50	107.2	128.8	131.9	126.4	128.9	133.2
63	109.6	130.0	132.6	128.1	130.6	134.5
80	108.5	131.3	133.7	130.3	132.3	135.8
100	112.9	132.7	135.3	134.3	134.2	137.0
125	118.6	134.5	136.3	136.4	135.7	138.1
160	121.2	136.2	137.6	139.6	137.1	138.3
200	124.3	138.4	139.8	141.1	138.6	138.9
250	128.8	140.7	140.4	141.1	139.0	139.2
315	128.6	144.3	141.5	139.9	138.7	140.0
400	128.3	147.3	142.4	138.1	138.3	141.2
500	125.4	146.7	141.1	136.5	137.0	140.9
630	123.4	143.3	137.6	135.9	136.9	140.7
800	124.9	138.9	133.3	137.2	142.6	140.3
1K	123.2	137.5	130.2	138.8	139.2	139.2
1.25K	124.6	138.6	128.6	138.3	135.4	139.0
1.6K	125.4	137.0	129.5	137.7	136.5	138.0
2K	126.7	136.4	130.9	136.8	138.3	137.4
2.5K	128.0	136.3	131.7	136.8	137.5	136.9
3.15K	128.3	136.6	131.6	136.6	136.6	136.1
4K	127.1	136.4	131.5	136.2	135.8	135.5
5K	126.0	135.4	130.7	135.5	134.5	135.4
6.3K	125.1	134.9	129.9	134.5	133.4	135.1
8K	123.8	134.3	129.0	133.7	132.3	134.0
10K	122.6	133.7	127.9	133.1	131.1	133.2
63	113.3	134.9	137.6	133.3	135.6	139.4
125	123.5	139.4	141.3	142.1	140.6	142.6
250	132.5	146.6	145.4	145.5	143.6	144.2
500	130.9	150.9	145.6	141.7	142.2	145.7
1K	129.1	143.2	135.9	142.9	144.8	144.3
2K	131.6	141.3	135.5	141.9	142.3	142.2
4K	132.0	140.9	136.0	140.9	140.5	140.4
8K	128.7	139.1	133.8	138.6	137.1	138.9
LP-8	138.9	153.7	150.2	150.9	150.7	151.9
SIL	130.9	141.8	135.8	141.9	142.5	142.3
80BA	137.9	150.9	145.6	148.7	149.0	149.6
PNDB	152.1	163.5	159.2	162.5	162.4	163.0

Add 10.0 dB to all values at K10

YF-12 INLET NOISE SUPPRESSION
11:42 NOV 08,'79 TEST 9154
YF-12 INLET NOISE SUPPRESSION
RUN 53
SPIKE FORWARD
BYPASS DOORS OPEN
6600 RPM

RUN 70 71

FREQ (HZ)	TR 7 K14 0. DEG	TR 8 K12 0. DEG
50	119.8	119.1
63	121.9	120.3
80	123.1	122.2
100	124.9	124.7
125	126.4	126.2
160	127.6	127.6
200	129.9	129.9
250	132.8	132.6
315	135.9	135.1
400	137.3	135.2
500	143.7	135.3
630	145.9	138.4
800	144.0	140.3
1K	140.6	136.1
1.25K	139.9	136.5
1.6K	142.5	135.9
2K	143.4	138.0
2.5K	144.0	138.9
3.15K	146.7	140.4
4K	148.5	143.0
5K	146.6	141.5
6.3K	145.9	140.7
8K	145.5	140.2
10K	144.2	139.6
63	126.6	125.5
125	131.2	131.1
250	138.3	137.8
500	148.3	141.4
1K	146.7	142.8
2K	148.1	142.5
4K	152.1	146.6
8K	150.0	145.0
LP.8	156.6	151.3
SIL	149.0	144.0
SOBA	156.5	151.2
PNDB	170.5	165.4

STOP 0

YF-12 INLET NOISE SUPPRESSION
15:59 FEB 06, '80 TEST 9980
YF-12 INLET NOISE SUPPRESSION
RUN 56
SPIKE MIDWAY
BYPASS DOORS OPEN
5000 RPM

RUN	25	26	27	28	29	30	36	32	33	34
FREQ (HZ)	TR 1 F1 0° DEG	TR 2 F2 10° DEG	TR 3 F3 20° DEG	TR 4 F4 30° DEG	TR 5 F5 40° DEG	TR 6 F6 50° DEG	TR 7 F7 70° DEG	TR 8 F8 90° DEG	TR 9 F9 110° DEG	TR10 F10 135° DEG
50	78.1	82.3	81.2	82.0	82.6	81.0	85.9	87.8	90.6	95.5
63	78.6	80.2	79.0	78.8	82.1	84.4	86.1	87.6	91.4	93.2
80	79.3	81.1	80.0	80.8	83.7	84.9	85.2	86.6	89.7	93.8
100	82.4	81.8	79.7	82.0	83.1	83.3	83.0	86.3	88.2	94.9
125	83.8	82.5	81.9	84.3	84.7	84.2	86.2	88.2	88.2	95.1
160	82.9	82.5	83.3	84.7	84.3	85.0	88.3	87.6	86.7	98.2
200	84.5	85.8	84.1	85.8	86.2	86.2	86.3	87.9	87.7	99.9
250	87.2	86.5	86.7	87.4	87.8	85.9	86.4	87.3	89.6	99.4
315	87.4	87.8	86.4	87.6	87.1	86.6	86.8	87.0	90.1	99.3
400	88.9	88.6	88.9	90.0	88.6	88.4	87.0	87.2	89.2	98.3
500	90.7	91.3	90.7	91.1	90.0	89.4	89.3	89.5	91.7	99.2
630	92.4	93.0	92.4	92.3	92.1	91.8	91.8	92.1	93.1	99.0
800	98.8	95.9	95.1	93.2	92.2	91.8	91.4	90.8	92.5	97.2
1K	93.1	92.8	91.4	91.8	91.3	91.6	91.1	90.3	92.0	96.3
1.25K	92.8	91.9	90.7	91.7	91.1	91.8	91.1	89.5	90.7	94.6
1.6K	93.5	93.2	91.9	92.7	91.9	93.0	90.9	89.6	90.6	93.8
2K	96.6	95.8	94.9	94.0	92.1	93.0	91.2	90.1	90.8	93.5
2.5K	104.7	104.0	102.9	102.3	99.1	97.6	92.8	91.4	90.8	93.9
3.15K	103.4	102.8	101.6	101.9	99.3	97.4	93.5	90.2	89.4	93.0
4K	97.0	97.1	96.6	96.1	94.0	93.4	89.2	88.0	84.9	91.4
5K	96.0	96.8	95.5	95.2	94.2	92.5	87.4	85.7	85.6	90.7
6.3K	94.8	94.8	92.8	92.8	92.1	90.1	87.1	84.8	85.2	90.1
8K	95.5	95.7	93.8	93.1	91.9	90.3	89.9	89.4	89.3	98.9
10K	90.9	92.4	90.5	89.4	87.9	86.9	83.2	82.0	82.6	93.4
63	83.5	86.1	85.0	85.5	87.6	88.5	90.5	92.1	95.4	99.0
125	87.8	87.1	86.7	88.6	88.8	89.0	91.1	92.2	92.5	101.1
250	91.3	91.5	90.7	91.9	91.6	91.0	91.3	92.2	94.0	104.3
500	95.7	96.1	95.7	96.0	95.3	94.9	94.6	94.8	96.4	103.6
1K	100.6	98.7	97.7	97.1	96.3	96.5	96.0	95.0	96.5	100.9
2K	105.6	104.9	103.8	103.2	100.8	99.9	96.5	95.2	95.5	98.5
4K	104.9	104.6	103.4	103.4	101.3	99.7	95.6	93.1	92.4	96.6
8K	98.9	99.3	97.4	96.8	95.8	94.1	92.3	91.3	91.4	100.4
LP-8	109.7	109.2	108.0	107.8	105.9	105.1	103.1	102.5	103.7	110.2
SIL	103.7	102.7	101.6	101.3	98.8	98.2	96.0	94.4	94.8	98.7
OOBA	110.3	109.8	108.6	108.3	106.2	105.2	102.4	101.1	101.8	107.0
PNDB	124.1	123.7	122.5	122.5	120.6	119.4	116.7	115.1	115.4	120.8

PSTOP= 0

YF-12 INLET NOISE SUPPRESSION
10157 APR 28, 1980 TEST 10645
YF-12 INLET NOISE SUPPRESSION
RUN 57
SPIKE MIDWAY
BYPASS DOORS OPEN
5600 RPM

RUN	57	58	59	60	61	62	63	64	65	66
FREQ (HZ)	TR 1 F1 0° DEG	TR 2 F2 10° DEG	TR 3 F3 20° DEG	TR 4 F4 30° DEG	TR 5 F5 40° DEG	TR 6 F6 50° DEG	TR 7 F7 70° DEG	TR 8 F8 90° DEG	TR 9 F9 110° DEG	TR10 F10 135° DEG
50	80.3	83.0	81.6	82.9	83.4	82.9	86.5	87.5	90.5	97.8
63	83.2	84.3	83.4	83.6	86.2	87.7	89.2	90.6	93.8	96.7
80	82.7	84.6	83.5	84.2	86.9	87.2	87.8	90.2	92.7	96.9
100	85.9	85.7	83.6	85.7	87.1	88.0	88.6	90.9	91.8	98.3
125	86.5	85.4	84.6	86.5	86.4	86.1	88.8	90.4	91.5	98.4
160	86.6	85.6	86.2	87.4	86.4	87.7	90.6	89.7	89.6	100.2
200	86.6	87.7	86.3	87.9	88.0	89.2	88.4	89.7	90.9	101.7
250	89.3	88.7	88.7	89.7	89.5	88.1	88.8	89.2	91.8	101.4
315	89.7	89.7	88.1	89.2	89.1	89.0	88.4	89.0	91.2	101.1
400	90.6	90.3	90.7	91.7	90.7	89.2	88.1	88.1	90.3	99.8
500	92.0	92.8	92.7	92.6	91.2	89.3	87.8	87.5	89.4	98.4
630	94.8	95.4	94.1	94.0	93.9	91.2	90.9	88.9	90.8	97.1
800	98.9	96.8	95.2	94.2	92.4	90.3	88.5	88.2	90.5	94.5
1K	95.1	95.0	92.7	92.1	90.7	90.0	88.4	88.3	90.5	93.8
1.25K	94.6	93.9	92.1	92.5	91.0	90.0	89.2	88.6	91.7	97.6
1.6K	96.1	94.7	93.5	93.5	91.7	91.3	89.0	88.0	89.7	93.1
2K	97.6	96.0	95.4	94.5	92.3	91.9	89.3	88.7	90.0	90.7
2.5K	102.0	101.5	100.4	99.4	96.3	94.9	89.4	89.1	88.9	90.5
3.15K	104.5	104.0	102.9	103.0	100.6	98.0	93.0	89.4	88.8	91.4
4K	99.7	99.3	98.4	97.9	97.0	95.8	91.0	89.1	87.6	90.7
5K	95.6	95.8	95.3	94.6	94.0	92.3	87.2	86.2	85.8	89.5
6.3K	94.9	94.1	92.8	92.6	92.0	89.6	86.2	84.6	84.6	88.7
8K	94.6	94.1	93.0	92.6	91.7	89.9	89.1	88.4	89.7	96.1
10K	90.1	90.8	89.7	89.0	88.0	87.2	84.9	85.4	86.7	98.3
63	87.0	88.8	87.7	88.4	90.5	91.2	92.7	94.4	97.3	101.9
125	91.1	90.4	89.7	91.3	91.4	92.1	94.2	95.1	95.8	103.8
250	93.5	93.6	92.6	93.8	93.7	93.6	93.3	94.1	96.1	106.2
500	97.6	98.1	97.6	97.6	96.9	94.8	93.9	93.0	95.0	103.3
1K	101.4	100.2	98.3	97.8	96.2	94.9	93.5	93.1	95.7	100.4
2K	104.1	103.2	102.2	101.4	98.8	97.8	94.0	93.4	94.3	96.3
4K	106.1	105.7	104.8	104.7	102.8	100.7	95.8	93.2	92.3	95.4
8K	98.5	98.0	96.9	96.5	95.7	93.8	91.9	91.2	92.3	100.6
LP-8	109.9	109.3	108.3	108.0	106.4	105.0	102.8	102.6	104.2	111.2
SIL	103.9	103.0	101.7	101.3	99.2	97.8	94.4	93.3	94.1	97.4
ODBA	110.4	109.8	108.7	108.4	106.4	104.7	101.2	100.0	101.1	106.6
PNDB	124.8	124.4	123.3	123.3	121.5	119.7	116.3	114.7	115.2	120.1

STOP 0

YF-12 INLET NOISE SUPPRESSION
16:16 FEB 04,'80 TEST 9980
YF-12 INLET NOISE SUPPRESSION
RUN-58
SPIKE MIDWAY
BYPASS DOORS OPEN
6000 RPM

RUN	37	38	39	40	41	42	43	44	45	46
FREQ (HZ)	TR 1 F1 0° DEG	TR 2 F2 10° DEG	TR 3 F3 20° DEG	TR 4 F4 30° DEG	TR 5 F5 40° DEG	TR 6 F6 50° DEG	TR 7 F7 70° DEG	TR 8 F8 90° DEG	TR 9 F9 110° DEG	TR10 F10 135° DEG
50	83.6	84.9	82.9	84.1	84.9	84.2	87.1	88.2	90.9	99.8
63	85.2	86.2	84.9	86.1	87.4	88.8	89.7	91.8	94.7	99.2
80	84.5	86.0	85.2	85.8	88.4	88.8	89.0	91.1	94.4	99.0
100	87.7	87.4	85.3	87.5	88.6	88.4	88.5	92.4	94.0	100.1
125	88.2	87.1	86.3	88.2	88.6	87.9	90.8	92.9	93.7	101.1
160	88.5	87.3	88.1	89.2	88.4	90.0	92.3	91.0	92.0	103.4
200	88.0	88.9	88.1	89.5	89.8	90.7	91.2	92.1	93.7	103.5
250	90.7	89.8	90.2	90.9	90.7	89.8	90.3	91.6	94.1	102.9
315	90.7	91.3	89.8	90.9	90.8	91.1	89.9	90.8	93.4	102.6
400	91.5	91.4	91.8	92.9	92.2	90.8	89.9	90.2	92.6	101.1
500	93.0	93.9	93.5	93.8	92.2	90.6	89.2	89.5	91.6	99.5
630	95.1	96.0	94.9	95.3	93.5	91.9	89.9	90.2	92.9	98.0
800	97.3	97.0	95.2	95.1	93.2	91.6	89.9	90.2	92.7	96.6
1K	96.1	95.7	93.6	93.2	92.1	91.2	89.9	90.3	93.4	97.0
1.25K	95.7	94.8	93.6	94.0	93.1	92.0	91.5	91.4	96.4	101.3
1.6K	97.2	96.1	94.4	94.8	93.0	93.1	91.1	90.8	94.9	99.8
2K	98.1	96.6	95.7	95.8	93.7	93.3	90.9	90.4	92.1	96.1
2.5K	102.3	101.8	100.4	99.3	96.5	95.5	90.3	90.6	90.7	94.0
3.15K	105.9	105.5	104.1	103.9	101.4	99.4	94.2	90.8	90.4	93.6
4K	101.4	101.4	100.6	100.2	99.1	98.4	94.1	91.6	90.7	94.0
5K	96.2	96.5	96.0	95.7	95.3	94.3	89.8	88.6	88.7	93.8
6.3K	95.1	94.6	93.2	93.1	92.4	90.4	87.3	85.8	86.2	90.8
8K	95.2	94.8	93.7	93.4	92.4	91.0	89.5	88.8	90.5	94.6
10K	90.5	91.4	90.2	89.7	88.7	88.1	86.2	86.9	89.2	99.0
63	89.3	90.5	89.2	89.8	91.9	92.4	93.5	95.4	98.4	104.1
125	92.9	92.0	91.5	93.1	93.3	93.7	95.6	96.9	98.1	106.5
250	94.8	94.9	94.2	95.3	95.2	95.2	95.2	96.3	98.5	107.8
500	98.2	98.9	98.4	98.9	97.4	95.8	94.5	94.7	97.2	104.5
1K	101.2	100.7	99.0	99.0	97.6	96.4	95.3	95.4	99.3	103.6
2K	104.6	103.7	102.4	101.8	99.5	98.9	95.4	95.4	97.7	101.8
4K	107.5	107.3	106.1	105.9	104.1	102.6	97.9	95.3	94.8	98.6
8K	98.9	98.6	97.4	97.1	96.3	94.8	92.7	92.1	93.8	100.8
LP-8	110.8	110.4	109.2	109.1	107.5	106.5	104.3	104.4	106.6	113.3
SIL	104.4	103.9	102.5	102.2	100.4	99.3	96.3	95.4	97.2	101.4
OOBA	111.3	110.9	109.6	109.3	107.5	106.3	102.9	102.0	104.1	109.2
PNDB	126.0	125.6	124.4	124.3	122.6	121.1	117.7	116.6	117.5	122.8

*STOPS 0

YF-12 INLET NOISE SUPPRESSION
08131 FEB 07,'80 TEST 9950
YF-12 INLET NOISE SUPPRESSION
RUN 59
SPIKE MIDWAY
BYPASS DOORS OPEN
6200 RPM

RUN	48	49	50	51	52	53	54	55	56	57
FREQ (HZ)	TR 1 F1 0° DEG	TR 2 F2 10° DEG	TR 3 F3 20° DEG	TR 4 F4 30° DEG	TR 5 F5 40° DEG	TR 6 F6 50° DEG	TR 7 F7 70° DEG	TR 8 F8 90° DEG	TR 9 F9 110° DEG	TR10 F10 135° DEG
50	83.5	85.1	83.5	84.8	85.6	85.3	88.0	89.4	98.2	101.6
63	85.7	86.8	86.8	86.7	88.3	89.7	90.2	92.4	95.5	100.8
80	85.4	87.3	84.3	86.6	89.2	89.3	89.6	92.2	95.3	100.6
100	87.9	87.8	85.5	87.8	89.2	89.1	89.2	93.0	94.9	101.4
125	89.3	88.5	87.5	89.5	89.7	89.2	92.2	94.1	94.8	102.6
160	89.4	88.4	88.9	90.1	89.3	90.9	93.1	92.1	93.5	104.6
200	88.8	89.6	88.7	90.3	91.0	91.6	92.0	92.9	94.8	104.0
250	91.4	90.5	90.6	91.4	91.4	90.7	91.0	92.4	95.2	103.4
315	91.5	92.1	90.5	91.6	91.9	92.0	90.9	92.0	94.5	103.1
400	92.2	92.0	92.6	93.5	92.7	91.0	90.8	91.1	93.7	101.6
500	93.5	94.5	94.0	94.2	92.6	91.1	90.0	90.6	92.9	99.8
630	95.5	96.4	95.4	95.4	94.2	92.2	90.7	90.8	93.7	98.4
800	97.3	97.9	96.4	95.1	94.6	92.5	91.1	90.8	93.8	97.9
1K	96.6	95.9	93.6	93.2	92.2	91.8	90.6	91.0	94.4	98.1
1.25K	96.1	94.9	93.6	94.4	93.2	92.5	91.7	91.8	96.5	100.0
1.6K	97.7	96.3	94.9	95.4	94.0	93.9	92.6	92.7	97.5	102.1
2K	98.1	96.5	95.7	96.6	93.9	93.6	91.0	91.2	93.2	96.9
2.5K	101.1	100.2	98.9	98.2	95.7	94.9	90.8	91.4	91.7	95.0
3.15K	104.0	103.3	101.8	101.6	99.4	97.5	92.9	90.9	91.0	94.0
4K	100.2	100.0	99.2	98.8	97.2	96.9	92.1	91.7	91.2	94.1
5K	95.2	95.2	94.8	94.8	94.3	93.3	89.5	89.0	89.4	94.4
6.3K	93.4	92.8	91.3	91.5	91.0	89.0	86.7	85.9	86.6	91.1
8K	93.8	93.4	92.2	91.9	91.1	89.5	89.0	88.6	90.2	93.6
10K	89.0	90.0	88.7	88.4	87.5	86.8	85.8	86.8	89.3	97.9
63	89.7	91.3	90.1	90.5	92.7	93.2	94.2	96.3	99.3	105.8
125	93.7	93.0	92.3	94.0	94.2	94.4	96.5	97.9	99.2	107.9
250	95.5	95.6	94.8	95.9	96.2	96.2	96.1	97.2	99.6	108.3
500	98.7	99.4	98.9	99.2	98.0	96.2	95.3	95.6	98.2	104.9
1K	101.5	101.2	99.1	99.2	98.4	97.0	95.9	96.0	99.9	103.6
2K	103.0	102.9	101.7	101.8	99.4	99.0	96.2	96.6	99.6	103.8
4K	105.9	105.4	104.2	104.0	102.4	101.0	96.9	95.4	95.4	98.9
8K	97.3	97.1	95.7	95.6	94.9	93.4	92.2	92.0	93.7	99.9
LP-8	109.9	109.4	108.2	108.2	107.1	106.1	104.7	105.2	107.6	114.2
SIL	103.8	103.2	101.7	101.5	100.0	99.0	96.3	96.0	98.3	102.1
ODBA	110.2	109.6	108.4	108.2	106.7	105.6	102.8	102.6	105.1	109.8
PNDB	124.8	124.3	123.0	123.0	121.5	120.2	117.4	117.1	118.7	123.9
PSIDPa.0										

YF-12 INLET NOISE SUPPRESSION
17128 FEB 06,'80 TEST 9950
YF-12 INLET NOISE SUPPRESSION
RUN 60
SPIKE MIDWAY
BYPASS DOORS OPEN
6400 RPM

RUN	59	60	61	62	63	64	65	66	67	68
FREQ (HZ)	TR 1 F1 0. DEG	TR 2 F2 10. DEG	TR 3 F3 20. DEG	TR 4 F4 30. DEG	TR 5 F5 40. DEG	TR 6 F6 50. DEG	TR 7 F7 70. DEG	TR 8 F8 90. DEG	TR 9 F9 110. DEG	TR10 F10 135. DEG
50	82.8	85.5	84.4	86.0	86.8	86.9	89.2	91.0	92.3	103.4
63	86.5	87.7	87.0	87.0	89.1	90.2	91.2	93.4	94.6	103.1
80	87.4	89.5	88.5	88.7	91.1	90.9	91.6	94.1	95.5	102.9
100	89.3	89.0	86.9	89.3	90.5	90.6	90.7	95.0	98.2	104.2
125	91.1	90.1	89.3	91.5	91.3	91.1	94.0	95.9	98.1	104.5
160	90.9	89.6	90.5	91.6	90.4	92.4	94.7	93.8	93.6	106.4
200	90.0	90.1	89.9	91.3	92.1	92.8	92.7	94.1	94.9	106.3
250	92.2	91.4	91.1	92.1	92.1	91.6	92.1	94.1	95.1	104.4
315	92.2	93.0	91.5	92.9	93.0	93.0	92.0	93.4	94.1	104.4
400	92.9	92.9	93.3	94.3	93.3	91.6	91.7	92.2	93.5	102.5
500	94.4	95.0	94.7	94.7	93.2	92.1	91.1	91.9	93.0	101.1
630	95.9	96.4	95.7	95.9	94.8	92.9	91.3	91.9	93.4	100.3
800	97.2	98.3	95.7	96.1	94.9	93.9	91.8	91.9	93.8	99.3
1K	96.5	96.0	94.6	94.8	93.4	92.4	92.6	93.0	94.2	99.2
1.25K	96.1	95.2	94.0	94.7	93.3	93.0	92.5	92.5	95.3	99.6
1.6K	97.6	96.1	94.7	96.1	94.8	94.5	93.8	94.4	99.1	103.4
2K	97.6	96.2	95.3	95.5	94.1	94.1	91.9	92.1	94.0	99.4
2.5K	99.1	98.1	97.0	96.7	94.9	94.6	91.0	92.3	92.6	96.2
3.15K	100.7	99.9	98.5	98.4	96.5	95.0	91.6	90.9	89.7	94.9
4K	98.0	97.7	96.7	96.3	95.4	94.8	91.7	91.8	89.8	94.6
5K	93.3	93.4	92.9	93.0	92.7	91.8	88.9	89.1	88.4	94.7
6.3K	91.0	90.4	88.9	89.2	89.0	87.6	86.2	86.0	85.3	91.7
8K	91.5	91.1	89.9	89.8	89.1	87.9	87.9	88.4	88.2	93.2
10K	86.9	87.9	86.6	86.5	85.9	85.6	84.9	86.6	87.6	96.4
63	90.7	92.6	91.7	92.1	94.1	94.3	95.6	97.8	99.1	107.9
125	95.3	94.4	93.9	95.7	96.5	96.2	98.2	99.7	99.5	109.9
250	96.4	96.4	95.7	96.9	97.2	97.3	97.1	98.7	99.5	109.9
500	99.3	99.8	99.4	99.8	98.5	97.0	96.2	96.8	98.1	106.2
1K	101.4	101.5	99.6	100.0	98.7	97.9	97.1	97.3	99.2	104.1
2K	102.9	101.7	100.6	100.9	99.3	99.2	97.2	97.8	100.9	105.4
4K	103.0	102.5	101.4	101.2	99.9	98.9	95.7	95.5	94.1	99.5
8K	95.0	94.8	93.4	93.8	93.0	91.9	91.3	91.9	92.0	99.0
LP-8	108.7	108.3	107.2	107.6	106.6	106.1	105.4	106.4	107.6	115.8
SIL	102.5	101.9	100.5	100.7	99.3	98.7	96.6	96.9	98.1	103.0
ODBA	108.6	108.0	106.8	107.0	105.6	105.0	103.1	103.5	105.2	110.9
PNDB	122.9	122.3	121.1	121.3	120.1	119.2	117.3	117.7	119.0	125.1

PSTOP... 0

YF-12 INLET NOISE SUPPRESSION
16147 FEB 06,'80 TEST 9950
YF-12 INLET NOISE SUPPRESSION
RUN 61
SPIKE MID-AY
BYPASS DOORS OPEN
6600 RPM

RUN	70	71	72	73	74	75	76	77	78	79
FREQ (HZ)	TR 1 F1 0° DEG	TR 2 F2 10° DEG	TR 3 F3 20° DEG	TR 4 F4 30° DEG	TR 5 F5 40° DEG	TR 6 F6 50° DEG	TR 7 F7 70° DEG	TR 8 F8 90° DEG	TR 9 F9 110° DEG	TR10 F10 135° DEG
50	86.4	89.0	88.1	89.4	90.5	89.7	92.4	94.2	95.7	106.4
63	89.3	90.7	89.8	90.0	92.2	93.0	94.2	95.8	97.3	106.2
80	93.6	96.0	94.1	94.8	97.2	97.0	97.4	99.9	101.5	106.4
100	92.3	92.7	90.6	92.8	94.0	94.4	94.5	98.5	98.7	107.1
125	95.2	94.1	93.2	95.6	95.1	94.7	98.1	99.7	99.1	107.9
160	96.3	94.0	95.2	95.9	95.1	97.4	98.7	97.5	98.4	108.3
200	95.1	94.4	94.3	95.2	96.6	97.3	97.2	98.5	100.0	108.2
250	94.0	93.2	92.8	94.2	94.8	94.9	96.7	97.6	98.7	106.7
315	93.6	94.5	93.4	94.9	95.5	94.7	94.4	96.2	97.5	105.9
400	93.5	93.8	94.2	95.5	94.1	93.2	94.2	95.1	96.3	104.1
500	94.5	95.5	95.3	95.3	94.0	93.3	92.9	94.4	95.8	102.8
630	96.5	97.0	95.9	96.1	94.9	94.0	92.8	94.1	96.1	101.5
800	97.1	97.5	96.0	96.9	95.4	94.5	93.1	94.1	96.6	100.5
1K	96.5	96.0	94.7	94.9	92.9	93.3	92.8	93.8	95.8	99.1
1.25K	96.3	95.2	94.4	95.1	93.8	93.6	93.5	93.7	96.4	98.5
1.6K	97.3	96.0	94.9	95.9	95.0	95.3	94.1	95.2	99.1	99.8
2K	97.0	95.8	96.3	95.4	94.3	94.4	92.5	93.2	95.6	97.0
2.5K	97.5	96.7	96.0	95.8	94.3	94.3	91.4	93.0	92.8	94.3
3.15K	97.8	97.2	96.2	96.1	94.6	93.6	91.3	91.1	90.9	93.2
4K	95.7	95.6	94.7	94.1	93.4	93.2	91.2	91.6	90.1	92.4
5K	91.7	91.9	91.6	91.5	91.4	90.9	88.3	89.2	88.9	92.0
6.3K	89.4	88.9	87.6	87.8	87.8	86.6	85.7	86.1	85.7	89.5
8K	90.0	89.2	88.7	88.2	87.8	86.8	86.9	87.8	87.6	90.6
10K	85.7	86.9	85.8	85.2	84.7	84.6	83.7	85.7	86.8	92.3
63	95.5	97.8	96.2	96.9	99.0	99.0	99.9	102.1	103.6	111.1
125	99.7	98.4	98.1	99.7	99.6	100.5	102.2	103.4	103.5	112.6
250	99.0	98.8	98.3	99.6	100.5	100.6	100.7	102.3	103.6	111.8
500	99.8	100.4	100.0	100.4	99.1	98.3	98.1	99.3	100.9	107.7
1K	101.4	101.1	99.8	100.8	99.2	98.6	97.9	98.7	101.1	104.2
2K	102.0	101.0	100.2	100.5	99.1	99.5	97.6	98.7	101.4	102.4
4K	100.5	100.2	99.3	99.1	98.1	97.5	95.2	95.5	94.8	97.3
8K	93.5	93.8	92.3	92.1	91.8	90.9	90.4	91.4	91.5	95.7
LP.8	108.7	108.4	107.6	108.2	107.9	107.8	107.9	109.2	110.5	117.6
SIL	101.2	100.8	99.8	100.0	98.9	98.5	96.9	97.6	99.1	101.2
OBSA	107.6	107.1	106.2	106.4	105.4	105.1	103.8	104.7	106.5	110.4
PNDB	121.6	121.3	120.4	120.6	119.7	119.2	118.0	118.9	120.3	124.1
*SIOP= 0										

YF-12 INLET NOISE SUPPRESSION
11111 FEB 15,'80 TEST 10021
YF-12 INLET NOISE SUPPRESSION
RUN 69
SPIKE AFT
BYPASS DOORS CLOSED
5000 RPM

RUN	78	79	80	81	82	83	84	85	86	87
FREQ (HZ)	TR 1 F1 0° DEG	TR 2 F2 10° DEG	TR 3 F3 20° DEG	TR 4 F4 30° DEG	TR 5 F5 40° DEG	TR 6 F6 50° DEG	TR 7 F7 70° DEG	TR 8 F8 90° DEG	TR 9 F9 110° DEG	TR10 F10 135° DEG
50	78.9	82.2	81.3	82.7	81.9	79.8	86.0	87.8	89.3	94.9
63	78.6	79.6	78.6	79.4	80.4	82.4	85.9	87.1	88.8	92.7
80	79.8	80.1	79.4	80.0	83.0	84.3	85.0	86.5	87.3	93.8
100	82.1	81.0	78.9	81.5	81.9	81.8	82.7	85.5	86.1	93.9
125	82.8	81.3	80.6	83.5	83.4	82.5	85.2	87.5	85.0	94.5
160	81.9	81.2	81.5	82.7	82.7	83.2	87.3	87.4	84.2	97.6
200	82.5	84.2	82.6	84.0	83.6	84.7	85.2	86.8	84.6	99.7
250	85.2	84.8	85.0	86.5	86.1	84.6	85.1	86.4	86.6	99.0
315	86.5	86.8	85.3	87.1	86.0	86.1	85.8	85.7	86.8	98.8
400	87.6	87.6	87.4	88.6	87.5	88.1	85.6	86.0	86.7	97.8
500	89.9	90.4	89.7	90.2	89.1	89.4	88.6	88.7	88.9	99.0
630	91.2	91.7	91.1	91.2	91.2	91.9	90.8	91.1	90.7	98.6
800	92.0	92.8	91.5	91.8	91.2	91.8	90.3	90.0	90.0	97.1
1K	91.6	92.1	91.0	91.8	91.0	92.0	89.8	89.2	89.4	96.4
1.25K	92.3	92.1	90.2	91.1	90.6	91.9	90.2	88.4	88.3	94.9
1.6K	95.3	94.3	92.6	92.8	91.8	93.4	90.3	88.3	88.0	93.3
2K	97.9	96.8	96.0	95.5	93.8	94.4	91.0	88.8	87.7	92.3
2.5K	101.8	100.6	99.0	98.8	96.7	96.7	91.6	88.9	86.8	92.3
3.15K	100.2	99.6	98.0	98.2	96.3	96.0	91.8	87.2	86.7	91.7
4K	95.8	95.5	94.2	94.0	93.1	93.6	89.2	85.7	89.7	90.7
5K	93.4	93.9	92.5	92.2	91.9	91.7	86.5	82.8	81.2	89.6
6.3K	92.3	92.0	90.2	90.2	90.0	89.1	86.0	82.2	81.0	89.2
8K	92.9	93.0	91.5	91.0	90.4	89.7	88.9	87.8	88.3	97.2
10K	89.1	90.1	88.5	87.8	86.6	86.3	82.3	79.9	77.6	91.3
63	83.9	85.6	84.7	85.8	86.7	87.3	90.4	91.9	93.3	98.7
125	87.1	86.0	85.2	87.4	87.4	87.3	90.2	91.6	90.0	100.4
250	89.8	90.2	89.2	90.8	90.1	89.9	90.1	91.1	90.9	103.9
500	94.6	95.0	94.5	94.9	94.3	94.8	93.6	93.9	93.8	103.3
1K	96.7	97.1	95.7	96.4	95.7	96.7	94.9	94.0	94.1	101.0
2K	104.0	102.8	101.4	101.1	99.4	99.8	95.8	93.4	92.3	97.4
4K	102.2	101.8	100.3	100.3	99.0	98.9	94.5	90.4	87.9	95.5
8K	96.5	96.7	98.0	94.6	94.1	93.4	91.3	89.3	87.2	98.7
LP-8	107.4	106.9	105.5	105.6	104.4	104.7	102.2	101.3	100.8	109.7
SIL	101.0	100.6	99.1	99.3	98.0	98.4	95.0	92.6	91.4	98.0
8DBA	108.1	107.4	106.0	106.0	104.6	104.8	101.5	99.5	98.7	106.4
PNDB	121.8	121.2	119.8	119.9	118.6	118.6	115.5	113.2	111.9	119.8

STOP 0

YF-12 INLET NOISE SUPPRESSION
1715% FEB 06,'80 TEST 9950
YF-12 INLET NOISE SUPPRESSION
RUN 73
SPIKE MIDWAY
BYPASS DOORS CLOSED
8000 RPM

RUN	81	82	83	84	85	86	87	88	89	90
FREQ (HZ)	TR 1 F1 0° DEG	TR 2 F2 10° DEG	TR 3 F3 20° DEG	TR 4 F4 30° DEG	TR 5 F5 40° DEG	TR 6 F6 50° DEG	TR 7 F7 70° DEG	TR 8 F8 90° DEG	TR 9 F9 110° DEG	TR10 F10 135° DEG
50	78•2	82•4	81•3	81•7	82•5	81•4	86•0	87•7	91•1	95•9
63	78•4	79•9	78•6	78•7	81•9	83•9	86•8	87•4	91•4	92•9
80	79•7	81•3	80•0	79•9	82•8	83•9	84•7	85•8	89•6	93•3
100	81•9	81•3	79•1	81•0	82•3	82•8	82•4	85•2	87•8	94•1
125	83•5	82•3	81•6	83•5	84•1	83•5	85•7	87•7	88•0	94•5
160	82•0	81•6	82•3	83•3	83•3	84•0	88•0	87•3	85•9	97•6
200	81•9	82•9	81•5	83•3	83•0	84•0	85•8	87•0	86•6	99•3
250	84•6	84•0	84•6	86•0	85•9	84•7	86•3	86•6	89•0	98•7
315	85•0	85•3	84•3	86•3	85•7	85•3	86•3	85•6	89•3	98•5
400	85•8	86•1	86•6	87•4	86•6	86•9	85•9	86•1	88•6	97•8
500	89•5	90•0	89•3	89•2	88•8	88•3	88•6	88•5	91•4	98•4
630	91•0	91•7	90•8	90•8	90•9	91•2	90•7	91•7	93•2	98•6
800	93•6	94•1	92•4	92•3	91•4	90•9	90•8	90•0	92•0	97•1
1K	92•1	92•1	91•3	91•7	91•1	91•2	90•0	89•1	91•2	96•8
1•25K	93•4	92•5	91•0	91•6	90•9	90•9	90•3	88•6	90•0	94•9
1•6K	93•8	92•5	91•1	91•5	91•1	91•8	89•8	88•0	89•6	92•6
2K	95•8	94•2	92•8	92•1	91•6	92•0	90•1	88•8	89•7	91•7
2•5K	105•0	103•7	102•0	101•2	99•1	97•5	92•1	89•9	89•1	92•4
3•15K	102•1	102•1	100•8	101•0	99•7	98•7	94•7	89•7	87•5	92•2
4K	95•2	95•5	94•2	93•6	92•8	92•9	89•2	86•1	85•4	90•3
5K	95•3	95•3	94•1	93•6	92•7	91•3	87•0	84•1	84•2	89•7
6•3K	93•9	92•9	91•5	91•8	91•3	90•7	87•3	83•2	83•9	89•9
8K	94•4	93•3	92•4	91•9	90•7	90•8	89•7	87•9	88•6	98•3
10K	90•4	90•4	89•8	88•2	86•8	86•5	84•0	79•8	81•7	92•6
63	83•6	86•1	84•9	85•1	87•2	88•0	90•4	91•8	95•5	99•0
125	87•3	86•5	86•0	87•5	88•1	88•2	90•7	91•7	92•1	100•5
250	88•8	88•9	88•5	90•1	89•8	89•5	90•6	91•2	93•2	103•6
500	94•0	94•6	94•0	94•1	93•9	94•0	93•6	94•2	96•2	103•1
1K	97•9	97•8	96•4	96•6	95•9	95•8	95•0	94•0	95•9	101•0
2K	105•8	104•5	102•8	102•1	100•4	99•4	95•5	93•7	94•2	92•0
4K	103•7	103•7	102•4	102•4	101•2	100•3	96•4	92•1	90•7	95•6
8K	98•0	97•2	96•1	95•7	94•8	94•8	92•4	89•6	90•5	99•8
LP•8	108•9	108•3	106•9	106•6	105•5	104•9	102•7	101•6	103•1	109•7
SIL	102•4	102•0	100•5	100•4	99•2	98•5	95•7	93•3	93•6	97•9
ODBA	109•7	109•0	107•5	107•2	105•9	105•7	102•1	100•0	100•9	106•5
PNDB	123•7	122•8	121•4	121•4	120•4	119•7	117•0	114•1	114•2	120•1

STOP. 0

YF-12 INLET NOISE SUPPRESSION
10102 FEB 07, '80 TEST 9950
YF-12 INLET NOISE SUPPRESSION
RUN 81
SPIKE MIDWAY
BYPASS DOORS CLOSED
6000 RPM

RUN	92	93	94	95	96	97	98	99	100	101
FREQ (HZ)	TR 1 F1 0° DEG	TR 2 F2 10° DEG	TR 3 F3 20° DEG	TR 4 F4 30° DEG	TR 5 F5 40° DEG	TR 6 F6 50° DEG	TR 7 F7 70° DEG	TR 8 F8 90° DEG	TR 9 F9 110° DEG	TR10 F10 135° DEG
50	79.6	82.4	81.2	82.5	83.7	83.4	86.3	87.4	90.4	99.7
63	83.9	85.1	84.3	84.9	86.8	88.9	89.0	91.1	93.9	98.9
80	83.2	85.5	84.6	85.0	87.6	87.6	88.1	90.5	93.7	98.8
100	87.0	87.1	84.4	86.6	88.1	88.1	87.8	91.6	93.6	100.1
125	87.4	86.5	85.6	87.5	88.0	88.1	90.5	92.5	93.2	100.7
160	87.4	86.4	87.1	88.0	87.4	89.2	91.9	90.5	91.7	102.9
200	86.3	87.1	84.3	87.4	87.9	88.8	90.4	91.3	93.0	103.3
250	88.5	87.9	87.9	88.7	88.8	87.9	88.6	90.9	93.6	102.6
315	87.5	88.3	87.3	88.6	88.9	88.6	89.1	89.5	92.8	102.2
400	88.9	89.4	89.7	90.3	89.2	87.4	87.8	88.7	91.7	101.0
500	92.1	92.9	92.1	92.0	90.7	89.0	87.3	87.6	90.3	99.3
630	93.9	93.8	93.1	92.9	91.6	89.8	87.9	88.0	91.6	97.8
800	95.5	95.5	94.0	93.7	92.4	89.8	87.6	87.3	91.5	96.4
1K	96.7	96.7	96.3	96.0	96.8	89.1	87.5	87.4	92.3	96.6
1.25K	95.3	95.1	93.4	93.4	92.0	90.9	89.9	89.5	95.9	100.9
1.6K	96.6	95.8	94.4	94.0	92.6	92.1	89.9	88.4	93.9	99.4
2K	97.2	95.8	94.5	93.9	92.7	91.9	89.2	85.7	89.6	94.2
2.5K	100.1	98.8	97.4	96.7	94.7	93.3	89.2	86.8	87.8	93.0
3.15K	104.0	103.1	101.9	101.7	99.7	98.1	94.7	89.0	87.9	92.1
4K	100.6	100.5	99.6	99.3	98.9	98.6	95.4	90.1	87.8	93.1
5K	95.0	95.1	94.6	94.5	94.3	93.4	90.0	86.1	84.2	93.2
6.3K	93.1	91.9	90.6	90.9	90.7	89.7	86.9	83.1	83.9	90.3
8K	93.6	92.3	91.8	91.9	91.1	90.8	89.8	87.6	90.9	94.3
10K	89.1	88.9	88.7	87.8	87.4	86.9	86.9	85.5	90.3	98.7
63	87.4	89.3	88.4	88.8	91.1	91.7	92.7	94.7	97.7	103.9
125	92.1	91.4	90.6	92.2	92.6	93.2	95.1	96.4	97.7	106.2
250	92.3	92.6	92.0	93.1	93.3	93.2	94.2	95.4	97.9	107.5
500	96.9	97.2	96.6	96.6	96.4	93.7	92.5	92.9	96.0	104.3
1K	99.9	99.9	98.1	97.9	96.5	94.8	93.2	93.0	98.4	103.3
2K	103.0	101.8	100.4	99.9	98.2	97.2	94.2	91.7	96.0	101.3
4K	106.0	105.4	104.4	104.1	103.0	102.0	98.7	93.5	92.1	97.6
8K	97.1	96.0	95.3	95.3	94.8	94.9	89.9	90.5	94.0	100.5
LP-8	109.2	108.6	107.5	107.3	106.3	105.4	103.7	102.9	108.7	113.0
SIL	103.0	102.4	101.0	100.6	99.2	98.0	95.4	92.7	95.5	100.7
BOBA	109.8	109.1	107.9	107.6	106.3	105.3	102.5	99.6	102.8	108.8
PNDB	124.3	123.6	122.6	122.4	121.1	120.1	117.8	114.8	116.1	122.4

*STOPe 0

YF-12 INLET NOISE SUPPRESSION
12:00 FEB 07,'80 TEST 9950
YF-12 INLET NOISE SUPPRESSION
RUN-83
SPIKE MIDWAY
BYPASS DOORS CLOSED
6200 RPM

RUN	103	104	105	106	107	108	109	110	111	112
FREQ (HZ)	TR 1 F1 0° DEG	TR 2 F2 10° DEG	TR 3 F3 20° DEG	TR 4 F4 30° DEG	TR 5 F5 40° DEG	TR 6 F6 60° DEG	TR 7 F7 70° DEG	TR 8 F8 90° DEG	TR 9 F9 110° DEG	TR10 F10 135° DEG
50	80.0	82.8	81.8	83.2	84.4	84.1	86.7	87.8	90.9	100.8
63	84.7	86.1	86.1	86.0	87.7	89.1	89.6	91.8	94.9	100.3
80	84.2	86.6	85.8	85.9	88.6	88.4	89.2	92.0	94.8	99.9
100	87.9	87.9	85.0	87.4	89.0	88.6	88.8	92.2	94.7	101.0
125	88.2	87.4	86.6	88.5	89.0	88.5	91.6	93.4	94.0	101.7
160	88.2	87.0	87.9	88.7	87.9	89.8	92.6	91.0	92.5	103.9
200	87.1	87.8	87.2	88.2	89.1	89.9	91.4	92.1	94.4	103.7
250	88.6	88.2	87.9	88.8	89.2	88.5	89.2	91.4	94.4	102.1
315	87.6	88.7	87.7	89.4	89.7	89.6	90.1	89.9	93.5	102.9
400	89.1	89.8	90.2	90.9	89.7	88.6	88.3	89.3	92.7	101.8
500	91.8	92.9	92.5	92.6	91.2	89.7	88.1	88.3	91.4	100.0
630	93.7	93.8	93.4	93.3	92.0	90.5	88.3	88.8	92.2	98.5
800	94.9	95.6	94.2	94.7	93.5	91.3	88.3	88.7	92.7	97.5
1K	94.0	94.4	92.4	92.4	91.1	89.9	87.7	88.1	93.1	97.7
1.25K	94.7	94.6	93.4	93.6	92.1	91.5	89.5	89.7	95.7	100.1
1.6K	96.1	95.5	94.8	94.3	92.9	93.0	90.5	89.9	96.3	101.3
2K	96.3	95.5	94.6	94.2	92.8	92.6	89.2	87.1	90.7	95.8
2.5K	97.8	97.3	96.1	95.7	93.4	92.7	88.5	87.0	88.7	94.1
3.15K	101.0	100.8	99.6	99.4	97.2	95.9	91.9	88.0	87.9	93.1
4K	98.7	99.2	98.3	97.9	97.1	96.9	92.8	88.9	88.2	93.6
5K	93.7	94.4	94.0	94.1	93.6	93.0	89.0	85.9	87.1	94.2
6.3K	91.1	90.6	89.3	90.0	89.6	88.8	85.7	82.7	84.2	90.8
8K	91.6	91.1	90.4	90.7	89.6	89.8	88.4	86.8	90.6	93.8
10K	87.1	87.9	87.5	86.9	86.1	85.7	85.6	84.8	90.4	98.1
63	88.2	90.2	89.3	89.6	92.0	92.5	93.4	95.7	98.7	105.1
125	92.9	92.2	91.4	93.0	93.4	93.8	96.0	97.1	98.6	107.2
250	92.6	93.0	92.4	93.6	94.1	94.1	95.2	96.0	98.9	108.0
500	96.7	97.2	97.0	97.2	95.8	94.4	93.0	93.6	96.9	105.0
1K	99.3	99.7	98.2	98.4	97.1	95.7	93.3	93.6	98.8	103.4
2K	101.6	101.0	100.0	99.5	97.8	97.5	94.2	93.0	97.9	103.0
4K	103.5	103.6	102.7	102.4	101.0	100.3	96.3	92.5	92.6	98.3
8K	95.1	94.8	94.0	94.3	93.5	93.1	91.6	89.8	93.9	100.0
LP-8	107.6	107.6	106.7	106.7	105.6	105.0	103.4	103.5	106.6	113.8
SIL	101.5	101.4	100.3	100.1	98.6	97.9	94.6	93.1	96.4	101.6
8DBA	107.9	107.8	106.8	106.6	105.2	104.5	101.3	99.8	103.7	109.4
PNDB	122.3	122.2	121.2	121.2	119.8	119.3	116.5	114.6	117.3	123.4

PSIGPA.0

YF-12 INLET NOISE SUPPRESSION
12:44 FEB 07,'80 TEST 9950
YF-12 INLET NOISE SUPPRESSION
RUN 88
SPIKE MIDWAY
BYPASS DOORS CLOSED
6400 RPM

RUN	114	115	116	117	118	119	120	121	122	123
FREQ (HZ)	TR 1 F1 0° DEG	TR 2 F2 10° DEG	TR 3 F3 20° DEG	TR 4 F4 30° DEG	TR 5 F5 40° DEG	TR 6 F6 50° DEG	TR 7 F7 70° DEG	TR 8 F8 90° DEG	TR 9 F9 110° DEG	TR10 F10 135° DEG
50	81.4	84.5	83.5	84.6	85.5	84.8	87.9	89.9	92.9	102.3
63	85.7	87.0	86.4	86.2	88.6	89.7	90.5	92.8	95.6	102.3
80	86.0	88.3	87.5	87.4	90.1	90.1	90.9	93.1	96.2	101.9
100	88.6	88.5	85.9	88.2	89.5	89.6	90.0	93.7	96.3	103.1
125	89.5	88.5	87.9	90.1	90.2	90.0	93.0	95.1	96.1	103.4
160	89.5	88.2	89.0	89.9	89.2	90.8	93.4	92.6	94.4	105.6
200	88.3	88.4	88.3	89.5	90.5	91.2	92.2	93.0	95.8	105.5
250	89.8	89.1	88.7	89.6	90.1	89.7	90.4	93.1	96.1	104.0
315	88.8	89.8	88.7	90.2	90.8	90.9	91.2	91.6	95.4	103.7
400	90.0	90.5	90.7	91.4	90.5	89.8	89.8	91.0	94.4	102.4
500	92.7	93.6	93.0	93.1	91.9	90.9	89.2	89.9	93.3	100.7
630	94.4	94.2	93.5	93.4	92.1	91.2	89.8	89.9	93.8	99.6
800	95.3	96.0	94.1	94.3	93.4	92.2	90.5	89.6	94.2	98.8
1K	94.3	94.2	92.6	92.8	91.8	90.8	89.8	91.6	98.3	98.6
1.25K	95.0	94.4	93.3	93.4	92.5	91.7	90.1	90.3	96.2	99.4
1.6K	96.0	95.2	94.0	94.2	93.6	93.8	92.4	92.6	100.2	103.6
2K	95.6	95.0	94.0	93.3	92.7	92.7	90.6	88.6	94.1	99.6
2.5K	95.0	94.5	93.6	92.7	91.7	91.5	89.5	88.9	92.8	93.8
3.15K	95.7	95.4	94.4	93.9	92.7	91.8	89.3	86.8	89.0	94.3
4K	94.7	94.8	93.9	93.9	92.8	92.6	89.9	88.0	88.7	94.4
5K	91.2	91.8	91.3	90.8	91.1	90.4	87.7	85.6	88.5	94.9
6.3K	88.6	88.0	86.9	87.1	87.6	87.1	85.1	82.6	86.9	91.9
8K	88.9	88.1	87.8	87.4	87.5	87.6	87.4	86.3	90.0	93.0
10K	84.8	85.3	85.4	84.4	84.6	84.4	85.1	84.8	90.4	96.5
63	89.6	91.6	90.8	91.0	93.2	93.6	94.7	96.9	99.9	106.9
125	94.0	93.2	92.5	94.3	94.4	94.9	97.1	98.7	100.4	109.0
250	93.8	93.9	93.4	94.6	95.3	95.4	96.1	97.4	100.5	109.3
500	97.5	97.8	97.3	97.5	96.3	95.4	94.4	95.1	98.7	105.8
1K	99.7	99.7	98.2	98.3	97.4	96.4	94.9	95.3	100.1	103.7
2K	100.3	99.7	98.7	98.2	97.5	97.8	95.8	95.2	101.8	105.5
4K	99.1	99.0	98.2	97.5	97.0	96.5	93.8	91.7	93.5	99.3
8K	92.6	92.1	91.6	91.3	91.5	91.4	90.8	89.6	93.8	99.1
LP-8	106.2	106.0	105.1	105.1	104.8	104.5	104.1	104.8	108.4	115.1
SIL	99.7	99.5	98.3	98.0	97.3	96.8	96.8	96.1	98.4	102.9
ODBA	105.8	105.6	104.6	104.3	103.6	103.1	101.5	101.0	106.0	110.7
PNDB	119.4	119.2	118.3	118.1	117.5	117.3	115.7	115.0	119.7	124.9

$STOP= 0

YF-12 INLET NOISE SUPPRESSION
16:15 FRI 23/10/80 TEST 10915
YF-12 INLET NOISE SUPPRESSION
RUN 87
SPIKE FORWARD
BYPASS DOORS OPEN
5000 RPM

RUN	16	17	18	19	20	21	22	23
FREQ (HZ)	T_R 1 K1 θ, DEG	T_R 2 K6 θ, DEG	T_R 3 K3 θ, DEG	T_R 4 K4 θ, DEG	T_R 5 K5 θ, DEG	T_R 6 K10 θ, DEG	T_R 7 K14 θ, DEG	T_R 8 K12 θ, DEG
50	.0	125.9	129.6	121.0	126.4	139.9	116.7	125.2
63	.0	127.3	131.0	122.8	127.6	141.3	118.1	125.4
80	103.5	128.4	132.1	124.4	129.2	142.5	119.7	125.6
100	106.6	129.8	133.2	126.4	130.3	143.3	121.3	125.4
125	111.2	131.3	133.8	128.6	131.1	144.2	122.5	125.8
160	115.2	132.8	133.7	129.5	131.9	145.2	123.9	126.4
200	117.7	134.9	133.9	131.3	133.1	146.1	125.6	127.4
250	122.9	137.7	133.5	133.6	133.8	146.6	127.6	129.5
315	124.4	141.5	133.0	132.2	132.8	146.3	129.8	129.0
400	124.1	143.9	133.5	130.1	132.0	146.3	132.1	129.0
500	120.5	142.1	133.2	127.4	130.6	145.8	136.3	128.7
630	118.4	138.0	131.6	126.7	130.6	145.0	138.8	129.7
800	118.3	133.4	126.8	127.2	135.4	144.0	136.0	131.0
1K	118.8	131.5	123.8	128.5	132.2	142.9	131.1	127.5
1.25K	120.8	133.1	122.8	127.6	128.2	141.9	131.1	126.3
1.6K	122.4	131.6	125.0	127.3	130.4	140.5	133.1	128.6
2K	124.6	131.6	127.4	128.4	133.5	140.2	134.3	131.6
2.5K	133.5	135.7	136.4	134.8	138.8	143.4	142.4	138.6
3.15K	132.8	138.6	136.7	135.1	139.2	144.4	143.7	140.6
4K	126.8	133.9	130.8	129.4	133.7	139.4	139.3	135.6
5K	127.4	134.0	130.7	129.8	133.4	138.9	138.9	135.3
6.3K	127.6	134.6	131.7	130.5	133.9	140.1	140.5	137.4
8K	126.3	133.7	130.3	129.3	132.3	138.6	139.3	136.7
10K	125.2	132.4	129.4	129.0	131.4	137.7	139.1	136.8
63	.0	132.1	135.8	127.7	132.6	146.1	123.1	130.2
125	117.0	136.3	138.3	133.1	135.9	149.1	127.5	130.6
250	127.2	143.6	138.3	137.2	138.1	151.1	132.8	133.5
500	126.4	146.7	137.6	133.1	135.9	150.5	141.3	133.9
1K	124.2	137.5	129.5	132.6	137.6	147.8	138.2	133.8
2K	134.3	140.1	137.2	136.3	140.4	146.4	143.4	139.7
4K	134.7	140.9	138.5	137.1	141.1	146.4	146.0	142.6
8K	131.3	138.4	135.3	134.4	137.4	143.7	144.4	141.8
LP-8	139.2	150.5	146.0	143.8	147.1	157.3	150.5	147.2
SIL	131.1	139.5	135.1	135.3	139.7	146.9	142.5	138.6
ODEA	139.5	148.1	143.7	142.5	146.4	154.2	150.6	147.1
PNDB	153.5	162.4	159.2	157.7	161.3	169.1	164.8	161.7

Add 4.0 dB to all values of K8

YF-12 INLET NOISE SUPPRESSION
16:15 MAY 23, '80 TEST 10916
YF-12 INLET NOISE SUPPRESSION
RUN 88
SPIKE FORWARD
BYPASS DOORS OPEN
6000 RPM

RUN	27	28	29	30	31	32	33	34
FREQ (HZ)	TR 1 K1 Φ, DEG	TR 2 K6 Φ, DEG	TR 3 K3 Φ, DEG	TR 4 K8 Φ, DEG	TR 5 K5 Φ, DEG	TR 6 K10 Φ, DEG	TR 7 K14 Φ, DEG	TR 8 K12 Φ, DEG
50	104.3	127.7	131.2	122.4	127.9	143.4	119.5	119.9
63	104.5	129.0	132.1	123.7	129.4	144.4	120.2	121.4
80	106.5	130.7	133.4	126.1	131.0	145.4	121.4	122.0
100	110.4	132.2	135.2	129.4	132.5	146.4	123.1	123.8
125	117.4	133.8	135.7	132.1	134.1	147.6	124.1	125.8
160	118.7	135.4	136.8	133.3	134.7	147.7	125.6	127.1
200	122.8	137.4	138.3	135.0	136.4	148.8	127.9	129.2
250	127.8	140.0	138.6	135.9	137.1	149.2	131.0	131.8
315	128.6	143.6	138.8	135.2	136.8	150.0	133.2	133.7
400	129.0	146.7	139.4	133.5	136.2	150.5	135.5	133.8
500	125.2	145.5	138.2	131.4	135.2	150.2	141.1	133.7
630	123.4	141.9	135.6	130.8	135.3	150.0	143.9	138.0
800	123.9	137.2	131.5	131.7	140.7	149.4	141.3	137.7
1K	123.6	135.8	128.3	133.0	136.9	148.3	137.9	133.0
1.25K	124.6	136.9	127.3	132.4	133.0	147.6	137.1	134.4
1.6K	124.9	135.6	128.9	132.2	134.9	146.7	139.4	135.4
2K	126.8	135.1	130.5	131.9	137.4	146.0	139.3	136.4
2.5K	131.1	137.1	133.4	133.4	137.7	145.6	142.5	140.1
3.15K	135.3	141.1	136.9	137.1	140.9	146.4	150.5	147.3
4K	132.6	140.2	136.8	136.2	140.5	147.7	150.0	147.0
5K	129.4	137.4	134.0	133.7	137.2	146.6	147.2	143.4
6.3K	128.5	136.6	132.7	132.4	135.6	145.1	146.4	142.4
8K	127.4	136.1	132.1	131.7	134.6	144.0	145.8	142.1
10K	126.2	134.6	130.6	130.9	133.1	143.1	144.7	141.0
63	110.0	134.1	137.1	129.1	136.4	149.2	125.2	125.9
125	121.4	138.7	140.8	136.7	138.7	152.0	129.2	130.5
250	131.8	145.8	143.4	140.1	141.6	154.1	136.0	136.7
500	131.3	149.9	142.8	136.8	140.4	155.0	146.1	140.4
1K	128.8	141.5	134.2	137.2	142.7	153.3	143.9	140.3
2K	133.2	140.8	136.1	137.3	141.6	150.9	145.4	142.6
4K	137.9	144.6	140.9	140.7	144.6	151.7	154.2	151.0
8K	132.2	140.6	136.7	136.5	139.3	148.9	150.4	146.6
LP-8	141.3	153.3	149.1	146.8	150.2	161.4	156.8	153.4
SIL	133.3	142.3	137.1	138.4	143.0	152.0	147.9	144.6
OOBA	141.3	151.0	145.9	145.4	149.4	159.1	157.1	153.7
PNDB	156.1	165.1	161.1	160.3	164.0	173.2	171.1	167.8

Add 4.0 dB to all values of K8

YF-12 INLET NOISE SUPPRESSION
16:15 MAY 23, 1980 TEST 10915
YF-12 INLET NOISE SUPPRESSION
RUN 39
SPIKE FORWARD
BYPASS DOORS OPEN
6200 RPM

RUN	38	39	40	41	42	43	44	45
FREQ (HZ)	TR 1 K1 0° DEG	TR 2 K6 0° DEG	TR 3 K3 0° DEG	TR 4 K8 0° DEG	TR 5 K5 0° DEG	TR 6 K10 0° DEG	TR 7 K14 0° DEG	TR 8 K12 0° DEG
50	.0	128.1	132.0	122.9	128.4	143.7	119.5	118.6
63	104.5	129.1	132.4	124.0	129.7	144.8	120.4	120.4
80	105.7	131.1	133.8	126.3	131.2	146.1	121.3	121.7
100	110.6	132.4	135.4	129.9	133.0	147.4	123.5	123.7
125	117.3	133.8	136.2	133.0	134.7	148.2	124.7	125.6
160	119.4	135.5	137.1	134.3	135.5	148.3	126.1	127.0
200	123.4	138.0	139.0	135.8	137.3	149.1	128.2	129.3
250	128.4	140.4	139.3	136.7	137.5	149.6	131.3	131.9
315	129.1	144.0	139.6	135.7	137.2	150.5	133.9	134.3
400	129.5	147.2	140.3	134.1	136.8	151.2	135.8	134.4
500	126.0	146.0	138.9	132.1	136.0	150.7	141.8	134.5
630	124.4	142.4	136.0	131.6	135.6	150.8	144.3	137.7
800	124.5	138.0	132.2	132.5	141.4	150.1	141.8	139.3
1K	123.5	136.4	128.9	133.7	137.7	149.0	138.6	136.2
1.25K	124.4	137.7	127.8	133.0	133.7	148.7	138.1	138.4
1.6K	125.4	136.2	129.4	132.8	135.5	147.6	141.0	134.9
2K	127.1	135.5	130.8	132.3	137.9	147.1	140.5	137.6
2.5K	129.9	136.5	132.6	132.9	137.5	146.6	143.1	141.2
3.15K	132.3	138.9	134.6	134.9	138.8	146.4	149.0	142.6
4K	130.6	138.6	134.8	134.5	138.6	146.8	150.2	145.4
5K	128.3	136.6	132.9	132.9	136.3	146.6	146.9	142.8
6.3K	127.0	135.8	131.7	131.5	134.6	145.6	146.2	141.4
8K	125.8	135.3	130.8	130.7	133.5	144.3	145.7	141.1
10K	124.8	134.2	129.6	130.0	132.1	143.4	144.5	140.1
63	121.5	134.4	137.6	129.4	134.7	149.8	125.2	125.2
125	121.8	138.8	141.0	137.5	139.3	152.8	129.7	130.4
250	132.4	146.3	144.1	140.9	142.1	154.5	136.5	137.1
500	131.9	150.4	143.5	137.4	140.9	155.7	146.6	140.6
1K	128.9	142.2	134.8	137.9	143.4	154.1	144.6	142.9
2K	132.6	140.9	135.9	137.5	141.9	151.9	146.5	143.4
4K	135.5	143.0	138.9	139.0	142.8	151.4	153.6	148.6
8K	130.7	139.9	135.5	135.5	138.3	149.3	150.3	145.7
LP-8	140.3	153.4	149.3	146.8	150.1	162.0	156.7	152.3
SIL	132.3	142.0	136.6	138.1	142.7	152.4	148.2	145.0
OOBA	139.8	150.8	145.4	144.8	148.9	159.6	156.9	152.4
PNDB	154.4	164.3	160.2	159.4	163.1	173.3	171.0	166.7

Add 4.0 dB to all values of K8

YF-12 INLET NOISE SUPPRESSION
16:15 MAY 23,'80 TEST 10915
YF-12 INLET NOISE SUPPRESSION
RUN 90
SPIKE FORWARD
BYPASS DOORS OPEN
6900 RPM

RUN	50	51	52	53	54	56	57	58
FREQ (HZ)	TR 1 K1 0. DEG	TR 2 K6 0. DEG	TR 3 K3 0. DEG	TR 4 K8 0. DEG	TR 5 K5 0. DEG	TR 6 K10 0. DEG	TR 7 K14 0. DEG	TR 8 K12 0. DEG
50	.0	128.2	131.7	122.5	128.4	144.4	119.8	119.8
63	104.3	129.8	132.7	123.9	130.1	145.7	120.2	120.6
80	105.5	130.9	133.7	126.5	131.8	147.0	121.4	122.0
100	110.7	132.4	135.5	130.4	133.5	148.1	123.6	124.0
125	117.0	134.3	136.2	133.0	134.9	149.4	125.0	125.9
160	119.8	135.6	137.3	134.8	136.0	149.2	126.4	127.3
200	123.9	138.0	139.1	136.2	137.5	150.2	128.4	129.7
250	128.6	140.5	139.7	137.0	138.0	150.5	131.3	132.2
315	129.3	144.1	140.3	136.1	137.8	151.4	134.4	134.8
400	129.8	147.5	141.0	134.4	137.2	152.4	136.2	135.1
500	126.3	146.4	139.8	132.7	136.4	152.0	142.7	135.2
630	124.7	142.9	136.5	131.9	136.2	152.1	145.0	137.1
800	124.8	138.3	132.8	133.0	141.9	151.6	142.6	139.3
1K	123.9	136.8	129.6	134.4	138.1	150.3	139.4	140.6
1.25K	126.4	138.0	128.3	133.6	134.3	150.1	138.5	139.2
1.6K	125.3	136.6	129.6	133.2	135.8	149.0	141.1	136.4
2K	127.2	135.8	130.9	132.6	138.2	148.3	140.8	137.8
2.5K	128.7	136.1	132.1	132.7	137.3	147.9	143.0	139.3
3.15K	129.8	137.1	132.5	133.1	137.2	147.2	147.4	141.1
4K	125.4	136.9	132.6	132.7	136.7	146.9	149.2	144.1
5K	127.0	135.7	131.4	131.8	135.1	146.9	148.0	141.8
6.3K	125.7	135.1	130.5	130.6	133.7	146.4	145.5	140.8
8K	124.6	134.6	129.6	129.9	132.6	145.2	145.1	140.2
10K	123.7	133.8	128.5	129.3	131.4	144.4	143.8	139.3
63	122.0	134.5	137.6	129.4	135.1	150.6	125.3	125.7
125	122.0	139.1	141.2	137.9	139.7	153.7	129.9	130.7
250	132.6	146.4	144.5	141.2	142.5	155.5	136.8	137.5
500	132.2	150.7	144.2	137.9	141.4	156.9	147.3	140.7
1K	129.1	142.5	135.4	138.5	143.9	155.5	145.3	144.5
2K	132.1	141.0	135.8	137.6	142.0	153.2	146.6	142.7
4K	133.3	141.4	137.0	137.4	141.2	151.8	152.5	147.3
8K	129.5	133.3	134.4	134.7	137.4	150.2	149.6	144.9
LP-8	139.6	153.5	149.5	146.8	150.1	163.0	156.1	151.8
SIL	131.5	141.6	136.0	137.8	142.4	153.5	148.1	144.9
OOBA	138.7	150.7	145.2	144.6	148.7	160.7	156.2	151.8
PNDB	153.0	163.5	159.3	158.7	162.4	174.2	170.3	166.0

STOP 0

Add 4.0 dB to all values of K8

YF-12 INLET NOISE SUPPRESSION
16:25 MAY 23, 1980 TEST 10915
YF-12 INLET NOISE SUPPRESSION
RUN 91
SPIKE FORWARD
BYPASS DOORS OPEN
6600 RPM

RUN	62	63	64	65	66	67	68	69
FREQ (HZ)	TR 1 K1 Q, DEG	TR 2 K6 Q, DEG	TR 3 K3 Q, DEG	TR 4 K8 Q, DEG	TR 5 K5 Q, DEG	TR 6 K10 Q, DEG	TR 7 K14 Q, DEG	TR 8 K12 Q, DEG
50	103.1	128.8	131.8	123.2	128.7	145.2	119.3	118.9
63	103.9	129.7	132.8	124.6	130.3	146.1	120.6	120.7
80	106.7	131.1	134.0	126.5	131.8	147.5	121.8	122.0
100	111.6	132.8	135.6	130.6	133.4	148.5	123.8	124.5
125	117.2	134.4	136.7	133.0	134.9	149.7	125.0	126.1
160	120.7	136.1	137.7	135.4	136.3	149.8	126.7	127.6
200	124.5	138.4	139.7	136.8	138.0	150.4	128.7	130.0
250	129.2	140.6	140.0	137.5	138.4	150.9	131.8	132.4
315	129.7	144.3	140.8	136.3	138.2	151.8	135.0	135.1
400	130.2	147.7	141.6	134.8	137.8	152.9	136.7	135.7
500	127.0	146.8	140.2	133.0	136.8	152.6	143.2	135.7
630	124.9	143.0	136.9	132.2	136.6	152.5	145.2	138.3
800	125.4	138.6	132.7	133.2	142.7	151.9	142.7	141.1
1K	123.8	137.2	129.7	134.9	138.7	150.8	140.0	136.4
1.25K	124.7	138.9	128.5	134.3	135.1	150.7	139.6	136.6
1.6K	125.8	136.9	129.9	133.7	136.4	149.6	142.1	135.5
2K	127.3	136.1	131.0	132.8	138.5	149.0	142.6	138.1
2.5K	128.2	136.2	131.8	132.6	137.3	148.6	143.1	138.7
3.15K	128.3	136.3	131.5	132.3	136.6	147.8	146.0	140.4
4K	127.0	135.8	131.1	131.7	135.6	147.1	147.1	142.6
5K	126.2	135.1	130.5	131.1	134.9	147.0	145.8	141.2
6.3K	125.2	134.8	129.9	130.2	133.3	146.7	145.0	140.4
8K	124.0	134.4	129.1	129.5	132.3	145.6	144.5	139.7
10K	123.1	133.8	128.1	129.0	131.2	144.8	143.5	139.0
63	109.8	134.7	137.7	129.8	135.2	151.1	125.5	125.5
125	122.6	139.4	141.5	138.2	139.8	154.2	130.1	131.0
250	133.1	146.6	145.0	141.7	143.0	155.9	137.3	137.8
500	132.7	151.0	144.7	138.2	141.9	157.4	147.7	141.5
1K	129.5	142.9	135.5	139.0	144.6	155.9	145.8	143.4
2K	132.0	141.2	135.7	137.8	142.3	153.9	147.4	142.4
4K	132.0	140.5	135.8	136.5	140.9	152.1	151.1	146.3
8K	129.0	139.1	133.9	134.4	137.1	150.5	149.2	144.5
LP-8	139.5	153.7	149.8	147.0	150.4	163.5	155.7	151.2
SIL	131.1	141.5	135.7	137.8	142.4	154.0	148.1	144.0
OOBA	138.3	150.8	145.2	144.6	148.9	161.2	155.6	151.0
PNDB	152.3	163.6	158.9	158.5	162.2	174.6	169.4	165.1

Add 4.0 dB to all values of K8

YF-12 INLET NOISE SUPPRESSION
16:25 MAY 23, '80 TEST 10915
YF-12 INLET NOISE SUPPRESSION
RUN 99
SPIKE FORWARD
BYPASS DOORS CLOSED
5000 REM

RUN	73	74	75	76	77	78	79	80
FREQ (HZ)	TR 1 K1 0. DEG	TR 2 K6 0. DEG	TR 3 K3 0. DEG	TR 4 K8 0. DEG	TR 5 K5 0. DEG	TR 6 K10 0. DEG	TR 7 K14 0. DEG	TR 8 K12 0. DEG
50	103.9	129.2	132.0	123.9	129.9	131.0	116.6	122.1
63	104.6	130.5	132.8	125.7	130.9	134.7	118.2	122.5
80	105.2	131.8	134.0	127.6	132.9	134.7	119.3	123.0
100	110.7	133.4	135.5	131.0	135.1	136.5	120.9	124.5
125	114.7	134.8	136.7	132.9	136.4	139.9	121.6	125.7
160	121.5	136.7	138.0	136.6	138.0	139.4	122.5	127.1
200	124.4	139.2	140.3	138.3	139.3	138.2	123.0	125.9
250	126.3	141.0	141.4	137.8	139.8	137.8	124.8	127.1
315	125.3	143.8	142.1	136.1	139.2	136.0	127.3	126.9
400	122.5	146.3	142.8	134.5	138.4	135.0	129.2	126.7
500	120.2	146.1	141.7	133.1	137.1	134.1	133.2	126.9
630	117.7	143.0	137.9	132.7	136.9	134.7	135.9	127.9
800	120.2	139.5	133.3	133.5	141.4	134.8	133.6	129.6
1K	119.2	138.4	129.3	134.3	138.0	133.9	129.1	127.3
1.25K	119.1	138.9	127.3	133.6	134.9	134.0	129.1	125.7
1.6K	119.8	136.6	126.9	131.9	134.3	134.0	131.6	127.4
2K	122.8	135.9	128.2	131.7	135.6	135.0	131.1	130.4
2.5K	133.3	139.8	134.6	135.4	139.6	143.2	138.1	140.4
3.15K	132.9	141.5	137.3	137.6	142.1	144.8	140.9	142.1
4K	126.4	138.1	133.2	132.8	136.3	138.2	136.9	139.9
5K	126.4	136.5	130.9	131.8	134.9	138.2	136.7	135.1
6.3K	127.3	137.4	132.4	132.8	136.1	140.4	139.3	137.8
8K	125.5	136.8	131.8	131.9	134.7	138.5	137.6	137.5
10K	124.9	136.0	131.0	131.7	134.1	137.5	137.5	137.1
63	109.4	135.4	137.7	130.8	136.2	138.6	123.0	127.3
125	122.6	140.0	141.6	138.9	141.4	143.6	126.5	130.6
250	130.2	146.5	146.1	142.3	144.2	142.2	130.1	131.4
500	125.3	150.2	146.0	138.3	142.3	139.4	138.3	132.0
1K	124.3	143.7	135.4	138.6	143.7	139.0	135.9	132.6
2K	133.8	142.6	136.1	138.1	141.9	144.2	139.6	141.0
4K	134.5	144.0	139.4	139.6	143.7	146.4	143.4	143.6
8K	130.8	141.5	136.6	136.9	139.8	143.8	143.0	142.3
LP-8	139.2	153.9	150.9	147.8	151.2	152.0	148.0	147.7
SIL	130.9	143.4	137.0	138.8	143.1	143.2	139.7	139.1
OOBA	139.2	151.6	146.8	145.7	149.6	151.0	148.0	147.9
PNDB	153.6	165.7	161.5	160.9	164.8	166.3	162.3	162.4

Add 4.0 dB to all values of K8

YF-12 INLET NOISE SUPPRESSION
16:25 MAY 23,'80 TEST 10915
YF-12 INLET NOISE SUPPRESSION
RUN 103
SPIKE FORWARD
BYPASS DOORS CLOSED
5600 RPM

RUN	84	85	86	87	88	89	90	91
FREQ (HZ)	TR 1 K1 0, DEG	TR 2 K6 0, DEG	TR 3 K3 0, DEG	TR 4 K8 0, DEG	TR 5 K5 0, DEG	TR 6 K10 0, DEG	TR 7 K14 0, DEG	TR 8 K12 0, DEG
50	106.4	131.0	132.6	124.7	131.2	132.0	117.3	117.3
63	108.2	132.2	133.3	127.1	132.4	135.2	118.8	118.8
80	108.3	133.2	134.2	128.5	133.9	134.6	119.9	119.4
100	112.1	134.3	135.8	131.9	135.9	137.5	121.9	123.1
125	117.2	136.1	137.2	134.9	138.0	141.8	122.9	126.2
160	123.1	137.7	138.2	138.2	139.6	140.8	124.0	127.1
200	126.5	140.1	140.7	140.5	141.7	141.0	125.3	128.0
250	130.2	142.7	143.1	141.0	142.4	141.3	127.1	129.3
315	129.5	144.6	144.4	139.0	142.1	139.4	130.0	130.4
400	125.9	146.8	145.9	136.6	141.3	138.6	131.4	130.2
500	123.6	147.4	145.5	135.4	139.9	138.0	136.6	130.2
630	121.6	144.8	142.1	135.1	140.0	139.1	139.0	132.4
800	122.5	141.6	136.3	136.0	144.0	138.8	136.4	132.8
1K	121.8	140.6	131.6	137.2	140.2	137.4	132.3	130.7
1.25K	123.6	141.5	129.8	136.6	138.0	138.7	132.3	129.3
1.6K	124.1	139.5	130.1	135.1	137.4	138.8	134.3	131.0
2K	124.9	138.6	130.7	134.6	138.5	138.7	133.9	133.0
2.5K	130.3	139.5	132.1	135.0	138.3	140.7	137.5	136.9
3.15K	133.3	142.6	136.0	138.1	142.1	146.7	144.0	143.4
4K	131.6	142.2	136.6	137.8	141.7	144.9	141.9	140.0
5K	128.5	139.8	134.8	135.4	138.3	142.5	139.8	137.5
6.3K	128.1	138.7	133.4	134.2	137.2	142.6	141.0	140.1
8K	127.3	138.3	133.1	134.2	136.8	141.8	140.2	138.8
10K	126.0	137.4	132.5	133.4	135.7	140.3	140.1	138.6
63	112.5	137.0	138.2	131.8	137.4	138.9	123.5	123.4
125	124.4	141.1	142.0	140.5	142.9	145.2	127.8	130.5
250	133.8	147.6	147.8	145.0	146.8	145.4	132.7	134.1
500	128.8	151.2	149.6	140.5	145.2	143.4	141.4	135.8
1K	127.5	146.0	138.3	141.4	146.2	143.0	138.9	135.8
2K	132.2	149.0	135.8	139.7	142.9	149.3	140.3	139.1
4K	136.3	146.5	140.6	142.0	145.8	149.8	147.0	145.7
8K	132.0	142.9	137.8	138.7	141.4	146.5	145.2	144.0
LPSIL	140.6	155.3	153.0	150.1	153.4	154.5	150.7	149.1
DOBA	132.0	145.5	138.2	141.0	145.0	145.7	142.1	140.2
PNDB	140.1	153.3	149.1	147.9	151.8	153.6	150.8	149.3
*STOP= 0	154.9	167.3	162.5	162.6	166.2	168.8	165.1	163.9

Add 4.0 dB to all values of K8

YF-12 INLET NOISE SUPPRESSION
16:38 MAY 23,'80 TEST 10933
YF-12 INLET NOISE SUPPRESSION
RUN 107
SPIKE FORWARD
BYPASS DOORS CLOSED
6000 RPM

RUN	17	18	19	20	22	23	24	25
FREQ (HZ)	TR 1 K1 0. DEG	TR 2 K6 0. DEG	TR 3 K3 0. DEG	TR 4 K8 0. DEG	TR 5 K5 0. DEG	TR 6 K10 0. DEG	TR 7 K14 0. DEG	TR 8 K12 0. DEG
50	113.4	131.6	133.2	129.0	131.7	122.5	117.4	116.3
63	114.0	133.1	133.9	131.3	133.1	125.3	118.9	118.3
80	114.4	134.3	134.9	132.5	134.7	124.6	120.5	119.3
100	115.8	135.4	135.7	135.4	136.4	128.3	122.1	122.8
125	118.7	136.7	136.9	138.2	138.6	132.6	124.0	126.6
160	122.2	138.3	138.0	141.0	140.1	130.6	125.1	127.4
200	126.7	140.9	140.2	144.6	142.5	132.8	126.6	128.9
250	130.5	143.4	143.3	145.6	143.8	132.4	128.6	129.9
315	130.1	145.2	145.1	143.9	143.6	130.9	131.2	131.9
400	126.8	147.8	147.2	141.4	142.8	130.6	132.4	131.2
500	124.3	148.1	147.1	140.1	141.3	130.1	138.1	131.9
630	123.3	146.0	144.3	140.1	141.7	131.5	141.1	136.0
800	123.3	142.9	138.4	140.9	145.3	130.3	138.7	136.2
1K	122.7	142.0	133.2	142.1	141.5	129.4	134.4	131.8
1.25K	125.2	142.8	131.2	141.8	139.8	131.1	134.1	133.2
1.6K	126.0	141.1	132.0	140.6	139.2	130.7	136.9	135.4
2K	125.6	140.4	132.2	140.1	140.6	130.9	136.3	136.4
2.5K	128.4	140.5	133.0	140.0	139.6	131.8	139.3	139.9
3.15K	130.9	142.4	134.7	141.6	142.0	136.8	147.3	143.8
4K	131.8	143.7	137.3	143.6	144.3	139.1	146.6	144.8
5K	129.7	142.6	137.6	142.6	142.3	137.5	143.9	141.2
6.3K	128.2	141.1	136.7	140.3	139.9	135.6	143.4	140.6
8K	127.4	139.7	135.2	139.7	138.9	134.3	142.9	140.7
10K	126.2	138.7	134.5	139.1	138.0	133.6	142.0	139.2
63	118.7	137.9	138.9	136.0	138.1	129.1	123.9	122.9
125	124.5	141.7	141.8	143.5	143.4	135.6	128.7	130.8
250	134.2	148.3	148.1	149.5	148.1	136.9	134.0	135.2
500	129.8	152.1	151.2	145.3	146.8	135.5	143.3	138.4
1K	128.7	147.4	140.2	146.4	147.6	135.1	141.0	138.9
2K	131.4	145.5	137.2	145.0	144.6	135.9	142.5	142.4
4K	135.7	147.7	141.5	147.5	147.7	142.7	150.9	148.3
8K	132.1	144.7	140.4	144.5	143.8	139.2	147.6	145.0
LP-8	140.6	156.3	154.1	154.9	154.9	146.7	153.7	151.3
OIL	131.9	146.8	139.6	146.3	146.7	137.9	144.8	143.2
OOBA	139.7	154.5	150.5	153.1	153.4	146.1	154.0	151.6
PNDB	154.5	168.4	163.5	167.8	168.0	161.1	168.0	165.8

Add 10.0 dB to all values of K10

YF-12 INLET NOISE SUPPRESSION
16:38 MAY 23,'80 TEST 10933
YF-12 INLET NOISE SUPPRESSION
RUN 109
SPIKE FORWARD
BYPASS DOORS CLOSED
6200 RPM

RUN	29	30	31	32	33	34	35	36
FREQ (HZ)	T_R 1 K1 0. DEG	T_R 2 K6 0. DEG	T_R 3 K3 0. DEG	T_R 4 K8 0. DEG	T_R 5 K5 0. DEG	T_R 6 K10 0. DEG	T_R 7 K14 0. DEG	T_R 8 K12 0. DEG
50	117.6	131.5	133.0	129.4	131.6	122.3	117.3	116.0
63	118.1	133.1	134.2	131.0	133.0	125.1	119.5	118.1
80	118.0	134.8	135.2	132.6	134.8	125.3	120.6	119.4
100	118.4	136.1	136.0	135.5	136.7	128.9	122.5	123.4
125	120.5	136.9	136.9	138.0	138.5	132.9	124.3	126.6
160	123.0	138.6	137.8	140.7	139.7	129.9	125.3	127.7
200	128.0	141.3	139.9	145.1	142.5	133.5	126.9	129.3
250	131.6	144.0	143.4	145.8	144.1	133.0	129.3	130.7
315	131.3	145.5	144.8	144.1	144.0	130.8	131.7	132.5
400	128.2	148.0	147.5	142.0	143.3	131.4	132.9	132.0
500	125.5	148.5	147.6	140.2	141.9	131.0	138.9	132.9
630	124.0	146.5	145.0	140.3	142.1	132.2	141.1	136.0
800	124.0	143.5	139.3	141.4	145.7	130.9	139.3	137.3
1K	124.7	142.7	143.7	142.4	142.0	130.2	136.4	143.8
1.25K	127.0	143.6	131.6	142.3	140.5	132.6	134.8	138.6
1.6K	125.9	141.8	132.5	141.1	139.8	131.7	138.1	135.9
2K	126.3	141.1	132.6	140.6	141.3	132.0	138.0	136.7
2.5K	127.8	140.8	133.2	140.4	139.9	132.1	139.0	138.5
3.15K	128.5	140.9	133.1	140.6	140.3	134.1	143.5	142.6
4K	129.3	141.4	134.3	141.6	141.5	136.6	145.4	144.4
5K	128.7	140.9	135.1	141.2	140.8	136.2	142.8	140.6
6.3K	128.2	140.3	135.3	139.8	139.2	134.7	142.5	139.6
8K	127.6	139.3	134.7	139.1	138.1	133.1	142.3	139.5
10K	126.6	138.4	134.0	138.5	137.1	132.0	141.3	138.4
63	122.7	138.1	139.0	136.0	138.1	128.9	124.1	122.8
125	125.8	142.1	141.7	143.3	143.3	135.7	129.0	131.0
250	135.4	148.7	147.9	149.8	148.4	137.4	134.5	135.8
500	131.0	152.5	151.6	145.7	147.2	136.3	143.5	138.8
1K	130.2	148.0	140.9	146.8	148.1	136.1	142.0	145.7
2K	131.5	146.0	137.5	145.5	145.2	136.7	143.2	141.9
4K	133.6	145.9	139.1	145.9	145.7	140.5	148.8	147.6
8K	132.3	144.2	139.4	143.9	143.0	138.2	146.8	144.0
LP-8	140.7	156.5	154.2	154.9	154.8	146.1	152.7	151.7
SIL	131.8	146.6	139.2	146.1	146.3	137.8	144.7	145.1
OOBA	139.2	154.5	150.5	152.9	153.0	145.1	152.8	151.9
PNDB	153.6	167.6	163.2	166.9	166.9	159.9	166.9	165.8

Add 10.0 dB to all values of K10

YF-12 INLET NOISE SUPPRESSION
16:38 MAY 23, 80 TEST 10933
YF-12 INLET NOISE SUPPRESSION
RUN 111
SPIKE FORWARD
BYPASS DOORS CLOSED
6400 RPM

RUN	40	41	42	43	44	45	46	47
FREQ (HZ)	TR 1 K1 0. DEG	TR 2 K6 0. DEG	TR 3 K3 0. DEG	TR 4 K8 0. DEG	TR 5 K5 0. DEG	TR 6 K10 0. DEG	TR 7 K14 0. DEG	TR 8 K12 0. DEG
50	115.0	132.1	133.2	126.6	130.6	123.4	117.6	117.0
63	115.8	132.7	134.1	128.8	132.3	125.6	119.4	118.8
80	116.1	135.1	134.7	130.4	133.7	125.0	120.6	120.1
100	116.6	135.6	135.8	133.3	135.6	129.9	122.5	123.6
125	118.9	137.1	137.0	135.6	137.3	133.5	124.3	127.2
160	121.5	138.8	137.9	137.9	138.9	130.0	125.3	128.3
200	127.0	141.3	139.8	143.0	141.9	134.2	127.2	129.6
250	130.7	144.0	143.4	143.5	143.5	133.9	129.6	131.2
315	130.7	145.6	144.8	141.6	143.4	131.7	132.1	133.1
400	127.6	148.1	147.7	139.8	142.6	132.4	133.2	132.5
500	124.7	148.6	147.6	138.3	141.2	132.0	139.2	133.9
630	123.3	146.6	145.3	138.2	141.5	133.1	141.4	136.2
800	123.4	143.8	139.6	139.3	145.1	132.1	138.7	139.7
1K	124.3	143.1	134.2	140.3	141.3	131.8	135.5	138.4
1.25K	126.5	144.0	132.0	140.2	139.8	133.2	135.3	137.6
1.6K	125.2	142.1	132.8	138.9	139.1	132.5	137.5	135.3
2K	125.4	141.4	132.7	138.4	140.5	132.7	138.0	136.8
2.5K	126.2	141.1	133.4	137.9	139.1	132.6	138.9	137.5
3.15K	126.0	140.6	132.8	137.5	138.8	133.4	142.1	140.1
4K	126.5	140.4	133.0	137.3	138.9	134.8	144.1	141.5
5K	126.6	139.8	133.6	136.6	138.4	134.9	142.1	139.7
6.3K	126.6	139.5	134.1	135.1	137.4	134.0	141.9	139.1
8K	126.5	138.9	134.1	133.9	136.5	132.6	141.9	138.8
10K	125.6	138.2	133.7	132.7	135.7	131.5	140.9	137.8
63	120.4	137.8	138.8	133.6	137.1	129.5	126.1	123.6
125	124.2	142.1	141.8	140.8	142.2	136.2	129.0	131.6
250	134.5	148.7	147.9	147.5	147.8	138.1	134.9	136.3
500	130.4	152.6	151.8	143.6	146.6	137.3	143.8	139.2
1K	129.7	148.4	141.3	144.7	147.4	137.2	141.5	143.5
2K	130.4	146.3	137.7	143.2	144.4	137.4	142.9	141.4
4K	131.1	145.1	137.9	141.9	143.8	139.2	147.6	145.3
8K	131.0	143.7	138.7	138.8	141.4	137.6	146.4	143.3
LP-8	139.5	156.5	154.3	152.2	153.9	146.2	152.1	150.2
SIL	130.4	146.6	139.0	143.3	145.1	137.9	144.0	143.4
OOBA	137.7	154.5	150.5	150.1	152.0	144.9	152.0	150.2
PNDB	151.8	167.3	163.1	163.6	165.3	159.3	166.1	164.1

Add 10.0 dB to all values of K10

YF-12 INLET NOISE SUPPRESSION
16:3A MAY 23,'80 TEST 10933
YF-12 INLET NOISE SUPPRESSION
RUN 113
SPIKE FORWARD
BYPASS DOORS CLOSED
6600 RPM

RUN	51	52	53	54	55	56	57	58
FREQ (HZ)	TR 1 K1 θ, DEG	TR 2 K6 θ, DEG	TR 3 K3 θ, DEG	TR 4 K8 θ, DEG	TR 5 K5 θ, DEG	TR 6 K10 θ, DEG	TR 7 K14 θ, DEG	TR 8 K12 θ, DEG
50	116.8	132.3	133.2	126.6	131.6	123.8	117.5	116.7
63	117.4	133.4	134.1	127.9	133.0	125.7	119.5	118.6
80	117.3	134.6	135.0	129.8	134.8	125.6	120.8	119.8
100	118.1	135.8	135.7	132.6	136.3	130.7	122.6	123.9
125	119.8	137.3	136.8	134.8	138.2	133.7	124.8	127.1
160	122.4	138.5	137.9	137.4	139.8	130.6	125.7	128.1
200	127.8	141.3	139.7	142.1	142.8	134.8	127.6	130.0
250	131.2	143.8	142.9	143.0	144.9	134.8	130.1	131.6
315	131.5	145.6	144.7	141.4	144.6	132.8	132.5	133.7
400	128.7	148.2	147.7	139.4	143.9	133.6	133.2	133.1
500	125.6	149.0	147.8	137.9	142.4	133.2	139.8	134.2
630	124.1	146.9	145.6	137.7	142.8	134.3	141.8	137.6
800	124.5	144.1	140.3	138.8	146.4	134.6	139.5	140.5
1K	125.4	143.5	134.5	139.9	142.5	132.3	135.8	138.3
1.25K	127.5	144.2	132.3	139.9	141.1	134.1	135.2	137.8
1.6K	126.0	142.5	132.9	138.7	140.9	133.3	136.6	134.8
2K	126.1	141.8	132.9	138.1	141.8	133.6	137.9	139.5
2.5K	126.7	141.2	133.5	137.5	140.4	133.3	138.9	137.5
3.15K	126.5	140.7	132.8	137.0	139.8	133.9	141.8	139.8
4K	126.9	140.2	132.8	136.6	139.7	135.2	144.7	142.7
5K	127.0	139.7	133.3	135.9	139.3	135.6	142.6	140.3
6.3K	127.1	139.5	133.8	134.4	138.4	134.8	142.2	139.4
8K	127.2	139.0	134.1	133.1	137.6	133.1	142.0	139.0
10K	126.4	138.3	133.9	131.9	136.8	132.1	141.0	138.0
63	121.9	138.3	138.9	133.1	138.1	129.9	124.2	123.3
125	125.2	142.1	141.6	140.1	143.1	136.7	129.3	131.5
250	135.2	148.7	147.7	147.0	148.8	139.0	135.3	136.8
500	131.4	152.9	151.9	143.2	147.9	135.6	144.3	140.2
1K	130.8	148.7	141.8	144.3	148.7	138.5	142.0	143.8
2K	131.1	146.6	137.9	142.9	145.7	138.2	142.7	142.5
4K	131.5	145.0	137.7	141.3	144.4	139.7	148.0	145.9
8K	131.7	143.7	138.7	138.0	142.4	138.2	146.5	143.6
LP-8	140.2	156.7	154.3	151.7	155.0	147.0	152.4	150.8
SIL	131.1	146.8	139.1	142.8	146.3	138.8	144.2	144.1
OOBA	138.4	154.7	150.7	149.6	153.2	145.7	152.3	150.8
PNDB	152.4	167.4	163.2	163.1	166.3	160.0	166.5	164.9

*SIGPS 0

Add 10.0 dB to all values of K10

YF-12 INLET NOISE SUPPRESSION
09:20 APR 29,'80 TEST 10716
YF-12 INLET NOISE SUPPRESSION
RUN 125
SPIKE AFT
BYPASS DOORS OPEN
4200 RPM

RUN	23	24	25	26	27	28	29	30	31	32
FREQ (HZ)	T_R 1 F1 0° DEG	T_R 2 F2 10° DEG	T_R 3 F3 20° DEG	T_R 4 F4 30° DEG	T_R 5 F5 40° DEG	T_R 6 F6 50° DEG	T_R 7 F7 70° DEG	T_R 8 F8 90° DEG	T_R 9 F9 110° DEG	T_R10 F10 135° DEG
50	74.3	56.9	77.1	78.4	78.5	78.3	81.5	83.4	84.3	79.6
63	74.9	55.2	74.3	78.9	80.8	81.7	83.4	86.0	89.8	83.1
80	76.9	57.4	76.4	77.4	79.3	80.0	81.3	83.4	86.6	81.0
100	80.7	59.5	77.9	80.1	80.5	80.9	81.0	82.3	83.7	80.9
125	81.9	61.2	80.7	81.8	82.2	82.1	84.9	85.3	85.6	81.7
160	81.3	60.9	80.4	82.3	82.4	83.5	85.3	85.7	84.2	84.3
200	83.0	63.7	83.4	84.4	84.0	84.4	83.6	85.7	84.5	86.7
250	87.0	66.8	86.7	86.3	85.9	85.4	86.3	86.2	86.1	86.1
315	87.2	66.6	85.6	87.5	86.0	85.8	85.8	85.5	87.9	84.2
400	88.1	68.5	88.5	87.9	86.5	86.9	86.0	86.0	86.8	85.0
500	89.4	70.1	88.6	88.7	88.5	87.9	89.4	89.2	90.8	86.2
630	91.7	71.0	90.5	89.9	89.4	89.7	90.2	89.6	90.8	86.3
800	103.1	79.8	97.8	93.4	91.3	90.6	89.6	88.4	90.1	85.5
1K	91.6	70.7	89.0	89.2	88.9	89.9	89.5	87.4	87.9	83.7
1.25K	92.7	71.7	89.3	90.0	89.4	89.1	88.9	87.0	87.6	82.5
1.6K	94.2	72.5	90.7	91.2	90.3	90.9	89.1	87.3	87.7	81.4
2K	100.8	75.9	94.3	96.6	94.8	93.4	89.6	88.4	88.3	81.0
2.5K	103.7	83.0	98.4	99.3	99.2	96.8	90.9	89.9	89.8	82.6
3.15K	97.3	75.1	93.0	93.1	91.2	90.4	87.0	85.9	86.6	80.3
4K	97.6	76.9	93.7	92.3	91.5	90.2	86.1	84.8	83.5	79.3
5K	98.7	76.8	93.8	92.5	91.1	89.7	85.3	84.5	83.1	78.3
6.3K	96.6	74.0	91.9	90.1	89.0	88.0	84.1	84.1	81.6	83.3
8K	98.2	74.5	92.7	91.7	88.7	87.2	83.5	82.4	80.3	81.0
10K	94.1	71.1	89.0	87.4	84.4	83.2	79.9	78.2	77.8	73.4
63	80.3	61.4	81.4	83.1	84.4	85.0	86.9	89.2	92.7	86.3
125	86.0	65.4	86.6	86.3	86.5	87.1	88.9	89.5	89.4	87.4
250	90.9	70.7	90.2	91.0	90.2	90.0	90.2	90.6	91.1	90.6
500	94.8	74.7	94.1	93.7	93.1	93.1	93.6	93.3	94.6	90.7
1K	103.8	80.8	98.8	96.0	94.8	94.6	94.1	92.4	93.5	88.8
2K	105.8	84.7	100.9	101.6	100.9	99.1	94.7	93.5	93.4	86.5
4K	102.7	81.1	98.3	97.5	96.0	94.9	90.9	89.9	88.6	84.2
8K	101.4	78.2	96.2	94.8	92.6	91.4	87.6	87.0	84.9	85.6
LP-A	110.0	88.2	105.4	104.9	104.0	102.9	100.8	100.2	100.9	97.1
SIL	104.1	82.2	99.4	98.4	97.2	96.2	93.3	91.9	91.8	86.5
OOBA	110.3	88.6	105.6	105.3	104.3	103.0	99.9	98.8	99.0	94.3
PNDB	123.8	102.5	119.3	119.5	118.8	117.9	113.7	113.0	112.9	108.0

STOP 0

Add 20.0 dB to all values of F2

Add 10.0 dB to all values of F10

YF-12 INLET NOISE SUPPRESSION
16:47 MAY 23,'80 TEST 10933
YF-12 INLET NOISE SUPPRESSION
RUN 125
SPIKE AFT
BYPASS DOORS OPEN
4200 RPM

RUN	62	63	64	65	66	67	68	69
FREQ (HZ)	TR 1 K1 0. DEG	TR 2 K6 0. DEG	TR 3 K3 0. DEG	TR 4 K8 0. DEG	TR 5 K5 0. DEG	TR 6 K10 0. DEG	TR 7 K14 0. DEG	TR 8 K12 0. DEG
50	113.8	126.8	115.0	117.8	120.2	127.8	119.7	132.0
63	114.6	128.1	115.8	119.1	121.3	129.6	121.1	132.1
80	114.6	128.7	116.3	119.5	122.5	130.9	122.1	131.2
100	114.2	129.1	117.1	120.6	123.2	132.4	123.8	130.6
125	115.6	129.4	117.8	122.7	125.7	134.0	125.0	130.8
160	116.5	129.3	118.9	125.2	128.0	135.3	125.8	130.9
200	119.0	130.0	120.8	127.9	130.3	136.8	126.5	132.6
250	122.7	131.4	125.0	131.0	131.6	137.1	128.6	133.7
315	124.7	134.7	128.4	131.1	130.3	136.4	130.2	133.5
400	123.5	136.7	131.9	128.5	131.3	135.9	132.6	132.8
500	118.7	133.1	134.7	125.7	131.6	134.9	134.6	132.1
630	116.3	128.1	133.8	124.8	131.3	133.5	136.1	132.0
800	124.7	124.5	138.0	129.5	139.2	133.1	136.5	134.4
1K	116.3	119.8	126.5	125.9	133.4	130.8	130.1	131.0
1.25K	117.8	122.1	126.4	126.2	131.6	129.5	131.4	131.0
1.6K	118.7	122.0	130.6	126.9	135.2	128.6	132.4	132.9
2K	124.7	126.7	134.4	130.4	141.8	130.5	136.2	139.1
2.5K	127.8	130.6	139.0	133.8	144.5	134.9	143.1	145.5
3.15K	122.2	125.7	133.1	127.4	137.7	128.5	137.6	138.6
4K	122.8	126.4	132.3	127.4	137.2	127.4	136.6	138.0
5K	124.9	128.1	133.7	128.1	138.4	129.1	139.7	140.2
6.3K	124.2	127.9	132.8	126.5	137.5	129.0	138.7	140.4
8K	124.4	128.0	132.9	125.7	137.5	129.0	139.6	142.4
10K	122.5	125.7	131.5	123.6	135.7	127.6	139.2	142.0
63	119.2	132.7	120.5	123.6	126.2	134.4	125.8	136.6
125	120.3	134.1	122.8	128.0	130.9	138.8	129.7	136.5
250	127.5	137.3	130.5	135.0	135.5	141.6	133.5	138.1
500	125.3	138.6	138.4	131.4	136.2	139.6	139.4	137.1
1K	126.0	127.3	138.6	132.3	140.8	136.1	138.3	137.2
2K	129.9	132.5	140.7	136.0	146.7	136.9	144.2	146.6
4K	128.2	131.6	137.8	132.4	142.5	133.2	142.9	143.8
8K	128.5	132.1	137.2	130.2	141.8	133.4	143.9	146.5
LP-8	135.8	143.5	145.9	141.4	150.0	146.7	149.5	151.4
SIL	128.0	130.5	139.1	133.6	143.3	135.4	141.8	142.5
OOBA	135.1	139.9	145.7	140.4	150.4	143.3	149.5	151.2
PNDB	149.6	154.6	159.7	155.2	164.5	158.3	163.7	165.8

Subtract 4.0 dB from all values of K12

YF-12 INLET NOISE SUPPRESSION
09150 APR 29,'80 TEST 10716
YF-12 INLET NOISE SUPPRESSION
RUN 127
SPIKE AFT
BYPASS DOORS OPEN
4400 RPM

RUN	34	35	36	37	38	39	40	41	42	43
FREQ (HZ)	TR 1 F1 0. DEG	TR 2 F2 10. DEG	TR 3 F3 20. DEG	TR 4 F4 30. DEG	TR 5 F5 40. DEG	TR 6 F6 50. DEG	TR 7 F7 70. DEG	TR 8 F8 90. DEG	TR 9 F9 110. DEG	TR10 F10 135. DEG
50	76.2	78.8	78.7	79.9	79.4	79.3	83.4	85.4	83.1	81.0
63	75.7	76.4	76.3	76.7	73.2	80.7	81.9	83.8	82.1	80.8
80	78.1	78.8	77.6	77.8	79.5	80.5	82.2	83.5	82.0	81.2
100	81.1	80.0	78.2	80.1	81.0	81.6	81.5	83.1	79.6	81.6
125	82.2	81.5	80.9	82.3	83.2	82.6	84.9	85.9	80.3	82.4
160	81.9	81.7	81.4	83.2	82.8	83.9	85.9	87.1	80.3	85.3
200	84.3	85.1	84.7	85.6	85.2	85.3	84.7	86.8	80.7	87.6
250	88.0	88.1	88.2	87.2	86.6	86.1	87.2	86.5	81.8	86.7
315	88.2	87.8	86.6	88.7	87.1	86.9	86.2	86.3	83.6	85.0
400	89.1	89.4	89.7	89.3	87.8	87.9	87.5	87.0	82.6	85.7
500	90.3	91.3	89.6	90.2	89.9	88.8	89.9	89.4	85.4	86.8
630	92.6	91.9	91.4	91.1	90.5	90.6	91.2	90.2	86.3	86.9
800	105.7	101.0	98.6	95.3	94.2	92.0	91.7	90.3	85.4	85.8
1K	93.4	91.8	90.1	90.6	90.1	91.1	90.5	88.2	83.8	84.6
1.25K	92.3	91.6	89.5	90.6	89.9	90.1	89.6	87.8	83.0	83.4
1.6K	94.0	92.5	91.0	91.6	90.6	91.6	89.8	88.4	83.3	82.4
2K	99.7	97.0	95.1	95.1	93.3	92.8	90.1	88.8	83.5	81.4
2.5K	105.0	102.1	99.6	100.6	98.6	97.3	92.1	90.7	85.0	83.2
3.15K	98.2	95.9	94.2	94.2	92.2	91.8	88.1	87.0	80.8	80.5
4K	96.8	96.2	93.3	91.9	91.1	90.4	86.7	85.8	79.6	79.8
5K	98.4	96.5	93.8	92.4	90.8	89.8	85.9	85.1	79.0	78.5
6.3K	95.6	93.1	91.0	89.4	88.4	87.7	84.9	84.7	77.9	82.6
8K	97.1	93.7	91.9	90.9	88.0	86.8	85.2	83.9	77.5	84.9
10K	93.0	90.3	88.4	86.7	83.8	82.9	80.2	78.3	74.0	74.7
63	81.6	82.9	82.4	83.1	83.9	85.0	87.3	89.1	87.2	85.8
125	86.5	85.9	85.2	86.8	87.2	87.6	89.2	90.4	84.8	88.2
250	91.9	92.0	91.5	92.1	91.2	90.9	90.9	91.3	87.0	91.4
500	95.7	95.8	95.1	95.0	94.3	94.1	94.6	93.9	89.8	91.3
1K	106.2	101.9	99.6	97.5	96.6	95.9	95.4	93.7	89.0	89.5
2K	106.4	103.6	101.3	102.1	100.2	99.4	95.5	94.2	88.8	87.2
4K	102.6	101.0	98.6	97.7	96.2	95.5	91.7	90.8	84.6	84.5
8K	100.3	97.4	95.4	94.1	92.0	91.0	88.7	87.8	81.5	87.2
LP-R	110.8	108.0	105.8	105.5	104.1	103.5	101.7	101.0	96.3	97.7
SIL	105.1	102.2	99.8	99.1	97.7	96.9	94.2	92.9	87.5	87.0
DBA	111.1	108.2	106.0	105.8	104.2	103.5	100.9	99.6	94.5	95.0
PNDB	124.5	122.1	120.0	120.2	118.7	117.9	114.7	113.8	108.4	108.7

STOP 0

Add 5.0 dB to all values of F9

Add 10.0 dB to all values of F10

YF-12 INLET NOISE SUPPRESSION
16:47 MAY 23,'80 TEST 10933
YF-12 INLET NOISE SUPPRESSION
RUN 127
SPIKE AFT
BYPASS DOORS OPEN
4400 RPM

RUN	75	76	77	78	79	80	81	82
FREQ (HZ)	TR 1 K1 0. DEG	TR 2 K6 0. DEG	TR 3 K3 0. DEG	TR 4 K8 0. DEG	TR 5 K9 0. DEG	TR 6 K10 0. DEG	TR 7 K14 0. DEG	TR 8 K12 0. DEG
50	115.9	127.1	115.9	118.8	121.4	129.2	119.6	132.3
63	116.3	128.1	116.6	119.8	122.7	130.2	121.6	132.3
80	116.3	128.7	116.9	120.4	123.9	131.5	122.7	132.0
100	116.2	129.5	117.6	121.3	124.6	133.0	124.2	131.4
125	117.5	129.9	118.1	123.1	126.8	134.5	125.2	131.6
160	118.3	129.9	119.3	125.6	128.7	135.9	126.1	131.9
200	120.9	130.8	121.8	129.1	131.3	137.3	127.4	133.4
250	124.4	132.4	125.5	131.8	133.3	138.1	129.3	134.7
315	126.5	135.6	129.3	131.7	131.8	137.4	131.1	134.5
400	125.3	137.8	132.9	129.6	132.4	137.3	133.6	134.0
500	120.7	134.3	135.6	126.8	133.0	136.4	135.9	133.4
630	118.0	129.3	135.2	126.0	132.6	135.1	137.7	133.5
800	125.6	125.8	140.4	131.5	138.2	134.6	137.1	136.0
1K	116.3	120.9	128.7	127.2	134.7	132.5	131.2	132.0
1.25K	118.8	123.0	127.0	127.2	132.1	131.2	131.4	131.6
1.6K	119.9	122.6	131.0	127.7	135.6	130.0	133.2	133.3
2K	124.3	125.7	133.2	129.4	140.5	130.5	135.5	138.5
2.5K	131.0	133.3	140.4	136.4	146.4	136.8	143.9	148.1
3.15K	129.7	127.0	135.1	129.3	140.1	130.7	139.8	141.3
4K	123.4	126.4	132.2	127.5	137.6	128.2	137.3	138.7
5K	125.8	128.4	133.9	128.4	139.0	129.7	139.4	141.2
6.3K	124.6	127.7	132.5	126.4	137.8	129.7	139.0	140.7
8K	124.6	127.8	132.4	125.4	137.4	129.1	139.7	143.2
10K	123.0	125.7	131.1	123.4	135.8	127.9	139.7	142.1
63	121.0	132.8	121.2	124.5	127.6	135.2	126.3	137.0
125	122.2	134.5	123.1	128.5	131.8	139.4	130.0	136.4
250	129.3	138.3	131.3	135.8	137.0	142.4	134.3	139.0
500	127.1	139.8	139.5	132.5	137.4	141.1	140.8	138.6
1K	127.0	128.5	140.8	133.9	140.5	137.8	138.9	138.5
2K	132.1	134.3	141.6	137.6	147.7	138.4	144.8	148.7
4K	129.5	132.1	138.7	133.2	143.8	134.5	143.8	145.3
8K	128.9	131.9	136.8	130.0	141.9	133.7	144.3	146.9
LP-8	137.4	144.4	146.9	142.5	150.9	147.8	150.2	152.7
SIL	129.5	131.6	140.4	134.9	144.0	136.9	142.5	144.2
OOBK	136.7	141.0	146.7	141.7	151.3	144.6	150.2	152.8
PNDB	151.7	156.0	160.7	156.7	165.8	159.7	164.4	167.5

Subtract 4.0 dB from all values of K12

YF-12 INLET NOISE SUPPRESSION
10111 APH 29.140 TEST 10716
YF-12 INLET NOISE SUPPRESSION
RUN 129
SPIKE AFT
BYPASS DOORS OPEN
4600 RPM

RUN	45	46	47	48	49	50	51	52	53	54
FREQ (HZ)	TR 1 F1 0. DEG	TR 2 F2 10. DEG	TR 3 F3 20. DEG	TR 4 F4 30. DEG	TR 5 F5 40. DEG	TR 6 F6 50. DEG	TR 7 F7 70. DEG	TR 8 F8 90. DEG	TR 9 F9 110. DEG	TR10 F10 135. DEG
50	79.2	81.2	81.0	81.7	81.4	81.6	85.3	87.1	82.8	83.1
63	78.1	78.2	77.9	77.9	79.7	82.4	83.2	85.1	81.3	81.8
80	79.1	79.2	78.5	79.0	80.7	81.6	82.5	84.4	81.2	82.9
100	82.3	80.9	79.4	81.2	81.6	82.4	82.3	84.5	78.7	82.2
125	83.4	82.7	82.0	83.2	83.6	83.5	85.2	86.8	78.8	83.1
160	82.9	82.5	82.4	84.1	83.8	85.6	87.4	87.7	79.2	86.2
200	85.4	86.1	85.5	86.5	86.1	86.5	85.8	87.4	79.2	88.4
250	89.0	89.0	89.1	88.3	87.9	87.1	88.1	87.4	80.5	87.4
315	89.2	88.8	87.6	89.7	88.5	87.9	87.3	87.1	81.7	86.0
400	90.7	90.9	91.2	90.8	89.3	88.9	88.9	88.3	80.8	86.3
500	91.5	92.3	90.4	91.1	90.6	90.1	90.4	90.1	83.7	87.2
630	93.2	92.9	92.4	91.9	91.4	91.5	91.4	90.6	84.4	87.4
800	104.1	102.2	96.2	95.3	94.7	93.4	92.1	91.0	83.3	86.4
1K	94.1	93.5	90.9	91.7	91.5	91.9	91.4	89.9	82.5	85.6
1.25K	92.5	92.1	90.1	91.2	90.9	90.8	90.4	89.0	81.1	84.0
1.6K	94.3	92.6	91.2	92.0	91.4	92.1	90.5	89.3	81.1	82.5
2K	99.1	96.2	94.4	94.3	93.1	93.0	90.8	89.5	81.1	81.8
2.5K	105.6	102.5	100.5	100.2	99.0	97.8	92.6	91.4	82.7	84.0
3.15K	99.8	97.4	96.0	96.0	94.3	94.1	89.6	88.7	79.5	81.9
4K	96.8	95.7	93.3	92.1	91.5	91.0	87.3	86.5	77.4	79.8
5K	98.5	95.9	93.7	92.4	91.1	90.4	86.2	85.6	76.8	79.2
6.3K	95.2	92.5	90.6	89.2	88.7	88.1	85.0	84.9	75.7	82.3
8K	96.2	92.8	91.2	90.2	88.0	86.9	86.0	85.4	76.6	87.2
10K	92.3	89.5	87.9	86.2	83.9	82.8	80.4	78.9	72.1	76.5
63	83.6	84.5	84.1	84.4	85.4	86.7	88.6	90.4	84.6	87.4
125	87.6	86.8	86.2	87.8	87.9	88.8	90.2	91.3	83.7	89.0
250	92.9	92.9	92.4	93.1	92.4	92.0	91.9	92.1	85.4	92.1
500	96.7	96.9	96.2	96.1	95.3	95.0	95.1	94.5	88.0	91.7
1K	104.7	103.1	98.1	97.9	97.5	97.0	96.1	94.8	87.2	90.2
2K	106.8	103.8	101.8	101.7	100.5	99.9	96.1	95.0	86.4	87.6
4K	103.3	101.2	99.3	98.6	97.3	96.9	92.7	91.9	82.8	85.2
8K	99.6	96.6	94.9	93.6	92.1	91.2	89.2	88.6	80.0	88.7
LP-A	110.6	108.4	106.0	105.7	104.8	104.3	102.4	101.9	96.7	98.6
SIL	104.9	102.7	99.7	99.6	98.4	97.9	95.0	93.9	85.5	87.7
OBBA	111.0	108.6	106.2	105.9	104.8	104.3	101.6	100.5	92.5	95.8
PNDB	124.9	122.5	120.6	120.3	119.2	118.6	115.4	114.6	106.4	109.8

STOP 0

Add 5.0 dB to all values of F9

Add 10.0 dB to all values of F10

YF-12 INLET NOISE SUPPRESSION
16147 MAY 23,'60 TEST 10933
YF-12 INLET NOISE SUPPRESSION
RUN 129
SPIKE AFT
BYPASS DOORS OPEN
4600 RPM

RUN	86	87	88	89	90	91	12	93
FREQ (HZ)	TR 1 K1 0. DEG	TR 2 K6 0. DEG	TR 3 K3 0. DEG	TR 4 K8 0. DEG	TR 5 K5 0. DEG	TR 6 K10 0. DEG	TR 7 K14 0. DEG	TR 8 K12 0. DEG
50	114.7	127.2	115.5	119.2	122.4	129.6	120.4	132.9
63	115.5	128.8	116.7	120.3	123.9	131.2	121.8	132.7
80	116.0	129.1	117.0	120.8	124.6	132.4	123.3	132.3
100	115.6	130.2	117.8	121.8	125.6	133.8	124.7	131.7
125	116.9	130.5	118.6	123.8	127.9	135.0	125.6	132.0
160	118.3	131.0	119.8	126.5	129.9	136.1	126.8	132.5
200	120.5	131.6	122.3	129.7	132.3	137.6	128.2	134.4
250	124.5	133.3	126.4	132.8	134.5	138.9	130.3	135.7
315	126.4	136.8	130.0	132.5	133.4	138.6	132.1	135.3
400	125.8	139.0	134.3	130.9	133.8	138.2	134.2	135.4
500	121.3	135.6	136.9	127.9	134.3	137.9	137.1	134.8
630	118.2	130.7	136.5	127.1	134.2	136.6	139.2	135.1
800	126.3	128.1	137.8	134.7	142.8	136.1	137.5	137.1
1K	119.7	122.4	129.5	129.0	136.8	134.1	132.4	133.2
1.25K	118.9	124.0	128.0	128.3	133.3	132.7	132.0	132.4
1.6K	119.7	123.1	132.0	128.6	136.3	131.4	134.0	134.1
2K	123.1	125.1	133.2	129.5	140.4	131.2	135.8	138.3
2.5K	131.6	132.8	142.3	136.4	147.4	136.8	145.2	146.1
3.15K	126.2	128.8	137.6	131.8	143.2	133.4	142.2	143.8
4K	122.9	126.6	132.7	128.1	138.7	129.4	139.1	139.9
5K	125.0	128.3	134.0	128.7	139.5	130.3	140.2	142.0
6.3K	123.8	127.6	132.9	126.9	138.4	130.7	139.9	141.6
8K	123.2	127.2	132.0	125.1	137.4	129.3	140.1	142.4
10K	121.8	125.5	131.0	123.4	136.0	128.3	140.0	142.2
63	120.2	133.2	121.2	124.9	128.3	136.0	126.7	137.4
125	121.8	135.3	123.6	129.2	132.9	139.9	130.6	136.9
250	129.2	139.2	132.0	136.6	138.2	143.2	135.2	139.9
500	127.6	141.1	140.8	133.7	138.9	142.4	142.1	139.9
1K	127.8	130.3	138.8	136.5	144.1	139.3	139.5	139.5
2K	132.4	133.9	143.1	137.8	148.4	138.7	146.0	147.0
4K	129.7	132.8	140.1	134.6	145.7	136.2	145.4	147.0
8K	127.8	131.6	136.8	130.2	142.2	134.3	144.8	146.9
OAPWL	137.4	145.3	147.6	143.5	152.2	148.7	151.3	152.7
SIL	130.0	132.3	140.7	136.3	146.1	138.1	143.6	144.5
OOGA	136.9	141.6	147.6	142.6	152.6	145.7	151.4	152.6
PNDB	151.9	156.2	161.6	157.3	166.9	160.3	165.6	167.0

Subtract 4.0 dB from all values of K12

YF-12 INLET NOISE SUPPRESSION
16:47 MAY 23,'80 TEST 10933
YF-12 INLET NOISE SUPPRESSION
RUN 123
SPIKE AFT
BYPASS DOORS OPEN
4600 RPM

RUN	86	87	88	89	90	91	92	93
FREQ (HZ)	TR 1 K1 0. DEG	TR 2 K6 0. DEG	TR 3 K3 0. DEG	TR 4 K8 0. DEG	TR 5 K9 0. DEG	TR 6 K10 0. DEG	TR 7 K14 0. DEG	TR 8 K12 0. DEG
50	114.7	127.2	115.5	119.2	122.4	129.6	120.4	132.9
63	115.5	128.8	116.7	120.3	123.9	131.2	121.8	132.7
80	116.0	129.1	117.0	120.8	124.6	132.4	123.3	132.3
100	115.6	130.2	117.8	121.8	125.6	133.8	124.7	131.7
125	116.9	130.5	118.6	123.8	127.9	135.0	125.6	132.0
160	118.3	131.0	119.8	126.5	129.9	136.1	126.8	132.5
200	120.5	131.6	122.3	129.7	132.3	137.6	128.2	134.4
250	124.5	133.3	126.4	132.8	134.5	138.9	130.3	135.7
315	126.4	136.8	130.0	132.5	133.4	138.6	132.1	135.3
400	125.8	139.0	134.3	130.9	133.8	138.2	134.2	135.4
500	121.3	135.6	136.9	127.9	134.3	137.9	137.1	134.8
630	118.2	130.7	136.5	127.1	134.2	136.6	139.2	135.1
800	126.3	128.1	137.8	134.7	142.8	136.1	137.5	137.1
1K	119.7	122.4	129.5	129.0	136.8	134.1	132.4	133.2
1.25K	118.9	124.0	128.0	128.3	133.3	132.7	132.0	132.4
1.6K	119.7	123.1	132.0	128.6	136.3	131.4	134.0	134.1
2K	123.1	125.1	133.2	129.5	140.3	131.2	135.8	138.3
2.5K	131.6	132.8	142.3	136.4	147.4	136.8	145.2	146.1
3.15K	126.2	128.8	137.6	131.8	143.2	133.4	142.2	143.8
4K	122.9	126.6	132.7	128.1	138.7	129.4	139.1	139.9
5K	125.0	128.3	136.0	128.7	139.5	130.3	140.2	142.0
6.3K	123.8	127.6	132.9	126.9	138.4	130.7	139.9	141.6
8K	123.2	127.2	132.0	125.1	137.4	129.3	140.1	142.4
10K	121.8	125.5	131.0	123.4	136.0	128.3	140.0	142.2
63	120.2	133.2	121.2	124.9	128.3	136.0	126.7	137.4
125	121.8	135.3	123.6	129.2	132.9	139.9	130.6	136.9
250	129.2	139.2	132.0	136.6	138.2	143.2	135.2	139.9
500	127.6	141.1	140.8	133.7	138.9	142.6	142.1	139.9
1K	127.8	130.3	138.8	136.5	144.1	139.3	139.5	139.5
2K	132.4	133.9	143.1	137.8	148.4	138.7	146.0	147.0
4K	129.7	132.8	140.1	134.6	145.7	136.2	145.4	147.0
8K	127.8	131.6	136.8	130.2	142.2	134.3	144.8	146.9
LP-B	137.4	145.3	147.6	143.5	152.2	148.7	151.3	152.7
SIL	130.0	132.3	140.7	136.3	146.1	138.1	143.6	144.5
OOSA	136.9	141.8	147.6	142.6	152.6	145.7	151.4	152.6
PNDB	151.9	156.2	161.6	157.3	166.9	160.3	165.6	167.0

Subtract 4.0 dB from all values of K12

YF-12 INLET NOISE SUPPRESSION
10138 APR 29,'80 TEST 10716
YF-12 INLET NOISE SUPPRESSION
RUN 131
SPIKE AFT
BYPASS DOORS OPEN
4800 RPM

RUN	56	57	58	59	60	61	62	63	64	65
FREQ (HZ)	TR 1 F1 0. DEG	TR 2 F2 10. DEG	TR 3 F3 20. DEG	TR 4 F4 30. DEG	TR 5 F5 40. DEG	TR 6 F6 50. DEG	TR 7 F7 70. DEG	TR 8 F8 90. DEG	TR 9 F9 110. DEG	TR10 F10 135. DEG
50	79.9	81.8	81.6	82.4	82.2	82.7	86.3	87.8	81.0	84.1
63	79.5	79.5	79.0	79.1	81.1	84.1	84.4	86.4	80.3	82.6
80	79.9	80.2	79.3	79.6	81.8	83.8	83.1	85.2	78.4	82.7
100	82.7	81.3	80.0	81.7	82.3	83.3	82.8	85.1	77.6	83.2
125	83.9	82.9	82.3	83.6	84.1	84.2	86.2	87.8	77.9	83.9
160	83.4	82.9	82.6	84.6	84.2	85.9	87.8	87.8	77.5	86.7
200	86.2	86.9	86.4	87.0	86.8	87.2	86.7	88.0	78.0	88.8
250	90.1	89.9	89.8	88.9	88.5	87.9	88.8	87.8	79.1	87.8
315	90.0	89.5	88.2	90.3	89.2	88.4	87.9	87.7	80.3	86.6
400	91.4	92.0	92.4	92.1	90.0	89.6	90.6	89.3	79.7	87.0
500	92.5	93.1	91.4	92.8	91.3	90.6	91.0	90.4	81.8	87.7
630	94.0	93.8	93.2	93.0	92.1	92.1	92.0	91.3	83.0	88.3
800	99.9	97.3	95.4	95.2	93.2	93.1	92.1	90.5	81.8	87.1
1K	94.3	93.8	92.1	93.2	92.6	92.8	92.2	90.3	81.2	86.6
1.25K	93.0	92.5	90.7	91.8	91.4	91.6	91.2	89.8	79.9	84.9
1.6K	94.6	92.8	91.5	92.3	91.7	92.7	91.0	89.7	80.3	83.8
2K	98.7	96.0	94.2	94.0	92.7	93.1	91.0	89.8	79.9	82.5
2.5K	105.0	101.9	100.2	99.3	97.8	97.0	92.1	91.0	80.4	83.7
3.15K	100.8	98.8	97.6	97.4	95.2	95.2	90.6	89.6	78.4	82.8
4K	97.0	95.9	93.8	92.7	91.6	91.6	88.2	87.8	76.4	81.0
5K	98.2	95.6	93.5	92.3	90.5	90.1	86.5	85.7	74.9	79.7
6.3K	95.2	92.5	90.6	89.3	88.6	88.3	86.1	84.9	73.9	80.9
8K	95.7	92.5	91.0	90.1	87.8	87.2	87.0	86.5	74.6	88.2
10K	92.1	89.4	87.8	86.2	83.6	82.9	80.9	79.7	71.2	78.8
63	84.6	85.4	86.9	85.8	86.5	88.3	89.6	91.4	86.8	88.0
125	88.1	87.2	88.6	88.2	88.4	89.4	90.8	91.8	82.4	89.7
250	93.8	93.7	93.1	93.7	93.0	92.6	92.7	92.6	84.0	92.6
500	97.6	97.8	97.2	97.3	96.0	95.7	96.0	95.2	86.5	92.4
1K	101.6	99.8	98.0	98.4	97.2	97.3	96.6	94.9	85.8	91.1
2K	106.2	103.3	101.6	101.1	99.7	99.5	96.2	95.0	85.0	88.2
4K	103.8	101.8	100.2	99.8	97.7	97.6	93.6	92.7	81.6	86.1
8K	99.4	96.6	94.8	93.6	91.9	91.4	89.8	89.3	79.2	89.4
LP-8	109.9	107.8	106.3	106.0	104.6	104.8	103.0	102.3	93.2	99.2
SIL	103.8	101.6	99.9	99.7	98.2	98.1	95.5	94.2	84.1	88.4
ODBA	110.4	108.0	106.4	106.0	104.6	104.4	102.0	100.9	91.1	96.5
PNDB	124.5	122.2	120.6	120.2	118.8	118.5	115.6	114.8	104.7	110.0

STOP 0

Add 5.0 dB to all values of F9

Add 10.0 dB to all values of F10

YF-12 INLET NOISE SUPPRESSION
16156 MAY 23,'80 TEST 10903
YF-12 INLET NOISE SUPPRESSION
RUN 131
SPIKE AFT
BYPASS DOORS OPEN
4800 RPM

RUN	98	99	100	101	102	103	104	105
FREQ (HZ)	TR 1 K1 0. DEG	TR 2 K6 0. DEG	TR 3 K3 0. DEG	TR 4 K8 0. LEG	TR 5 K5 0. DEG	TR 6 K10 0. DEG	TR 7 K14 0. DEG	TR 8 K12 0. DEG
50	116.3	128.4	117.0	119.8	123.5	130.3	120.5	132.9
63	117.2	129.5	118.0	121.2	125.1	131.9	122.3	132.9
80	117.7	130.3	118.0	121.7	125.7	133.6	123.7	132.7
100	117.4	130.7	118.9	122.8	126.7	134.2	125.3	132.5
125	118.3	131.5	119.4	124.8	129.0	135.3	126.1	132.6
160	119.5	131.7	120.7	127.5	130.9	136.5	126.9	133.4
200	122.4	132.7	123.1	130.9	133.2	137.8	128.9	135.0
250	126.3	134.4	127.2	133.7	135.5	139.3	130.8	136.5
315	128.0	138.2	130.8	133.2	134.9	139.6	132.9	136.4
400	128.0	140.4	135.4	132.3	135.4	139.2	135.2	136.8
500	123.3	136.9	137.8	129.4	135.9	138.9	138.5	135.9
630	120.4	132.0	137.7	128.6	135.7	137.8	140.5	136.6
800	125.3	126.7	135.6	129.9	141.0	136.8	138.3	138.0
1K	122.2	123.6	130.6	130.2	137.9	135.3	133.6	134.4
1.25K	120.5	124.9	129.3	129.8	134.9	134.1	133.0	133.5
1.6K	120.9	123.4	132.5	129.7	137.3	132.8	134.8	135.1
2K	123.9	125.1	133.4	129.9	140.6	132.2	136.2	138.5
2.5K	131.3	132.0	140.4	136.1	146.9	135.6	144.7	146.6
3.15K	128.7	130.1	138.9	133.5	145.0	135.1	144.0	146.0
4K	124.3	127.1	133.4	129.4	140.1	131.1	140.8	141.7
5K	125.5	127.9	133.6	128.9	139.7	130.9	140.7	142.7
6.3K	124.7	127.6	133.1	127.7	139.1	131.5	141.1	143.0
8K	123.9	127.0	131.9	125.7	137.9	130.3	141.0	143.0
10K	122.7	125.6	131.0	124.1	136.6	129.5	140.9	143.0
63	121.9	134.2	122.5	125.7	129.6	136.9	127.2	137.6
125	123.2	136.1	124.5	130.2	133.9	140.2	130.9	137.6
250	130.9	140.5	132.9	137.6	139.4	143.8	136.0	140.8
500	129.8	142.4	141.9	135.1	140.4	143.5	143.4	141.2
1K	127.9	130.0	137.5	134.7	143.4	140.3	140.4	140.5
2K	132.3	133.3	141.8	137.8	148.2	138.5	145.7	147.6
4K	131.4	133.3	140.9	135.9	147.1	137.6	146.9	148.6
8K	128.6	131.6	136.9	130.8	142.8	135.3	145.7	147.8
LP-8	138.4	146.2	147.5	143.9	152.6	149.5	152.1	153.7
SIL	130.5	132.2	140.1	136.1	146.2	138.8	144.3	145.5
OOOA	137.6	142.2	147.2	142.8	152.9	146.4	152.1	153.8
PNDB	152.4	156.3	161.2	157.5	167.1	160.6	166.0	167.9
*STOP= 0								

Subtract 4.0 dB from all values of K12

YF-12 INLET NOISE SUPPRESSION
14116 FEB 14,'80 TEST 10021
YF-12 INLET NOISE SUPPRESSION
RUN 133
SPIKE AFT
BYPASS DOORS OPEN
8000 RPM

RUN	23	24	25	26	27	28	29	30	31	32
FREQ (HZ)	TR 1 F1 0° DEG	TR 2 F2 10° DEG	TR 3 F3 20° DEG	TR 4 F4 30° DEG	TR 5 F5 40° DEG	TR 6 F6 50° DEG	TR 7 F7 70° DEG	TR 8 F8 90° DEG	TR 9 F9 110° DEG	TR10 F10 135° DEG
50	80.1	82.2	81.8	82.4	81.9	82.1	86.0	87.5	85.7	94.7
63	79.2	79.7	79.4	79.8	62.1	84.7	84.7	87.0	85.6	93.3
80	81.0	81.0	80.4	80.9	83.1	84.7	84.7	86.3	84.2	93.9
100	83.0	81.5	80.4	82.2	82.8	83.7	83.1	85.6	82.7	93.9
125	84.2	83.2	83.0	84.6	84.9	85.0	86.7	88.0	82.8	94.5
160	84.1	83.6	83.1	84.7	84.6	86.5	88.1	88.3	82.3	97.6
200	87.3	87.7	87.1	87.8	87.6	88.0	87.7	88.8	83.5	99.7
250	91.2	90.9	90.8	90.0	89.7	88.4	89.4	88.6	84.2	98.7
315	91.2	90.5	89.2	91.0	89.7	89.1	89.0	88.6	85.3	97.4
400	92.6	92.7	93.5	92.6	90.7	90.9	91.6	89.7	85.1	97.8
500	93.4	93.9	92.5	93.4	92.5	91.8	92.0	91.0	87.4	97.7
630	95.4	95.1	94.6	94.8	93.2	93.5	93.2	92.3	89.0	98.3
800	98.2	96.9	94.7	94.8	93.1	93.5	92.8	91.1	88.1	97.1
1K	95.0	94.7	93.1	93.4	93.2	93.4	93.0	91.2	87.0	96.8
1.25K	93.6	93.1	91.6	92.6	92.2	92.5	91.6	90.4	86.0	94.8
1.6K	95.0	93.2	92.1	93.0	92.2	93.5	91.5	90.3	85.5	92.8
2K	98.6	95.8	94.3	94.1	92.9	93.5	91.4	90.6	85.5	92.6
2.5K	103.8	101.1	99.6	98.8	96.7	96.4	91.9	90.8	85.4	93.4
3.15K	101.3	99.2	98.2	98.0	95.5	95.6	91.3	90.3	84.0	92.4
4K	97.4	95.9	94.4	93.4	92.2	92.4	88.9	88.3	82.2	90.6
5K	97.7	94.7	93.2	92.0	90.2	90.3	86.8	86.2	80.6	89.6
6.3K	94.7	91.9	90.5	89.1	88.3	88.4	85.1	85.0	78.6	89.9
8K	94.5	91.4	90.3	89.8	87.4	87.2	87.3	87.2	81.9	98.8
10K	91.2	88.2	87.0	85.5	83.0	82.8	81.5	80.6	76.8	92.7
63	84.9	85.8	85.4	85.9	87.2	88.8	89.9	91.8	89.9	98.8
125	88.5	87.6	87.1	88.7	88.9	90.0	91.2	92.2	87.4	100.4
250	95.0	94.7	94.1	94.5	93.8	93.3	93.6	93.5	89.2	103.5
500	98.7	98.8	98.4	98.3	97.0	96.9	97.1	95.9	92.2	102.7
1K	100.8	99.9	98.1	98.4	97.6	97.9	97.3	95.7	91.9	101.1
2K	105.4	102.7	101.3	100.7	99.2	99.5	96.4	95.3	90.2	97.7
4K	103.9	101.8	100.6	100.1	98.0	98.1	94.2	93.3	87.2	95.8
8K	98.5	95.6	94.3	93.1	91.6	91.8	90.0	89.8	84.4	100.2
LP-8	109.5	107.7	106.5	106.2	104.8	105.0	103.6	102.9	98.7	109.7
SIL	103.4	101.5	100.0	99.2	98.3	98.5	95.9	94.8	89.8	98.2
808A	109.9	107.8	106.5	106.1	104.6	104.8	102.6	101.5	96.8	106.6
PNDB	124.0	121.9	120.6	120.2	118.5	118.6	116.0	115.2	110.1	120.4

STOP 0

YF-12 INLET NOISE SUPPRESSION
09:41 MAY 23, '80 TEST 10933
YF-12 INLET NOISE SUPPRESSION
RUN 133
SPIKE AFT
BYPASS DOORS OPEN
5000 RPM

RUN	109	110	111	112	113	114	115	116
FREQ (HZ)	TR 1 K1 0. DEG	TR 2 K6 0. DEG	TR 3 K3 0. DEG	TR 4 K8 0. DEG	TR 5 K5 0. DEG	TR 6 K10 0. DEG	TR 7 K14 0. DEG	TR 8 K12 0. DEG
50	115.9	129.4	117.1	120.3	124.6	131.6	121.1	133.2
63	117.2	130.2	118.5	121.2	126.2	133.2	122.8	133.6
80	117.6	131.4	118.6	122.0	127.1	134.1	124.3	133.4
100	117.6	132.1	119.5	123.4	128.3	135.1	125.6	133.3
125	118.2	132.7	120.2	125.0	130.4	136.2	126.8	133.3
160	118.7	132.9	121.3	127.3	131.8	136.6	128.1	133.8
200	122.5	134.0	124.1	131.3	134.4	138.2	129.6	135.8
250	126.1	135.9	128.3	134.0	136.4	139.8	131.9	137.7
315	126.0	139.4	131.7	133.5	136.8	140.8	133.7	137.4
400	128.0	141.4	136.3	132.8	137.0	140.5	136.0	137.8
500	123.5	138.4	139.1	130.3	137.9	140.5	139.7	137.1
630	121.0	133.7	139.1	128.9	138.0	139.4	142.2	138.3
800	122.9	127.0	135.5	129.4	142.6	138.4	139.6	139.3
1K	122.2	124.9	131.5	130.9	139.4	137.1	135.1	135.9
1.25K	120.8	126.2	130.8	130.7	136.9	135.9	134.6	135.1
1.6K	121.0	129.4	133.6	130.3	139.0	134.6	136.1	136.5
2K	123.3	125.1	133.9	130.0	141.5	133.9	137.2	139.2
2.5K	129.3	130.9	139.1	134.1	146.3	135.0	143.4	145.6
3.15K	128.6	130.8	139.3	133.3	146.1	135.8	145.7	148.1
4K	124.5	125.1	134.7	130.0	142.0	133.1	143.1	143.9
5K	124.6	127.6	133.7	128.6	140.4	132.3	141.7	142.9
6.3K	123.9	127.4	133.1	127.0	139.8	132.5	142.5	144.4
8K	122.6	126.6	131.8	124.9	138.4	131.5	142.0	143.6
10K	121.4	125.2	130.8	123.1	136.9	130.5	141.6	143.4
63	121.7	135.2	122.9	126.0	130.8	137.8	127.7	138.2
125	123.0	137.3	125.2	130.3	135.2	140.9	131.7	138.3
250	130.9	141.8	133.8	137.9	140.7	144.5	136.8	141.8
500	129.9	143.6	143.1	135.7	142.5	144.9	144.8	142.5
1K	126.8	130.9	137.9	135.2	145.0	142.0	141.9	141.9
2K	130.8	132.6	141.1	136.6	148.1	139.3	144.9	146.9
4K	131.1	133.9	141.4	139.8	148.2	138.8	148.6	150.4
8K	127.5	131.3	136.8	130.1	143.3	136.4	146.8	148.6
LP-8	137.8	147.3	147.9	143.8	153.4	150.6	153.1	154.7
SIL	129.6	132.4	140.1	135.9	147.1	140.0	145.1	146.4
OOBA	136.8	143.0	147.4	142.6	153.6	147.7	153.0	154.6
PNDB	151.5	156.7	161.4	156.8	167.8	161.7	167.3	169.4

STOP 0

Subtract 4.0 dB from all values of K12

YF-12 INLET NOISE SUPPRESSION
12117 APR 29,'80 TEST 1071A
YF-12 INLET NOISE SUPPRESSION
RUN 13A
SPIKE AFT
BYPASS DRGWS OPEN
5400 RPM

RUN	68	69	70	71	72	73	74	75	76	77
FREQ (HZ)	TR 1 F1 0° DEG	TR 2 F2 10° DEG	TR 3 F3 20° DEG	TR 4 F4 30° DEG	TR 5 F5 40° DEG	TR 6 F6 50° DEG	TR 7 F7 70° DEG	TR 8 F8 90° DEG	TR 9 F9 110° DEG	TR10 F10 135° DEG
50	82.1	84.0	82.7	84.3	83.2	83.7	84.9	88.5	82.4	87.5
63	82.7	83.2	83.1	83.0	85.0	87.8	87.5	89.8	82.1	85.9
80	82.9	83.6	82.7	83.2	85.2	84.5	87.3	88.8	80.3	84.1
100	85.3	84.5	83.0	84.4	85.1	84.3	84.7	88.3	79.6	86.4
125	85.5	84.9	84.3	85.7	85.2	85.4	88.3	89.3	78.9	87.0
160	85.1	84.6	83.8	85.4	85.0	84.5	88.4	89.0	80.5	89.1
200	87.6	87.8	87.9	88.5	88.6	89.4	88.8	89.9	80.9	91.3
250	92.3	91.7	91.5	90.3	90.4	89.4	90.0	89.6	81.0	90.0
315	92.6	91.9	90.1	91.4	90.7	90.1	89.2	89.3	80.4	88.8
400	94.2	94.1	94.2	93.2	91.7	91.5	89.7	89.4	80.2	88.7
500	94.7	95.4	93.6	94.2	93.0	91.7	90.9	89.2	81.6	86.5
630	96.6	96.3	95.7	94.4	93.1	92.2	91.4	90.4	81.2	85.7
800	95.2	95.9	93.6	93.1	91.8	92.0	90.6	89.8	80.7	84.3
1K	95.8	95.6	92.7	92.4	91.8	92.0	91.5	90.4	81.0	86.3
1.25K	94.7	94.6	92.0	92.5	91.8	92.1	91.2	90.1	79.8	86.6
1.6K	95.3	93.9	91.8	92.1	91.5	92.4	90.1	89.2	79.6	82.0
2K	97.7	95.6	93.8	93.1	92.0	92.4	90.0	89.9	79.1	81.1
2.5K	101.3	99.2	97.8	96.2	94.5	94.3	90.0	89.7	78.4	80.8
3.15K	100.5	98.8	97.7	97.0	94.3	94.3	90.3	89.8	77.6	80.8
4K	97.1	96.0	94.4	93.0	91.9	92.0	88.8	88.8	76.2	80.1
5K	95.8	93.8	92.2	90.6	89.1	89.5	86.9	86.7	75.5	79.4
6.3K	93.0	90.9	89.5	87.4	87.0	87.2	84.2	84.9	75.5	79.2
8K	93.0	90.3	89.4	88.1	86.6	86.3	86.8	87.2	76.4	87.1
10K	89.6	87.3	86.2	84.5	82.7	82.6	83.0	82.8	78.7	86.8
63	87.4	88.4	87.6	88.3	89.3	91.1	92.0	93.8	86.5	91.3
125	90.1	89.4	88.5	90.1	89.9	90.9	92.6	93.7	86.5	92.4
250	96.1	95.6	94.9	95.1	94.7	94.5	94.1	94.4	85.5	94.9
500	100.1	100.1	99.4	98.8	97.4	96.6	95.5	94.5	85.8	91.9
1K	100.0	100.2	97.6	97.6	96.6	96.8	95.9	94.9	85.3	90.0
2K	103.6	101.6	100.0	99.0	97.6	98.0	94.8	94.4	83.9	86.1
4K	103.0	101.4	100.1	99.1	97.0	97.1	93.7	93.4	81.3	86.9
8K	96.9	94.6	93.4	91.7	90.6	90.6	89.7	90.1	81.9	90.3
LP-8	108.7	107.6	106.1	105.8	104.3	104.4	102.9	102.9	93.7	100.2
SIL	102.2	101.1	99.2	98.5	97.1	97.3	94.8	94.2	83.5	87.0
BDHA	108.8	107.4	105.9	105.0	103.6	103.7	101.4	100.8	90.7	95.9
PNDB	122.7	121.4	120.1	119.4	117.7	117.8	115.3	115.1	104.5	109.8

*STOPS 0

Add 5.0 dB to all values of F9

Add 10.0 dB to all values of F10

YF-12 INLET NOISE SUPPRESSION
09:56 MAY 23, '80 TEST 10933
YF-12 INLET NOISE SUPPRESSION
RUN 134
SPIKE AFT
BYPASS DOORS OPEN
5000 RPM

RUN	120	121	122	123	124	125	126	127
FREQ (HZ)	TR 1 K1 0. DEG	TR 2 K6 0. DEG	TR 3 K3 0. DEG	TR 4 K8 0. DEG	TR 5 K5 0. DEG	TR 6 K10 0. DEG	TR 7 K14 0. DEG	TR 8 K12 0. DEG
50	117.5	129.6	117.9	120.3	126.0	133.0	121.9	129.4
63	118.8	130.9	119.2	122.0	128.0	133.8	123.6	129.8
80	119.4	132.0	119.6	123.0	129.1	135.2	124.7	130.2
100	119.6	132.9	120.5	124.0	130.3	136.4	126.4	131.0
125	120.4	133.4	121.1	125.8	132.1	137.6	127.7	132.2
160	120.2	134.1	122.4	128.4	133.3	137.8	128.5	133.6
200	124.4	135.4	125.0	132.2	135.7	139.0	130.5	136.2
250	128.3	137.4	129.7	135.3	137.4	140.0	132.3	138.4
315	130.4	140.7	133.0	134.6	138.8	141.6	134.6	138.9
400	130.2	142.8	137.6	133.8	139.6	142.3	137.2	139.6
500	126.0	140.1	140.7	142.4	140.8	141.9	141.5	139.2
630	123.5	135.2	141.1	130.7	141.6	141.1	144.3	141.0
800	123.0	128.4	136.8	130.6	145.7	140.5	141.7	141.3
1K	123.4	126.5	133.0	132.7	141.7	139.3	137.8	138.0
1.25K	123.6	128.2	133.2	133.0	139.8	138.3	137.1	137.1
1.6K	123.3	125.8	135.5	142.1	141.5	137.2	138.4	138.6
2K	124.8	126.0	135.0	131.2	143.4	136.2	138.9	140.5
2.5K	128.9	129.7	138.2	133.2	146.3	136.4	143.3	144.3
3.15K	129.3	130.9	138.9	133.1	147.0	136.9	148.2	149.0
4K	126.2	128.9	135.8	131.3	144.3	136.2	145.8	146.6
5K	125.5	127.9	134.2	129.3	142.4	135.4	144.4	145.0
6.3K	124.6	127.8	133.3	127.5	141.1	135.0	144.6	145.9
8K	123.4	127.3	132.2	125.5	139.7	134.1	144.0	145.2
10K	122.4	126.2	131.1	123.8	138.3	133.1	143.7	144.7
63	123.4	139.8	123.7	126.7	132.6	138.8	128.3	134.6
125	124.9	138.3	126.2	131.2	136.8	142.1	132.4	137.1
250	133.1	143.2	135.1	139.0	142.3	145.1	137.6	142.8
500	132.2	145.1	144.8	137.3	145.5	146.6	146.6	144.8
1K	128.3	132.5	139.5	137.0	147.9	144.2	144.1	143.9
2K	131.1	132.3	141.3	137.0	148.9	141.4	145.5	146.6
4K	132.1	134.2	141.5	136.3	149.8	141.0	151.2	152.0
8K	128.4	131.9	137.1	130.7	144.6	138.9	148.9	150.1
LP-8	139.3	148.5	148.8	144.8	155.1	152.1	155.1	155.9
SIL	130.5	133.0	140.7	136.8	148.9	142.2	147.0	147.5
OOBA	137.8	144.1	148.1	143.4	155.1	149.7	155.1	155.8
PNDB	152.6	157.7	161.7	157.4	169.2	163.3	169.4	170.4

STOP 0

Subtract 4.0 dB from all values of K12

YF-12 INLET NOISE SUPPRESSION
15152 APR 29,'80 TEST 10716
YF-12 INLET NOISE SUPPRESSION
RUN 135
SPIKE AFT
BYPASS DOORS OPEN
8800 RPM

RUN	79	80	81	82	83	84	85	86	87	88
FREQ (HZ)	TR 1 F1 0° DEG	TR 2 F2 10° DEG	TR 3 F3 20° DEG	TR 4 F4 30° DEG	TR 5 F5 40° DEG	TR 6 F6 50° DEG	TR 7 F7 70° DEG	TR 8 F8 90° DEG	TR 9 F9 110° DEG	TR10 F10 135° DEG
50	80.4	81.4	80.7	82.4	82.1	83.1	85.1	86.0	77.9	87.1
63	83.0	83.6	83.4	83.4	85.3	88.3	88.0	90.0	81.8	86.8
80	82.7	83.6	82.7	83.1	85.3	86.2	86.6	88.7	80.5	86.8
100	85.8	84.9	83.1	85.3	86.1	87.3	87.4	89.7	80.3	87.3
125	86.1	85.3	84.6	85.9	85.9	86.6	89.0	90.5	80.2	88.6
160	86.2	85.6	85.1	86.6	85.9	87.8	90.3	90.4	79.2	90.7
200	88.2	88.4	88.8	89.8	90.4	91.2	89.6	91.2	81.8	92.5
250	92.7	92.4	92.2	91.2	90.9	90.4	90.8	90.9	80.9	91.7
315	93.3	92.8	91.0	92.7	91.6	91.0	90.0	90.1	81.5	90.1
400	94.7	94.9	94.9	94.0	92.7	92.2	90.6	90.3	80.4	90.3
500	95.4	96.4	94.7	95.2	93.9	92.7	91.9	90.8	80.6	87.6
630	97.0	96.9	96.4	96.2	94.7	93.6	92.9	91.4	81.6	86.9
800	95.0	96.1	93.8	93.9	92.9	93.2	91.9	90.9	80.8	86.0
1K	96.0	96.5	93.4	93.4	92.5	93.1	92.3	91.7	81.0	86.3
1.25K	95.5	96.0	93.3	93.9	93.1	93.6	92.2	91.5	81.9	89.2
1.6K	96.0	94.3	92.5	92.9	92.3	93.4	91.2	90.5	79.6	85.3
2K	97.3	95.0	93.5	93.3	92.2	92.9	90.9	90.6	79.3	83.8
2.5K	99.6	97.2	96.2	95.2	93.4	93.5	90.4	90.6	78.4	83.0
3.15K	99.5	97.3	96.3	96.0	93.1	93.2	90.2	90.5	78.0	82.4
4K	96.9	95.2	93.6	92.8	91.5	91.7	89.4	89.8	77.7	83.8
5K	95.0	92.9	91.4	90.3	89.6	89.2	87.6	87.7	75.8	82.1
6.3K	92.2	89.9	88.7	87.0	86.3	86.8	84.6	85.6	73.4	80.7
8K	92.6	89.6	88.7	87.9	85.9	85.9	86.5	87.0	78.2	85.9
10K	89.3	86.9	85.8	84.9	82.7	82.9	84.4	84.4	76.5	88.6
63	86.9	87.8	87.2	87.8	89.2	91.1	91.5	93.3	85.1	91.7
125	90.8	90.1	89.1	90.7	90.7	92.0	93.8	95.0	86.7	93.9
250	96.7	96.4	95.7	96.1	95.8	95.7	95.0	95.5	86.2	96.3
500	100.6	100.9	100.1	100.1	98.6	97.6	96.7	95.6	85.7	93.3
1K	100.3	101.0	98.3	98.5	97.6	98.1	96.9	96.1	86.0	92.2
2K	102.6	100.5	99.1	98.7	97.5	98.0	95.6	95.3	83.9	88.9
4K	102.3	100.2	99.0	98.4	96.2	96.4	94.0	94.3	82.0	87.6
8K	96.4	93.8	92.7	91.6	90.0	90.2	90.0	90.5	81.2	90.9
LP.8	108.3	107.4	106.0	105.9	104.7	104.9	103.7	103.8	93.7	101.6
SIL	101.7	100.6	98.8	98.5	97.1	97.5	95.5	95.2	84.0	89.6
OVBA	108.2	106.9	105.4	105.1	103.7	103.9	102.2	101.8	91.1	97.7
PNDB	122.2	120.6	119.4	119.2	117.4	117.6	115.8	115.9	104.7	111.6

STOP 0

Add 5.0 dB to all values of F9

Add 10.0 dB to all values of F10

YF-12 INLET NOISE SUPPRESSION
09127 MAY 23,'80 TEST 10933
YF-12 INLET NOISE SUPPRESSION
RUN 135
SPIKE AFT
BYPASS DOORS OPEN
5800 RPM

RUN	131	132	133	134	135	136	137	138
FREQ (HZ)	TR 1 K1 0. DEG	TR 2 K6 0. DEG	TR 3 K3 0. DEG	TR 4 K8 0. DEG	TR 5 K5 0. DEG	TR 6 K10 0. DEG	TR 7 K14 0. DEG	TR 8 K12 0. DEG
50	117.0	129.9	118.6	121.1	127.8	134.5	122.3	127.0
63	118.2	130.9	119.6	122.5	129.5	135.3	123.8	128.2
80	119.2	131.7	120.0	123.6	130.7	136.5	125.0	129.2
100	119.5	133.1	121.3	124.8	131.6	137.3	127.4	130.8
125	120.6	134.2	121.8	126.8	133.6	138.3	128.1	132.2
160	120.1	134.6	122.9	129.2	134.4	138.7	129.1	133.9
200	124.4	136.0	125.9	133.0	136.7	139.6	130.9	136.7
250	128.0	137.8	140.5	136.3	138.3	140.5	133.2	139.1
315	130.4	141.6	133.8	135.4	140.0	141.7	135.4	140.2
400	130.4	143.7	138.6	134.7	141.6	143.3	137.9	141.3
500	126.6	141.2	142.4	134.2	143.0	142.9	143.0	141.1
630	124.2	135.9	142.9	132.5	144.3	142.1	145.8	144.1
800	122.5	129.2	138.3	132.2	148.3	141.4	143.1	143.1
1K	123.8	127.1	133.9	134.1	143.3	140.7	139.7	139.7
1.25K	124.6	129.6	134.7	134.8	142.6	140.0	139.1	139.3
1.6K	123.2	126.8	136.6	133.5	143.3	138.9	141.6	141.3
2K	124.3	126.5	135.8	132.3	145.0	137.9	140.9	142.7
2.5K	127.1	128.8	137.6	133.4	146.7	137.8	144.1	144.8
3.15K	127.5	129.9	138.0	132.8	147.4	137.9	150.0	150.6
4K	125.3	128.7	135.8	131.7	145.8	137.9	148.8	150.4
5K	124.5	127.7	134.3	129.9	144.3	137.8	147.4	148.2
6.3K	123.6	127.7	133.5	128.4	142.8	137.4	147.1	148.2
8K	122.7	127.4	132.5	126.6	141.4	136.3	146.5	147.9
10K	121.8	126.7	131.6	124.9	140.1	135.2	145.9	147.1
63	123.0	135.7	124.2	127.3	134.3	140.3	128.6	133.0
125	124.9	138.8	126.8	132.1	138.1	142.9	133.0	137.2
250	133.0	143.9	135.9	139.9	143.3	145.5	138.3	143.7
500	132.6	146.1	146.4	138.7	147.9	147.6	148.1	147.2
1K	128.5	133.5	140.8	138.6	150.3	145.7	145.8	145.8
2K	129.9	132.3	141.5	137.9	150.0	143.0	147.2	147.9
4K	130.7	133.6	141.1	136.4	150.8	142.6	153.7	154.7
8K	127.5	132.0	137.4	131.6	146.3	141.2	151.3	152.5
LP-8	138.9	149.2	149.7	145.9	156.6	153.2	157.2	158.2
SIL	129.7	133.1	141.1	137.6	150.4	143.8	148.9	149.5
OVDA	137.0	144.7	148.7	144.3	156.5	151.1	157.3	158.2
PNDB	151.6	158.3	161.8	157.9	170.3	164.6	171.4	172.3
*SIBP= 0								

Subtract 4.0 dB from all values of K12

YF-12 INLET NOISE SUPPRESSION
14142 FEB 14,'80 TEST 10021
YF-12 INLET NOISE SUPPRESSION
RUN 136
SPIKE AFT
BYPASS DOORS OPEN
6000 RPM

RUN	34	35	36	37	38	39	40	41	42	43
FREQ (HZ)	TR 1 F1 0. DEG	TR 2 F2 10. DEG	TR 3 F3 20. DEG	TR 4 F4 30. DEG	TR 5 F5 40. DEG	TR 6 F6 50. DEG	TR 7 F7 70. DEG	TR 8 F8 90. DEG	TR 9 F9 110. DEG	TR10 F10 135. DEG
50	81.1	81.8	81.6	83.4	83.1	83.9	85.6	86.9		98.4
63	83.8	84.1	84.2	84.1	86.3	88.4	87.9	90.7		98.5
80	83.5	84.4	84.0	84.4	86.9	87.4	87.9	90.4		98.2
100	86.9	85.8	84.6	86.7	87.2	88.2	88.1	91.0		98.7
125	86.9	86.1	85.8	87.2	86.9	87.5	89.9	91.8		100.0
160	87.5	86.5	86.1	87.7	87.1	89.6	91.0	91.0		102.1
200	89.1	89.5	90.2	91.5	92.6	93.0	90.6	93.2		103.0
250	93.1	93.0	93.0	92.1	92.1	91.7	91.6	92.7		102.3
315	93.9	93.4	92.2	93.7	92.4	92.1	90.8	91.2		100.5
400	95.2	95.3	95.9	94.9	93.5	92.9	91.5	91.2		100.3
500	96.2	96.9	95.7	96.2	95.2	93.8	93.1	92.7		98.0
630	97.4	97.1	96.8	96.2	94.9	94.2	92.6	91.8		97.5
800	95.1	96.0	94.3	93.9	93.1	93.9	92.6	91.9		97.1
1K	95.3	95.6	93.6	93.5	92.8	93.5	92.8	92.3		96.6
1.25K	95.2	95.5	93.8	94.3	93.7	94.6	94.4	92.6		101.0
1.6K	95.5	94.1	92.7	93.0	92.5	94.0	92.3	91.6		97.6
2K	95.9	94.0	93.3	93.2	92.3	93.1	91.4	91.5		95.0
2.5K	96.4	94.4	94.0	93.5	92.1	92.7	90.6	91.0		93.8
3.15K	96.2	94.0	93.5	93.5	91.0	91.4	90.1	90.5		92.9
4K	94.5	93.1	91.9	91.2	89.9	90.8	89.8	90.3		94.2
5K	92.8	91.1	89.9	88.9	87.5	88.5	87.8	88.0		93.3
6.3K	90.4	88.2	87.2	85.8	85.3	86.2	84.8	85.9		90.7
8K	91.0	88.2	87.5	86.8	85.0	85.3	86.6	87.0		94.3
10K	88.2	85.7	85.0	84.2	82.3	83.1	85.0	85.2		97.9
63	87.7	88.3	88.2	88.8	90.5	91.7	92.1	94.4		103.1
125	91.9	90.9	90.3	92.0	91.8	93.3	94.6	96.1		105.3
250	97.3	97.1	96.7	97.3	97.2	97.1	95.8	97.2		106.8
500	101.1	101.3	100.9	100.6	99.4	98.5	97.2	96.7		103.5
1K	100.0	100.5	98.7	98.7	98.0	98.8	98.1	97.0		103.5
2K	100.7	98.9	98.1	98.0	97.1	98.1	96.2	96.1		100.5
4K	99.5	97.7	96.8	96.4	94.5	95.2	94.1	94.5		98.2
8K	94.8	92.3	91.5	90.8	89.2	89.8	90.3	90.9		100.0
LP-8	107.3	106.7	105.9	105.8	105.0	105.3	104.5	104.8		112.4
SIL	100.1	99.0	97.9	97.7	96.5	97.3	96.2	95.9		100.8
OOBA	106.7	105.7	104.7	104.6	103.5	104.0	102.9	102.6		108.5
PNDB	120.3	118.9	118.1	118.1	116.7	117.2	116.1	116.4		122.1

STOP 0

YF-12 INLET NOISE SUPPRESSION
10:34 MAY 23, 1980 TEST 10933
YF-12 INLET NOISE SUPPRESSION
RUN 137
SPIKE AFT
BYPASS DOORS OPEN
~~6040~~ 6200 RPM

RUN	153	154	155	156	157	158	159	160
FREQ (HZ)	TR 1 K1 θ, DEG	TR 2 K6 θ, DEG	TR 3 K3 θ, DEG	TR 4 K8 θ, DEG	TR 5 K5 θ, DEG	TR 6 K10 θ, DEG	TR 7 K14 θ, DEG	TR 8 K12 θ, DEG
50	117.1	130.3	119.2	121.4	129.1	136.1	123.7	126.7
63	118.8	131.8	120.8	122.4	130.8	136.8	125.2	128.3
80	119.8	133.0	121.5	123.8	132.6	137.7	126.3	129.8
100	120.4	133.9	122.2	125.4	133.6	138.6	127.7	131.1
125	121.9	134.5	122.9	127.0	135.5	139.5	129.2	133.1
160	121.1	135.4	123.9	129.5	136.1	139.4	130.3	134.8
200	125.4	137.1	127.0	133.3	138.0	140.5	131.8	137.4
250	129.2	139.3	131.6	136.6	139.5	141.5	134.2	139.6
315	131.6	142.9	135.1	136.1	141.5	142.3	136.2	141.4
400	131.4	144.6	140.2	135.3	145.4	144.5	138.9	142.4
500	128.1	142.2	144.6	135.6	145.6	144.6	145.1	142.9
630	124.0	136.9	143.3	133.2	149.2	143.8	147.7	145.4
800	122.6	130.4	139.2	132.7	151.4	143.5	145.7	145.8
1K	123.7	128.3	134.5	134.7	145.8	142.9	142.2	142.3
1.25K	125.5	132.0	137.3	135.9	145.1	142.7	141.3	143.5
1.6K	122.9	127.3	136.9	133.9	145.1	141.4	143.2	143.5
2K	122.6	126.2	135.6	132.1	146.5	140.6	143.2	144.9
2.5K	122.9	126.6	135.8	132.1	145.9	140.6	145.5	147.1
3.15K	122.9	126.4	135.0	130.7	145.4	140.0	150.3	150.1
4K	122.4	126.4	133.8	130.1	143.9	139.7	151.3	152.9
5K	122.6	126.1	133.0	128.6	143.2	140.1	149.2	150.2
6.3K	121.9	126.4	132.7	127.4	142.3	140.1	148.6	149.1
8K	121.7	126.6	132.0	125.8	141.3	139.1	148.0	148.7
10K	121.1	126.4	131.5	124.3	140.3	138.3	147.1	147.9
63	123.5	136.6	125.4	127.4	135.8	141.7	130.0	133.2
125	125.9	139.4	127.9	132.4	140.0	143.9	134.0	138.0
250	134.2	145.2	137.2	140.3	144.7	146.3	139.2	144.6
500	133.6	147.1	147.8	139.6	151.9	149.1	149.9	148.5
1K	128.8	135.2	142.2	139.4	153.2	147.8	148.3	148.9
2K	127.5	131.5	140.9	137.6	150.7	145.6	148.9	150.2
4K	127.3	131.1	138.8	136.7	149.0	144.7	155.1	156.0
8K	126.4	131.2	136.9	130.8	146.1	144.0	152.7	153.4
LP-8	139.0	150.2	150.3	146.1	158.1	155.0	158.9	159.6
SIL	127.9	132.6	140.6	137.2	151.0	146.1	150.8	151.7
OBOA	136.0	145.4	148.9	144.3	157.5	153.2	158.9	159.6
PNDB	149.5	158.6	160.7	157.2	170.1	166.6	172.9	174.1

*STEP= 0

Subtract 4.0 dB from all values of K12

YF-12 INLET NOISE SUPPRESSION
09117 FEB 15,'80 TEST 10021
YF-12 INLET NOISE SUPPRESSION
RUN 138
SPIKE AFT
BYPASS DOORS OPEN
6400 RPM

RUN	56	57	58	59	60	61	62	63	64	65
FREQ (HZ)	TR 1 F1 0. DEG	TR 2 F2 10. DEG	TR 3 F3 20. DEG	TR 4 F4 30. DEG	TR 5 F5 40. DEG	TR 6 F6 50. DEG	TR 7 F7 70. DEG	TR 8 F8 90. DEG	TR 9 F9 110. DEG	TR10 F10 135. DEG
50	84.4	85.0	86.1	87.1	86.7	86.9	88.6	90.0	85.9	102.5
63	87.5	87.7	88.2	87.3	89.7	91.1	90.6	94.0	89.1	103.1
80	88.4	89.0	88.5	88.4	90.8	91.3	91.8	94.1	89.9	102.9
100	90.0	88.8	87.8	89.5	90.0	90.7	91.2	94.9	90.0	103.0
125	91.3	90.4	90.1	91.0	91.2	91.4	94.5	96.0	90.0	103.8
160	91.1	89.6	89.1	90.1	89.5	91.9	93.6	93.9	88.3	105.5
200	90.2	90.0	91.2	92.2	93.2	94.4	92.4	95.1	90.5	105.6
250	93.7	93.7	94.1	93.7	94.1	93.8	93.3	95.4	88.9	103.2
315	94.9	94.3	93.0	94.8	93.9	93.5	92.7	92.8	88.4	102.2
400	95.5	95.8	96.4	96.1	94.5	93.7	92.8	92.7	87.7	101.7
500	95.8	96.6	95.6	96.5	95.5	94.4	94.2	93.7	88.5	100.4
630	95.9	95.7	95.6	95.2	93.9	93.7	92.9	93.0	88.7	100.1
800	94.0	94.9	93.6	93.7	93.4	94.2	93.5	92.9	88.8	99.1
1K	94.4	94.8	93.2	93.9	93.2	93.9	94.0	93.7	88.4	98.3
1.25K	94.2	94.7	93.5	94.4	93.6	94.9	95.0	93.7	89.8	99.5
1.6K	94.5	93.6	92.6	93.3	92.6	94.3	93.8	93.8	89.8	100.7
2K	93.2	92.0	92.1	92.4	91.5	92.8	91.8	92.4	86.7	96.6
2.5K	92.5	91.2	91.7	91.9	91.2	92.1	91.2	92.2	85.6	95.0
3.15K	92.2	90.9	91.0	91.5	89.4	90.5	90.2	91.2	84.0	93.7
4K	91.5	90.6	89.9	89.5	88.6	90.3	90.1	91.2	84.1	94.0
5K	90.1	88.9	88.1	87.6	86.4	87.9	88.3	89.0	82.2	93.7
6.3K	87.9	86.3	85.6	84.4	84.3	85.6	85.0	86.6	79.3	91.0
8K	89.1	86.7	86.2	85.5	84.0	84.6	86.1	87.0	81.7	92.6
10K	86.6	84.6	84.1	83.2	81.7	82.6	84.4	85.1	81.6	95.2
63	91.9	92.3	92.3	92.4	94.2	94.9	95.3	97.9	93.4	107.6
125	95.6	94.4	93.9	95.0	95.0	96.1	98.1	99.8	94.3	109.0
250	98.1	97.8	97.7	98.6	98.5	98.7	97.6	99.4	94.2	108.7
500	100.5	100.8	100.7	100.7	99.4	98.7	98.1	97.9	93.1	105.5
1K	99.0	99.6	98.2	98.8	98.2	99.1	99.0	98.2	93.8	103.7
2K	98.2	97.1	96.9	97.2	96.6	97.9	97.2	97.6	92.5	102.9
4K	96.1	95.0	94.6	94.6	93.1	94.5	94.4	95.3	88.3	98.6
8K	92.7	90.7	90.2	89.3	88.2	89.9	90.0	91.1	85.8	98.1
LP-B	106.4	106.1	105.7	106.1	105.5	106.0	105.9	106.8	101.7	114.8
SIL	97.8	97.2	96.6	96.9	96.9	97.8	96.8	97.1	91.6	101.7
ODBA	104.7	104.4	103.8	104.1	103.2	104.0	103.7	103.8	98.6	109.6
PNOB	118.1	117.3	117.0	117.3	116.4	117.2	116.9	117.7	112.0	123.6

STOP 0

YF-12 INLET NOISE SUPPRESSION
10132 MAY 23,'60 TEST 10933
YF-12 INLET NOISE SUPPRESSION
RUN 135
SPIKE AFT
BYPASS DOORS OPEN
6900 RPM

RUN	164	165	166	167	168	169	170	171
FREQ (HZ)	TR 1 K1 0° DEG	TR 2 K6 0° DEG	TR 3 K3 0° DEG	TR 4 K8 0° DEG	TR 5 K5 0° DEG	TR 6 K10 0° DEG	TR 7 K14 0° DEG	TR 8 K12 0° DEG
50	118.1	130.6	119.4	121.5	129.5	136.4	123.7	127.2
63	119.6	132.1	120.5	123.0	131.5	137.6	125.3	128.5
80	120.6	132.9	121.5	124.1	133.0	138.3	126.5	130.0
100	121.3	134.0	122.6	125.7	134.1	138.9	128.3	131.4
125	122.8	135.1	122.9	127.3	136.0	139.6	129.1	133.6
160	122.1	135.8	124.1	129.8	136.6	139.8	130.5	135.4
200	126.3	137.3	126.9	133.3	138.6	141.0	132.2	137.9
250	130.1	139.8	131.8	136.8	139.9	141.6	134.7	140.0
315	132.4	143.1	135.5	136.4	142.1	142.5	136.5	141.9
400	132.3	144.8	140.3	135.4	146.9	144.8	139.2	142.9
500	128.1	142.1	143.8	135.2	149.5	144.9	145.9	143.6
630	124.1	136.8	142.2	133.0	151.3	144.8	148.2	145.8
800	122.9	130.5	137.9	132.6	150.8	144.2	147.4	146.2
1K	124.2	128.5	134.4	134.9	146.7	143.6	143.0	146.3
1.25K	125.9	131.4	136.9	136.1	145.7	143.8	142.3	145.4
1.6K	123.4	127.5	136.8	134.1	145.7	142.4	143.8	144.2
2K	122.5	126.2	135.4	132.2	146.4	141.7	144.0	145.4
2.5K	122.6	126.4	135.4	132.1	145.8	141.7	145.7	146.2
3.15K	123.1	126.1	134.8	130.8	145.0	141.1	148.7	148.1
4K	122.8	126.0	133.7	130.2	143.4	140.9	150.4	150.9
5K	122.9	125.8	132.9	128.8	142.7	141.2	148.6	149.4
6.3K	122.6	126.3	132.6	127.6	141.8	141.1	148.1	148.6
8K	122.5	126.6	132.0	126.1	141.0	140.1	147.6	148.1
10K	122.0	126.4	131.6	124.6	140.1	139.3	146.7	147.3
63	124.4	136.7	125.3	127.8	136.3	142.3	130.1	133.5
125	126.9	139.8	128.0	132.7	140.5	144.2	134.2	138.5
250	135.1	145.5	137.4	140.5	145.2	146.5	139.6	145.0
500	134.2	147.1	147.1	139.4	154.4	149.5	150.6	149.1
1K	129.3	135.1	141.4	139.5	153.1	148.6	149.6	150.7
2K	127.6	131.5	140.7	137.7	150.6	146.7	149.3	150.1
4K	127.7	130.8	138.6	134.8	148.6	145.8	154.1	154.4
8K	127.2	131.2	136.9	131.0	145.8	145.0	152.3	152.8
LP-8	139.6	150.3	149.8	146.2	158.8	155.7	158.6	159.1
SIL	128.2	132.4	140.3	137.3	150.8	147.1	151.0	151.8
OVRA	136.4	145.5	148.4	144.4	157.9	154.1	158.5	159.0
PNDB	150.0	158.7	160.5	157.3	170.2	167.5	172.4	173.2
*STOP= 0								

Subtract 4.0 dB from all values of K12

YF-12 INLET NOISE SUPPRESSION
16107 FEB 14,'80 TEST 10071
YF-12 INLET NOISE SUPPRESSION
RUN 139
SPIKE AFT
BYPASS DOORS OPEN
6600 RPM

RUN	67	68	69	70	71	72	73	74	75	76
FREQ (HZ)	TR 1 F1 0° DEG	TR 2 F2 10° DEG	TR 3 F3 20° DEG	TR 4 F4 30° DEG	TR 5 F5 40° DEG	TR 6 F6 50° DEG	TR 7 F7 70° DEG	TR 8 F8 90° DEG	TR 9 F9 110° DEG	TR10 F10 135° DEG
50	87.8	88.4	88.6	90.4	90.1	90.5	92.1	93.8	95.9	108.4
63	90.1	90.5	91.0	90.7	92.0	93.6	93.5	96.0	98.2	109.0
80	95.4	96.5	96.9	95.6	97.4	98.0	98.2	100.8	103.1	109.2
100	93.8	93.3	92.2	94.0	94.7	95.9	95.7	99.1	100.6	109.0
125	96.0	94.7	94.2	96.0	95.0	96.0	99.0	100.2	100.4	109.9
160	96.9	94.4	94.0	95.0	95.0	97.8	98.8	98.4	100.6	110.0
200	96.0	95.0	95.8	96.4	97.4	98.8	97.4	99.7	102.5	110.8
250	95.2	95.7	95.8	95.5	96.3	96.7	97.6	99.0	99.7	109.1
315	95.5	95.4	94.4	96.4	95.8	95.4	95.9	96.6	99.2	107.4
400	95.1	95.8	96.4	96.1	94.9	94.7	94.5	95.8	97.5	106.2
500	94.8	95.7	95.0	95.9	94.9	94.9	95.3	95.6	97.8	104.9
630	94.7	95.1	95.1	94.6	93.9	94.8	94.5	95.3	97.9	103.8
800	93.5	94.8	93.6	94.5	93.9	95.1	94.8	95.2	97.7	102.8
1K	93.8	94.2	93.4	94.2	93.6	94.5	95.0	94.8	96.4	101.1
1.25K	93.4	94.4	93.6	94.6	93.7	95.0	95.1	94.7	97.4	101.0
1.6K	93.7	93.1	92.9	93.5	92.9	94.7	94.0	94.7	97.5	100.8
2K	92.4	91.8	92.2	92.7	91.8	93.2	92.5	93.2	94.9	97.9
2.5K	91.9	91.0	91.8	92.3	91.3	92.5	91.7	92.9	93.9	96.4
3.15K	91.7	90.7	91.1	92.0	89.7	90.4	90.7	92.0	91.7	95.2
4K	90.9	90.5	89.9	89.7	88.8	90.6	90.8	91.7	91.3	94.9
5K	89.8	88.7	88.2	87.9	86.6	88.1	88.5	89.5	89.4	94.0
6.3K	87.7	86.3	85.7	84.8	84.5	85.8	85.1	87.2	86.4	91.5
8K	88.8	86.9	86.5	86.0	84.2	84.4	86.0	87.3	87.9	92.9
10K	86.4	85.0	84.5	83.6	81.7	82.2	83.7	84.8	87.6	93.4
63	97.1	98.0	97.0	97.7	99.1	99.9	100.2	102.7	104.9	113.7
125	100.5	98.9	98.3	99.8	99.7	101.4	102.8	104.1	108.3	114.4
250	100.4	100.1	100.2	100.9	101.3	101.9	101.8	103.4	105.5	114.1
500	99.6	100.3	100.3	100.4	99.3	99.6	99.5	100.3	102.5	109.9
1K	98.4	99.3	98.3	99.2	98.5	99.6	99.7	99.7	101.9	106.5
2K	97.5	96.8	97.1	97.6	96.8	98.4	97.6	98.4	100.5	103.5
4K	95.6	94.9	94.7	95.0	93.3	94.7	94.9	96.0	95.7	99.5
8K	92.5	90.9	90.4	89.7	88.4	89.2	89.8	91.4	92.1	97.5
LP-8	107.4	107.2	106.9	107.5	107.3	108.3	108.6	109.9	111.8	119.8
SIL	97.2	97.0	96.7	97.3	96.2	97.6	97.4	98.0	99.4	103.2
80BA	104.2	104.2	103.9	104.4	103.6	104.7	104.6	105.2	107.0	112.4
PNDB	118.2	117.7	117.6	118.2	117.2	118.3	118.2	119.3	120.6	126.2

STOP 0

YF-12 INLET NOISE SUPPRESSION
10144 MAY 23,'80 TEST 10933
YF-12 INLET NOISE SUPPRESSION
RUN 139
SPIKE AFT
BYPASS DOORS OPEN
6600 RPM

RUN	175	176	177	178	179	180	181	182
FREQ (HZ)	TR 1 K1 0. DEG	TR 2 K6 0. DEG	TR 3 K3 0. DEG	TR 4 K8 0. DEG	TR 5 K5 0. DEG	TR 6 K10 0. DEG	TR 7 K14 0. DEG	TR 8 K12 0. DEG
50	117.5	131.3	119.2	121.9	130.1	137.1	123.7	127.3
63	118.9	132.6	121.0	123.3	131.7	138.3	125.2	129.1
80	120.2	133.7	121.6	124.1	133.2	138.8	126.7	130.5
100	120.9	134.9	122.6	125.8	134.7	139.5	128.1	132.0
125	122.5	135.8	122.8	127.4	136.6	140.2	129.6	133.6
160	121.6	136.5	124.1	130.0	137.3	140.4	130.8	135.6
200	125.4	138.3	126.9	133.6	139.1	141.4	132.3	137.9
250	129.6	140.2	131.9	137.1	140.7	142.1	134.7	140.1
315	131.8	143.7	135.6	136.5	143.1	142.8	136.8	142.2
400	131.1	145.3	139.2	135.0	148.2	144.7	139.5	143.6
500	126.4	142.5	142.1	134.3	149.6	145.4	146.4	144.3
630	122.3	136.9	141.1	132.9	149.7	145.3	148.6	146.5
800	121.7	130.9	137.0	132.8	149.7	144.8	147.2	147.0
1K	122.9	129.0	134.1	134.9	146.9	144.2	143.7	143.7
1.25K	125.5	131.3	136.5	136.0	145.9	144.5	142.7	143.9
1.6K	122.3	127.6	136.8	134.2	145.8	143.3	144.2	144.2
2K	121.3	126.4	135.3	132.3	145.7	142.8	144.8	145.8
2.5K	121.4	126.4	135.5	132.2	145.0	142.7	145.7	146.3
3.15K	122.0	126.1	134.9	130.9	144.6	142.2	147.6	147.7
4K	121.8	126.0	133.7	130.3	143.0	142.0	148.9	149.3
5K	122.0	125.9	132.9	128.9	142.3	142.3	148.0	148.6
6.3K	121.8	126.2	132.7	127.8	141.5	142.0	147.5	148.1
8K	121.8	126.5	132.2	126.2	140.6	141.0	147.1	147.6
10K	121.3	126.4	131.7	124.6	139.8	140.2	146.3	147.0
63	123.8	137.4	125.5	128.0	136.8	142.9	130.1	133.9
125	126.5	140.5	128.0	132.8	141.1	144.8	134.4	138.8
250	134.4	146.1	137.5	140.7	146.0	146.9	139.7	145.2
500	132.8	147.5	145.7	138.9	154.0	149.9	151.0	149.7
1K	128.0	135.3	140.8	139.5	152.6	149.3	149.8	149.9
2K	126.4	131.6	140.7	137.8	150.3	147.7	149.7	150.3
4K	126.7	130.8	138.7	134.9	148.2	147.0	153.0	153.3
8K	126.4	131.2	137.0	131.2	145.5	145.9	151.8	152.3
LP-8	138.6	150.8	149.0	146.2	158.4	156.3	158.3	158.6
SIL	127.0	132.6	140.1	137.4	150.3	148.0	150.8	151.2
OUBA	135.3	145.8	147.8	144.4	157.4	154.9	158.1	158.4
PNDB	148.9	159.1	160.3	157.3	169.9	168.4	171.7	172.3

*SIDE= 0

Subtract 4.0 dB from all values of K12

YF-12 INLET NOISE SUPPRESSION
16134 DEC 05,'79 TEST 9224
YF-12 INLET NOISE SUPPRESSION
RUN 148
SPIKE FORWARD
BYPASS DOORS OPEN
5000 RPM

RUN	103	104	105	106	107	108	109	110	111	114
FREQ (HZ)	TR 1 F1 0° DEG	TR 2 F2 10° DEG	TR 3 F3 20° DEG	TR 4 F4 30° DEG	TR 5 F5 40° DEG	TR 6 F6 60° DEG	TR 7 F7 70° DEG	TR 8 F8 90° DEG	TR 9 F9 110° DEG	TR10 F10 135° DEG
50	81.1	83.3	84.6	82.4	82.6	82.2	86.2	88.4	90.7	93.2
63	81.8	81.5	83.0	80.7	82.7	85.7	86.2	88.7	90.5	92.0
80	83.6	82.9	84.9	83.0	84.9	86.4	86.6	87.9	89.0	92.8
100	92.1	88.5	89.6	88.6	87.9	87.5	88.6	89.5	89.9	93.9
125	89.8	88.0	90.5	88.2	88.8	88.4	89.9	90.4	89.1	94.9
160	89.3	89.3	90.5	89.5	90.2	90.4	89.8	89.5	88.3	98.1
200	87.2	88.0	90.1	89.1	88.1	89.5	87.7	89.5	88.8	98.7
250	89.6	88.9	92.7	89.5	90.5	88.3	89.0	88.8	90.2	99.3
315	89.2	88.3	90.0	88.9	87.7	88.3	87.8	88.0	89.8	97.4
400	91.2	90.9	94.3	90.7	89.6	89.7	87.7	88.0	89.6	97.8
500	93.6	94.2	94.7	92.5	91.4	90.8	90.4	90.6	92.6	98.0
630	95.0	94.8	96.7	93.8	93.1	93.1	93.3	92.8	93.8	98.2
800	94.6	95.2	95.5	93.3	92.6	93.4	91.9	91.5	92.6	96.8
1K	95.3	95.0	95.8	92.7	93.0	93.1	91.7	91.2	92.5	95.5
1.25K	94.8	94.0	93.7	92.5	92.9	92.9	91.2	90.0	91.4	94.0
1.6K	95.6	94.9	95.6	93.8	93.9	93.7	91.4	90.2	91.1	93.2
2K	98.7	98.1	98.2	95.0	94.8	94.3	91.7	90.2	90.6	93.5
2.5K	106.2	106.1	105.9	102.7	101.6	100.1	94.3	91.3	90.7	94.0
3.15K	102.9	104.1	104.0	102.1	101.3	99.7	95.3	91.5	89.9	92.5
4K	96.6	98.7	97.5	94.9	94.9	94.2	90.3	88.5	86.5	90.6
5K	96.7	98.1	96.7	94.5	93.5	92.2	88.8	86.4	86.2	90.2
6.3K	94.4	96.2	93.6	92.3	92.5	90.6	88.0	86.6	86.6	90.4
8K	93.7	95.5	94.5	92.7	92.0	91.3	90.3	90.1	90.2	98.6
10K	91.2	92.4	91.0	88.7	87.6	86.8	85.6	83.0	83.3	91.7
63	87.1	87.4	89.0	86.9	88.3	89.9	91.1	93.1	94.9	97.5
125	95.3	93.4	95.0	93.6	93.8	93.7	94.2	94.6	93.9	100.8
250	93.5	93.2	95.9	94.0	93.7	93.5	92.9	93.6	94.4	103.3
500	98.3	98.4	100.1	97.3	96.4	96.2	95.8	95.6	97.1	102.7
1K	99.7	99.5	99.6	97.6	97.6	97.9	96.4	96.7	97.0	100.2
2K	107.2	107.0	106.9	103.9	103.0	101.8	97.5	95.4	95.6	98.3
4K	104.6	106.0	105.5	103.5	102.7	101.4	97.2	94.1	92.7	96.0
8K	98.1	99.8	98.0	96.3	96.0	94.7	93.2	92.2	92.3	99.9
LP-8	110.4	110.8	110.7	108.3	107.6	106.8	104.3	103.5	104.1	109.5
SIL	103.8	104.2	104.0	101.7	101.1	100.4	97.0	95.1	95.1	98.2
ODBA	111.0	111.4	111.2	108.7	108.0	106.9	103.5	101.8	102.2	106.4
PNDB	125.3	125.5	125.4	122.9	122.3	121.3	118.1	116.1	115.7	120.3

*STOPS 0

Subtract 2.0 dB from all values of F3

YF-12 INLET NOISE SUPPRESSION
13:47 NOV 08,'79 TEST 9156
YF-12 INLET NOISE SUPPRESSION
RUN 148
SPIKE FORWARD
BYPASS DOORS OPEN
5000 RPM

RUN	86	87	88	89	90	91
FREQ (HZ)	TR 1 K1 0. DEG	TR 2 K6 0. DEG	TR 3 K3 0. DEG	TR 4 K8 0. DEG	TR 5 K5 0. DEG	TR 6 K10 0. DEG
50	102.7	138.9	122.8	129.9	124.3	142.6
63	104.7	139.8	124.5	130.8	125.4	143.4
80	107.0	140.9	126.3	132.2	126.7	144.1
100	115.9	141.9	128.5	133.9	128.7	144.6
125	118.6	142.9	130.4	135.5	130.1	145.5
160	122.0	143.9	132.7	135.8	131.1	146.1
200	123.7	145.0	133.5	138.0	132.8	147.4
250	127.2	146.7	135.3	139.2	133.3	147.9
315	127.4	149.3	136.7	137.2	132.5	147.3
400	126.8	149.7	138.9	134.3	132.0	147.1
500	123.2	146.1	139.9	131.5	131.4	146.3
630	121.0	140.9	138.6	130.2	131.6	145.5
800	121.5	135.6	133.8	130.7	135.7	144.9
1K	122.4	133.3	129.2	132.0	132.6	143.7
1.25K	122.7	133.8	128.7	131.0	128.9	142.8
1.6K	123.4	131.1	130.3	131.1	131.3	141.4
2K	126.2	130.6	132.0	132.0	135.1	140.9
2.5K	135.2	136.3	140.0	138.5	140.5	143.8
3.15K	134.8	137.6	140.1	139.5	140.8	144.8
4K	128.4	133.1	134.4	133.5	135.0	140.1
5K	128.7	132.7	133.9	133.7	134.6	139.5
6.3K	128.8	134.0	134.5	134.5	134.8	140.5
8K	127.3	133.3	133.0	133.3	133.2	139.1
10K	126.3	132.8	132.2	132.9	132.1	138.2
63	109.9	144.7	129.5	135.8	130.4	148.2
125	124.3	147.7	135.6	139.9	134.8	150.2
250	131.2	152.1	140.1	143.0	137.7	152.3
500	129.1	151.6	143.9	137.1	136.4	151.1
1K	127.0	139.2	136.0	136.0	138.0	148.6
2K	135.9	138.2	141.0	140.0	142.0	147.0
4K	136.5	139.9	141.9	141.3	142.5	146.9
8K	132.4	138.2	138.1	138.4	138.3	144.1
LP-8	141.1	156.3	148.9	148.6	147.9	158.2
SIL	133.1	139.1	139.6	139.1	140.9	147.5
OOBA	141.3	150.9	147.7	146.6	147.7	154.9
PNDB	155.6	164.7	162.4	162.1	162.4	169.7

YF-12 INLET NOISE SUPPRESSION
13:47 NOV 08,'79 TEST 9154
YF-12 INLET NOISE SUPPRESSION
RUN 148
SPIKE FORWARD
BYPASS DOORS OPEN
5000 RPM

RUN	92	93
FREQ (HZ)	TR 7 K14 0. DEG	TR 8 K12 0. DEG
50	119.5	124.4
63	121.1	124.5
80	122.3	124.4
100	123.3	124.8
125	124.5	125.5
160	125.6	125.5
200	127.2	127.2
250	129.2	128.7
315	131.4	128.5
400	133.5	128.4
500	137.5	128.0
630	139.7	129.0
800	137.0	130.1
1K	131.9	126.6
1.25K	132.0	125.4
1.6K	133.6	127.8
2K	134.8	130.6
2.5K	142.5	138.6
3.15K	144.1	140.3
4K	140.0	134.8
5K	139.5	134.5
6.3K	141.0	136.8
8K	139.9	136.1
10K	139.5	136.3
63	125.9	129.2
125	129.3	130.0
250	134.3	132.9
500	142.4	133.3
1K	139.1	132.6
2K	143.7	139.6
4K	146.5	142.2
8K	145.0	141.1
LP-8	151.1	146.7
SIL	143.1	138.1
OUBA	151.1	146.7
PNDB	165.4	161.3

YF-12 INLET NOISE SUPPRESSION
16:55 DEC 05,'79 TEST 9224
YF-12 INLET NOISE SUPPRESSION
RUN 152
SPIKE FORWARD
BYPASS DOORS OPEN
6000 RPM

RUN	115	116	117	118	119	120	121	122	123	124
FREQ (HZ)	TR 1 F1 0. DEG	TR 2 F2 10. DEG	TR 3 F3 20. DEG	TR 4 F4 30. DEG	TR 5 F5 40. DEG	TR 6 F6 50. DEG	TR 7 F7 70. DEG	TR 8 F8 90. DEG	TR 9 F9 110. DEG	TR10 F10 135. DEG
50	82.6	83.6	85.2	83.8	84.2	84.7	87.1	89.0	91.0	98.3
63	87.5	87.0	88.7	85.6	82.6	90.1	89.6	92.7	93.8	98.6
80	87.9	87.4	88.9	87.1	88.8	89.5	90.3	92.1	93.7	98.5
100	91.8	89.3	90.6	89.4	89.7	90.5	91.1	93.6	94.7	99.5
125	94.3	92.7	96.0	93.1	94.0	94.3	94.6	95.3	94.5	101.2
160	93.0	92.9	93.3	92.5	93.0	93.5	93.0	93.0	93.3	103.6
200	91.3	92.1	94.1	93.1	92.6	94.0	92.5	93.6	94.3	102.1
250	93.1	92.4	95.7	92.3	93.1	91.9	92.8	92.5	94.8	103.0
315	92.5	91.7	93.6	92.6	91.8	92.3	90.9	92.1	93.4	100.8
400	93.7	93.6	97.3	93.8	93.0	92.1	90.4	91.0	92.7	100.0
500	95.8	96.9	98.0	95.6	93.9	92.5	91.0	90.4	91.9	97.8
630	98.4	98.1	99.8	97.0	95.5	93.6	91.9	91.1	93.5	96.9
800	98.3	98.7	98.6	96.0	94.4	93.2	91.2	91.1	92.9	96.4
1K	97.8	97.7	97.5	94.2	93.4	92.1	90.7	91.1	93.5	96.2
1.25K	97.2	97.0	96.8	94.3	94.4	93.3	92.0	92.4	98.0	100.1
1.6K	97.6	97.1	97.9	95.5	95.2	94.2	91.6	91.7	94.9	98.4
2K	98.6	98.5	98.9	95.8	95.8	94.5	91.6	90.8	92.0	94.3
2.5K	102.2	102.3	102.3	98.6	97.9	96.6	92.2	90.8	90.5	93.6
3.15K	104.7	106.0	105.4	102.7	101.4	99.8	95.6	92.6	90.9	93.2
4K	100.8	103.4	102.3	99.5	99.8	98.5	95.0	93.1	90.9	93.3
5K	96.4	98.1	97.3	94.7	94.1	93.1	91.3	89.7	89.9	93.1
6.3K	93.8	95.9	93.3	91.5	91.6	89.6	87.9	87.5	87.6	90.6
8K	93.2	95.4	94.5	92.5	91.7	90.9	89.9	90.1	91.2	94.6
10K	89.9	91.5	90.5	88.7	87.9	87.2	88.1	87.9	90.4	97.8
63	91.3	91.1	92.7	90.5	92.1	93.4	94.0	96.3	97.8	103.2
125	97.9	96.7	98.6	96.7	97.3	97.8	97.9	98.8	99.0	106.5
250	97.1	96.9	99.4	97.4	97.3	97.6	96.9	97.6	99.0	106.8
500	101.2	101.3	103.3	100.4	99.0	97.6	95.9	95.6	97.5	103.2
1K	102.5	102.6	102.5	99.7	98.9	97.7	96.1	96.4	100.2	102.7
2K	104.7	104.7	104.9	101.6	101.2	100.0	96.6	95.9	97.6	100.7
4K	106.6	108.3	107.6	104.8	104.1	102.7	99.1	96.8	95.4	98.0
8K	97.4	99.4	97.9	95.9	95.5	94.2	93.5	93.4	94.8	100.0
LP-8	110.9	111.7	111.8	109.1	108.5	107.6	105.6	105.6	107.0	112.6
SIL	104.6	105.2	105.0	102.0	101.9	100.1	97.3	96.5	97.7	100.5
OVBA	111.1	112.0	111.7	108.9	108.2	106.9	104.0	103.0	104.6	108.3
PNDB	125.7	126.7	126.5	123.9	123.1	121.8	119.0	117.9	117.9	121.9

STOP 0

Subtract 2.0 dB from all values of F3

YF-12 INLET NOISE SUPPRESSION
13:47 NOV 08,'79 TEST 9154
YF-12 INLET NOISE SUPPRESSION
RUN 152
SPIKE FORWARD
BYPASS DOORS OPEN
6000 RPM

RUN	98	99	100	101	102	103
FREQ (HZ)	TR 1 K1 0. DEG	TR 2 K6 0. DEG	TR 3 K3 0. DEG	TR 4 K8 0. DEG	TR 5 K5 0. DEG	TR 6 K10 0. DEG
50	107.4	140.8	124.9	132.0	126.1	146.9
63	108.2	141.9	126.3	132.7	127.2	147.9
80	111.1	143.1	128.1	134.4	129.0	148.2
100	114.8	144.4	130.5	136.1	131.1	148.5
125	125.5	145.7	132.1	138.4	132.5	149.5
160	125.7	146.9	134.3	139.8	134.2	149.2
200	128.8	148.8	137.2	141.5	136.0	149.7
250	131.0	150.8	138.3	142.3	136.7	150.4
315	131.6	153.6	140.3	140.9	136.4	151.5
400	130.8	154.2	142.5	138.3	136.4	151.5
500	127.7	150.6	143.8	135.9	135.8	151.2
630	126.2	145.6	143.2	134.8	136.5	150.8
800	126.0	140.7	139.1	135.5	140.6	150.2
1K	126.1	138.4	134.4	136.7	137.0	149.2
1.25K	126.4	138.6	134.2	136.0	134.2	148.9
1.6K	127.0	135.7	135.2	135.9	136.1	147.8
2K	128.5	135.0	135.8	135.5	138.8	147.0
2.5K	132.2	135.7	138.4	137.0	139.7	146.6
3.15K	136.2	138.9	141.9	140.6	142.5	147.4
4K	134.7	139.4	141.2	140.5	141.7	148.3
5K	130.6	137.2	137.8	138.0	138.5	147.2
6.3K	128.9	136.5	136.2	136.4	136.7	145.8
8K	127.5	136.4	135.3	135.8	135.6	144.6
10K	125.8	135.3	133.8	135.1	134.1	143.7
63	114.0	146.8	131.4	137.9	132.4	152.5
125	128.8	150.6	137.3	143.1	137.6	153.9
250	135.4	156.3	143.6	146.4	141.2	155.4
500	133.4	156.2	148.0	141.4	141.0	155.9
1K	131.0	144.1	141.3	140.8	142.8	154.3
2K	134.6	140.3	141.5	141.0	143.2	151.9
4K	139.2	143.3	145.4	144.6	146.0	152.5
8K	132.3	140.9	140.0	140.6	140.4	149.6
LP-8	143.1	160.3	152.2	151.7	150.9	162.7
SIL	134.9	142.6	142.7	142.1	144.0	152.9
8DBA	142.7	155.0	150.7	149.4	150.5	160.0
PNDB	157.6	168.6	165.1	164.5	165.1	174.2

YF-12 INLET NOISE SUPPRESSION
13:47 NOV 08,'79 TEST 915A
YF-12 INLET NOISE SUPPRESSION
RUN 152
SPIKE FORWARD
BYPASS DOORS OPEN
6000 RPM

RUN	104	105
FREQ (HZ)	TR 7 K14 0. DEG	TR 8 K12 0. DEG
50	121.7	118.3
63	122.8	119.9
80	123.8	120.9
100	125.4	122.7
125	126.5	124.6
160	127.5	126.2
200	129.4	128.6
250	132.2	131.1
315	134.6	132.7
400	136.4	132.5
500	142.0	132.3
630	144.5	136.7
800	141.7	136.0
1K	138.1	131.7
1.25K	137.6	132.5
1.6K	139.9	133.9
2K	139.6	135.0
2.5K	142.9	138.4
3.15K	150.8	145.9
4K	150.3	145.3
5K	147.6	141.8
6.3K	146.6	141.0
8K	145.9	140.9
10K	144.8	139.9
63	127.6	124.6
125	131.3	129.5
250	137.3	135.9
500	146.8	139.1
1K	144.3	138.6
2K	145.8	141.0
4K	154.5	149.4
8K	150.6	145.4
LP-8	157.2	151.9
SIL	148.2	143.0
80BA	157.4	152.2
PNDB	171.5	166.4

STOP 0

YF-12 INLET NOISE SUPPRESSION
17123 DEC 05,'79 TEST 9224
YF-12 INLET NOISE SUPPRESSION
RUN 153
SPIKE FORWARD
BYPASS DOORS OPEN
6200 RPM

RUN	126	127	128	129	130	131	132	133	134	135
FREQ (HZ)	TR 1 F1 0° DEG	TR 2 F2 10° DEG	TR 3 F3 20° DEG	TR 4 F4 30° DEG	TR 5 F5 40° DEG	TR 6 F6 50° DEG	TR 7 F7 70° DEG	TR 8 F8 90° DEG	TR 9 F9 110° DEG	TR10 F10 135° DEG
50	84.2	84.9	86.6	85.1	85.8	85.8	87.8	89.7	91.9	99.8
63	88.2	87.7	89.5	86.4	88.8	90.8	90.4	93.9	94.8	100.5
80	89.1	88.7	90.0	88.1	90.0	90.9	91.7	93.6	94.9	100.1
100	91.9	89.5	90.7	90.0	90.5	90.8	91.8	94.3	95.7	100.7
125	95.2	93.6	96.9	93.9	95.0	94.8	95.8	96.1	95.7	102.3
160	93.7	93.6	93.7	92.9	93.3	94.0	93.7	93.8	94.4	105.0
200	92.6	93.7	95.0	94.4	93.6	95.3	93.5	94.5	95.5	102.8
250	93.6	92.9	96.0	92.8	93.7	92.4	93.7	93.4	96.0	103.3
315	93.5	92.7	94.4	93.4	92.6	93.1	91.7	93.2	94.7	101.2
400	94.1	94.2	97.7	94.5	93.7	92.9	91.4	92.0	93.9	100.9
500	96.5	97.4	98.4	96.1	94.3	93.4	92.2	91.7	93.2	99.0
630	99.0	98.4	100.1	96.9	95.8	94.2	92.1	91.7	94.2	98.2
800	99.1	99.4	98.9	96.3	95.8	94.5	91.4	92.0	94.2	97.6
1K	98.3	97.8	97.8	95.1	94.2	92.9	91.4	92.0	95.0	97.3
1.25K	97.5	96.9	96.8	95.0	94.7	93.9	92.3	92.8	97.8	98.8
1.6K	98.0	97.1	98.2	96.2	96.4	95.2	93.3	93.8	98.4	101.6
2K	98.7	98.1	98.8	96.0	96.2	95.1	92.1	91.4	93.6	96.6
2.5K	100.3	100.3	100.7	97.3	97.0	96.1	92.2	91.1	91.6	94.9
3.15K	101.9	102.7	102.4	100.2	98.8	97.4	93.8	91.7	91.5	93.6
4K	99.3	101.1	100.3	97.6	97.6	96.8	93.4	92.2	91.8	93.4
5K	95.5	96.6	96.1	93.7	93.1	92.2	90.7	89.7	90.6	93.9
6.3K	92.3	93.7	91.6	90.1	90.3	88.4	87.1	87.3	88.0	91.0
8K	91.7	93.3	92.9	91.0	90.1	89.6	89.0	89.3	90.7	93.2
10K	88.4	89.5	89.2	87.6	86.8	86.3	87.5	87.5	90.6	96.9
63	92.4	92.1	93.7	91.5	93.3	94.5	95.0	97.5	98.8	104.9
125	98.6	97.4	99.2	97.3	98.1	98.3	98.8	99.7	100.1	107.8
250	98.0	97.9	100.0	98.4	98.1	98.6	97.8	98.5	100.2	107.3
500	101.7	101.8	103.6	100.7	99.5	98.3	96.7	96.6	98.5	104.3
1K	103.1	103.0	102.7	100.3	99.5	98.6	96.5	97.0	100.7	102.7
2K	103.9	103.5	104.1	101.3	101.3	100.3	97.3	97.1	100.3	103.5
4K	104.4	105.6	105.1	102.7	101.9	100.8	97.6	96.1	96.0	98.4
8K	95.9	97.3	96.2	94.5	94.2	93.1	92.7	92.9	94.7	99.4
LP-8	110.3	110.5	110.9	108.5	108.1	107.4	105.9	106.3	108.1	113.6
SIL	103.8	104.0	104.0	101.9	100.9	99.9	97.1	96.2	99.0	101.5
OUBA	110.0	110.3	110.4	107.9	107.3	106.3	103.7	103.4	105.8	109.2
PNDB	124.3	124.8	124.8	122.5	121.8	120.8	118.4	117.9	119.4	123.4

*STOPS 0

Subtract 2.0 dB from all values of F3

YF-12 INLET NOISE SUPPRESSION
16:09 NOV 08,'79 TEST 915A
YF-12 INLET NOISE SUPPRESSION
RUN 153
SPIKE FORWARD
BYPASS DOORS OPEN
6200 RPM

RUN	109	110	111	112	113	114
FREQ (HZ)	TR 1 K1 O. DEG	TR 2 K6 O. DEG	TR 3 K3 O. DEG	TR 4 K8 O. DEG	TR 5 K5 O. DEG	TR 6 K10 O. DEG
50	107.3	142.0	124.7	132.8	126.5	147.9
63	108.5	142.7	126.5	133.8	127.5	148.1
80	111.5	143.7	128.7	135.3	129.1	148.5
100	114.4	144.4	130.5	137.0	131.3	149.0
125	126.7	145.9	132.5	139.0	133.3	149.9
160	125.6	147.3	134.4	140.2	134.6	149.6
200	129.6	149.8	137.9	142.3	136.3	150.5
250	131.4	151.6	138.9	142.9	137.1	150.7
315	132.1	154.4	141.0	141.6	137.2	151.8
400	131.4	155.1	143.4	138.8	137.1	152.3
500	128.5	151.5	144.5	136.5	136.6	152.0
630	126.6	146.3	144.0	135.4	137.1	151.7
800	127.0	141.5	140.1	136.2	141.4	151.2
1K	126.8	139.2	135.4	137.3	137.9	150.1
1.25K	127.4	139.4	135.0	136.6	135.2	149.9
1.6K	127.5	136.5	135.9	136.6	136.8	148.7
2K	128.7	135.7	136.3	136.1	139.2	148.0
2.5K	130.8	135.7	137.7	136.6	139.3	147.4
3.15K	133.4	137.4	139.6	138.4	140.4	147.1
4K	132.6	137.9	139.3	138.5	139.9	147.4
5K	129.5	136.6	136.9	137.1	137.5	147.1
6.3K	127.3	136.0	135.3	135.4	135.8	146.2
8K	125.8	135.9	134.3	134.7	134.6	144.8
10K	124.1	135.2	133.3	134.1	133.2	143.9
63	114.3	147.6	131.7	138.8	132.6	153.0
125	129.3	150.8	137.5	143.7	138.0	154.3
250	135.9	157.1	144.3	147.1	141.7	155.8
500	134.1	157.1	148.8	141.9	141.7	156.8
1K	131.9	144.9	142.3	141.5	143.7	155.2
2K	134.0	140.8	141.5	141.2	143.4	152.8
4K	136.9	142.1	143.5	142.9	144.2	152.0
8K	130.7	140.5	139.2	139.5	139.4	149.8
LP=8	142.4	161.0	152.3	151.9	150.7	163.2
SIL	134.3	142.6	142.4	141.9	143.7	153.3
OOBA	141.4	155.7	150.4	148.9	150.0	160.6
PNDB	156.1	169.1	164.1	163.7	164.1	174.2

YF-12 INLET NOISE SUPPRESSION
16:09 NOV 08,'79 TEST 9154
YF-12 INLET NOISE SUPPRESSION
RUN 153
SPIKE FORWARD
BYPASS DOORS OPEN
6200 RPM

RUN	115	116
FREQ (HZ)	TR 7 K14 0. DEG	TR 8 K12 0. DEG
50	121.3	118.3
63	123.1	119.9
80	124.2	121.1
100	126.3	123.4
125	127.1	125.1
160	128.1	126.5
200	129.9	129.0
250	132.7	131.4
315	135.2	133.3
400	136.8	133.1
500	142.6	133.2
630	145.1	136.3
800	142.4	137.8
1K	139.3	134.7
1.25K	138.6	137.0
1.6K	141.4	134.0
2K	140.7	136.3
2.5K	143.5	138.9
3.15K	148.6	141.4
4K	149.9	144.0
5K	147.3	141.5
6.3K	146.5	140.1
8K	145.9	140.0
10K	144.6	139.2
63	127.8	124.7
125	132.0	129.9
250	137.9	136.3
500	147.4	139.3
1K	145.2	141.4
2K	146.8	141.6
4K	153.5	147.3
8K	150.5	144.6
LP-8	156.8	150.9
SIL	148.5	143.4
OOBA	157.0	151.0
PNDB	171.1	165.4

YF-12 INLET NOISE SUPPRESSION
17:40 DEC 05,'79 TEST 9224
YF-12 INLET NOISE SUPPRESSION
RUN 154
SPIKE FORWARD
BYPASS DOORS OPEN
6400 RPM

RUN	137	138	139	140	141	142	143	144	145	146
FREQ (HZ)	TR 1 F1 0° DEG	TR 2 F2 10° DEG	TR 3 F3 20° DEG	TR 4 F4 30° DEG	TR 5 F5 40° DEG	TR 6 F6 50° DEG	TR 7 F7 70° DEG	TR 8 F8 90° DEG	TR 9 F9 110° DEG	TR10 F10 135° DEG
50	85.4	86.6	88.3	87.0	87.8	87.9	90.0	92.2	94.7	102.9
63	89.7	89.2	91.2	88.0	89.8	91.7	92.0	95.0	96.1	103.3
80	92.4	92.3	93.5	91.0	92.9	93.7	94.9	96.6	98.3	103.3
100	92.9	90.6	92.3	91.5	91.8	92.3	93.4	96.7	98.1	104.3
125	96.4	94.8	97.7	95.1	96.0	95.9	97.0	98.2	98.0	105.8
160	95.6	94.8	95.1	94.0	94.4	95.4	95.9	95.8	97.3	107.1
200	94.2	95.0	96.5	95.7	95.0	96.5	94.8	96.0	97.8	105.8
250	94.8	94.1	97.1	93.5	94.9	93.8	95.2	95.8	97.8	104.7
315	94.1	93.8	95.2	94.3	93.6	94.4	93.1	94.6	96.3	103.0
400	95.0	94.9	98.4	95.1	94.2	93.4	92.8	93.4	95.7	102.3
500	96.9	98.1	98.9	96.5	94.8	94.1	93.2	93.3	95.0	101.1
630	99.1	98.8	100.4	97.4	96.1	94.8	93.0	93.0	96.3	100.3
800	99.0	100.0	99.1	97.1	95.9	95.5	92.3	93.3	95.7	99.2
1K	98.8	98.4	98.2	95.8	94.8	93.7	92.9	93.6	96.6	98.3
1.25K	97.5	97.1	97.0	95.3	95.0	94.5	92.8	93.6	98.4	98.7
1.6K	98.0	97.2	98.1	96.5	96.4	95.9	94.0	95.3	101.1	101.5
2K	98.3	97.7	98.5	95.7	96.0	95.2	92.5	92.6	95.9	97.9
2.5K	98.7	98.8	99.3	96.2	95.9	95.6	92.4	92.3	93.5	95.2
3.15K	98.7	99.8	99.5	97.4	96.2	95.1	92.3	91.8	92.0	93.9
4K	96.7	98.6	97.8	95.1	95.2	94.4	91.7	92.1	92.0	93.3
5K	93.7	95.0	94.3	92.0	91.9	90.8	89.7	89.8	91.6	93.5
6.3K	90.3	91.8	89.8	88.3	88.7	87.1	86.2	87.6	88.6	91.1
8K	89.4	91.3	91.0	89.0	88.6	88.1	87.6	89.3	90.4	93.1
10K	86.4	87.7	87.7	85.9	85.3	85.1	86.5	87.6	90.7	95.4
63	94.8	94.8	96.3	93.8	96.5	96.5	97.5	99.7	101.4	107.9
125	100.0	98.5	100.3	98.5	99.2	99.4	100.5	101.8	102.6	110.6
250	99.1	99.1	101.1	99.4	99.3	99.8	99.2	100.3	102.1	109.4
500	102.1	102.3	104.1	101.2	99.9	98.9	97.7	98.0	100.5	106.1
1K	103.3	103.5	103.0	100.9	100.0	99.4	97.5	98.3	101.8	103.5
2K	103.1	102.7	103.4	100.9	100.9	100.3	97.8	98.4	102.8	103.7
4K	101.6	103.0	102.5	100.1	99.5	98.7	96.2	96.1	96.7	98.4
8K	93.8	95.4	94.5	92.7	92.6	91.7	91.6	93.0	94.8	98.3
LP-8	109.8	110.0	110.6	108.3	108.0	107.7	106.8	107.9	110.1	115.6
SIL	102.7	103.1	102.9	100.6	100.1	99.5	97.1	97.6	100.4	101.9
OUBA	108.9	109.3	109.4	107.1	106.8	105.9	103.8	104.4	107.8	110.0
PNDB	122.6	123.2	123.4	121.2	120.6	120.0	118.2	118.6	121.3	124.2
OSTOP= 0										

Subtract 2.0 dB from all values of F3

YF-12 INLET NOISE SUPPRESSION
16:09 NOV 08,'79 TEST 9154
YF-12 INLET NOISE SUPPRESSION
RUN 154
SPIKE FORWARD
BYPASS DOORS OPEN
6400 RPM

RUN	122	123	124	125	126	127
FREQ (HZ)	TR 1 K1 0. DEG	TR 2 K6 0. DEG	TR 3 K3 0. DEG	TR 4 K8 0. DEG	TR 5 K5 0. DEG	TR 6 K10 0. DEG
50	110.2	141.8	125.7	132.9	127.0	148.5
63	111.0	143.2	126.7	134.1	128.3	148.3
80	113.2	144.3	128.8	135.4	129.7	149.3
100	115.7	145.2	131.1	137.4	131.8	149.4
125	127.1	146.6	132.9	139.0	133.3	150.3
160	126.2	147.6	134.8	140.5	134.9	149.9
200	130.7	150.3	138.5	142.7	136.7	150.8
250	132.1	152.3	139.5	143.3	137.3	151.2
315	132.8	154.9	141.7	141.9	137.4	152.9
400	132.1	155.4	143.7	139.6	137.4	153.2
500	129.1	152.2	145.0	137.2	137.0	152.7
630	127.0	147.2	144.4	135.9	137.6	152.4
800	126.9	142.4	140.6	136.7	142.0	151.8
1K	127.5	140.2	136.1	138.0	138.4	150.9
1.25K	128.0	140.3	135.8	137.3	135.8	150.7
1.6K	127.6	137.4	136.3	136.9	137.2	149.4
2K	128.5	136.7	136.6	136.2	139.5	148.6
2.5K	129.8	136.7	137.2	136.4	138.9	148.0
3.15K	130.9	137.3	137.7	136.7	138.7	147.2
4K	130.2	137.6	137.3	136.6	138.0	146.8
5K	127.9	137.5	135.7	135.8	136.4	146.6
6.3K	126.0	137.5	134.4	134.6	134.9	146.1
8K	124.3	137.1	133.4	133.7	133.7	144.9
10K	122.8	135.8	132.7	133.2	132.4	144.0
63	116.4	148.0	132.0	139.0	133.3	153.5
125	129.9	151.3	138.0	143.9	138.3	154.6
250	136.7	157.7	144.9	147.5	141.9	156.2
500	134.7	157.5	149.2	142.6	142.1	157.5
1K	132.3	145.9	142.9	142.1	144.2	155.9
2K	133.5	141.7	141.5	141.3	143.4	153.5
4K	134.6	142.2	141.7	141.2	142.6	151.7
8K	129.3	141.6	138.3	138.6	138.6	149.9
LP-8	142.1	161.6	152.5	152.0	150.6	163.7
SIL	133.5	143.3	142.0	141.5	143.4	153.7
OOBA	140.4	156.2	150.3	148.6	149.7	161.1
PNDB	154.8	169.6	163.4	163.0	163.3	174.4

YF-12 INLET NOISE SUPPRESSION
16:09 NOV 08, '79 TEST 9156
YF-12 INLET NOISE SUPPRESSION
RUN 154
SPIKE FORWARD
BYPASS DOORS OPEN
6400 RPM

RUN	129	130
FREQ (HZ)	TR 7 K14 0. DEG	TR 8 K12 0. DEG
50	122.1	118.9
63	122.8	120.6
80	124.5	121.7
100	126.1	124.0
125	127.3	125.6
160	128.3	127.0
200	130.1	129.1
250	133.1	131.7
315	135.6	133.6
400	137.4	133.7
500	143.5	133.5
630	145.6	135.9
800	142.9	138.5
1K	140.0	138.8
1.25K	139.2	137.5
1.6K	141.3	135.1
2K	141.2	136.2
2.5K	143.5	137.9
3.15K	147.6	139.8
4K	149.2	142.3
5K	146.5	140.4
6.3K	146.0	139.5
8K	145.4	139.1
10K	144.1	138.4
63	128.0	125.3
125	132.1	130.5
250	138.3	136.6
500	148.1	139.3
1K	145.8	143.1
2K	146.9	141.3
4K	152.7	145.7
8K	150.0	143.8
LP-8	156.5	150.4
SIL	148.5	143.4
OBA	156.5	150.3
PNDB	170.7	164.5

YF-12 INLET NOISE SUPPRESSION
17:57 DEC 05,'79 TEST 9224
YF-12 INLET NOISE SUPPRESSION
RUN 155
SPIKE FORWARD
BYPASS DOORS OPEN
6600 RPM

RUN	148	149	159	151	160	161	154	162	156	157
FREQ (HZ)	TR 1 F1 0° DEG	TR 2 F2 10° DEG	TR 3 F3 20° DEG	TR 4 F4 30° DEG	TR 5 F5 40° DEG	TR 6 F6 50° DEG	TR 7 F7 70° DEG	TR 8 F8 90° DEG	TR 9 F9 110° DEG	TR10 F10 135° DEG
50	89.8	91.1	92.6	91.2	91.8	91.8	93.8	96.7	98.8	109.8
63	92.8	92.5	94.5	91.9	93.4	95.3	95.2	98.1	99.5	110.5
80	98.5	99.0	99.1	97.7	99.3	100.9	100.0	103.8	104.1	111.8
100	99.0	97.6	98.3	97.3	98.4	99.6	99.4	102.7	103.9	112.0
125	99.7	97.6	100.3	98.1	98.7	99.4	101.0	101.9	102.8	113.0
160	100.5	98.1	99.6	97.8	98.8	100.2	100.1	100.5	103.0	113.8
200	99.4	98.8	101.3	99.4	99.9	101.5	99.7	101.9	104.4	112.4
250	97.6	97.1	99.7	97.6	99.0	98.5	99.5	100.7	103.1	112.5
315	95.3	95.6	97.5	97.4	97.3	97.6	97.2	99.5	101.6	110.6
400	95.7	96.2	100.0	96.9	96.1	96.5	95.8	98.1	100.7	109.6
500	97.4	98.4	99.6	97.5	96.4	96.4	96.0	97.3	99.7	107.9
630	99.2	98.9	101.0	98.0	97.4	96.9	95.7	97.1	100.1	106.5
800	99.4	100.2	99.9	97.9	97.0	96.8	95.3	97.5	99.7	105.2
1K	98.8	98.4	98.9	96.4	96.1	95.3	94.9	96.1	98.7	103.6
1.25K	97.6	97.3	97.6	95.9	96.0	95.7	94.7	95.9	100.1	102.5
1.6K	97.8	97.1	98.1	96.6	96.8	96.6	94.8	96.4	101.2	102.2
2K	98.1	97.6	98.4	95.9	96.3	95.8	93.7	94.5	97.6	99.8
2.5K	97.6	98.2	98.7	95.7	95.8	95.8	92.8	93.7	95.6	98.2
3.15K	96.6	97.6	97.8	95.7	94.8	94.1	92.3	92.8	93.6	96.5
4K	95.0	96.8	96.0	93.6	93.5	93.2	91.0	92.5	93.1	95.6
5K	92.5	93.6	93.1	91.0	90.4	89.9	89.3	90.5	92.5	94.8
6.3K	89.2	90.5	88.7	87.5	87.7	86.5	86.1	88.1	89.4	92.7
8K	88.5	90.3	89.9	88.1	87.4	87.3	87.0	88.8	89.6	94.1
10K	85.8	87.1	86.8	84.9	84.1	84.2	84.9	86.8	89.4	94.1
63	100.0	100.4	101.0	99.4	100.8	102.3	102.0	105.4	106.2	115.6
125	104.5	102.5	104.3	102.5	103.4	104.5	105.0	106.6	108.0	117.8
250	102.5	102.2	104.5	103.0	103.6	104.3	103.7	105.6	108.0	116.7
500	102.4	102.8	105.0	102.3	101.5	101.4	100.6	102.3	104.9	112.9
1K	103.4	103.6	103.6	101.6	101.1	100.7	99.8	101.3	104.3	108.7
2K	102.6	102.4	103.2	100.2	101.1	100.8	98.6	99.8	103.5	105.1
4K	99.8	101.1	100.8	98.6	98.1	97.5	95.8	96.8	97.8	100.5
8K	92.8	94.3	93.4	91.8	91.4	91.0	90.8	92.7	94.2	98.5
LP-8	111.0	110.8	112.0	110.0	110.2	110.7	110.2	112.1	114.1	122.4
SIL	102.0	102.4	102.6	100.4	100.1	99.7	98.1	99.3	101.9	109.8
OOBA	108.5	108.8	109.4	107.2	107.0	106.7	105.3	106.7	109.6	114.8
PNDB	122.2	122.7	123.2	121.2	120.9	120.9	119.5	120.8	123.2	128.6
*STOPs 0										

Subtract 2.0 dB from all values of F3

YF-12 INLET NOISE SUPPRESSION
16:09 NOV 08,'79 TEST 9156
YF-12 INLET NOISE SUPPRESSION
RUN 155
SPIKE FORWARD
BYPASS DOORS OPEN
6600 RPM

RUN	134	135	136	137	138	139
FREQ (HZ)	TR 1 K1 0. DEG	TR 2 K6 0. DEG	TR 3 K3 0. DEG	TR 4 K8 0. DEG	TR 5 K5 0. DEG	TR 6 K10 0. DEG
50	108.4	141.5	126.2	133.0	127.2	148.8
63	109.3	142.7	127.6	133.9	128.3	149.0
80	111.0	143.6	128.7	135.5	130.0	149.6
100	114.7	145.1	131.2	137.3	132.0	150.0
125	126.0	146.4	132.8	139.2	133.4	150.6
160	125.6	147.5	134.6	140.8	135.3	150.3
200	131.0	150.6	138.9	142.8	137.5	151.4
250	132.3	152.6	139.7	143.5	137.7	151.3
315	133.0	155.5	142.0	142.3	137.8	152.0
400	131.9	156.0	144.1	139.9	138.0	153.4
500	129.4	152.8	145.4	137.7	137.5	152.7
630	127.2	147.7	144.9	136.7	138.0	152.6
800	127.4	142.7	141.2	137.4	142.5	152.1
1K	127.7	140.5	136.7	138.6	139.0	151.1
1.25K	127.8	140.7	136.4	138.0	136.3	151.2
1.6K	127.3	137.8	136.9	137.5	137.7	150.1
2K	128.4	136.9	137.0	136.8	139.9	149.5
2.5K	129.0	136.8	137.1	136.5	138.8	148.9
3.15K	129.0	137.0	136.6	136.1	138.0	148.0
4K	128.1	137.0	136.0	135.5	136.9	147.3
5K	126.4	137.1	134.8	135.1	135.6	147.0
6.3K	124.9	137.5	133.9	134.1	134.5	146.6
8K	123.3	137.2	133.2	133.3	133.3	145.6
10K	122.0	136.0	132.6	132.9	132.3	144.8
63	114.5	147.4	132.4	139.0	133.4	153.9
125	129.0	151.2	137.9	144.1	138.6	155.1
250	136.9	158.2	145.2	147.7	142.4	156.3
500	134.7	158.1	149.6	143.1	142.6	157.7
1K	132.4	146.2	143.5	142.8	144.7	156.2
2K	133.0	142.0	141.8	141.7	143.7	154.3
4K	132.7	141.8	140.6	140.3	141.7	152.2
8K	128.3	141.7	138.0	138.2	138.2	150.5
LP-8	141.8	162.0	152.7	152.1	150.8	164.1
SIL	132.7	143.3	142.0	141.6	143.4	154.2
8DBA	139.7	156.7	150.4	148.8	149.7	161.5
PNDB	153.7	169.9	163.0	162.8	163.1	175.0

YF-12 INLET NOISE SUPPRESSION
16:09 NOV 08,'79 TEST 9156
YF-12 INLET NOISE SUPPRESSION
RUN 155
SPIKE FORWARD
BYPASS DOORS OPEN
6600 RPM

RUN	140	141			
FREQ (HZ)	TR 7 K14 0. DEG	TR 8 K12 0. DEG			
50	121.9	118.9			
63	123.9	120.6	—	—	
80	124.6	122.0			
100	126.7	124.6			
125	127.4	126.2	—	—	
160	128.6	127.1			
200	130.5	129.9			
250	133.6	132.0	—	—	
315	136.2	134.2			
400	137.7	134.3			
500	144.1	134.4	—	—	
630	145.9	137.1			
800	143.3	139.9			
1K	140.7	135.1	—	—	
1.25K	140.0	134.9			
1.6K	142.4	134.4			
2K	142.7	136.8	—	—	
2.5K	143.6	137.4			
3.15K	146.3	139.0			
4K	147.4	141.0	—	—	
5K	146.1	139.8			
6.3K	145.5	139.1			
8K	144.9	138.6	—	—	
10K	143.8	138.0			
			—	—	
63	128.4	125.5			
125	132.4	130.9			
250	138.8	137.2	—	—	
500	148.5	140.2			
1K	146.4	142.1			
2K	147.7	141.1	—	—	
4K	151.4	144.8			
8K	149.5	143.4			
			—	—	
LP-8	156.1	149.9			
SIL	148.5	142.7	—	—	
ODBA	156.0	149.7			
PNDB	169.9	163.8			

*STOP. 0

YF-12 INLET NOISE SUPPRESSION
10124 DEC 12,'79 TEST 9477
YF-12 INLET NOISE SUPPRESSION
RUN 158
SPIKE FORWARD
BYPASS DOORS CLOSED
5000 RPM

BL TAPED

RUN	102	103	107	108	109	110	111	112	113	114
FREQ (HZ)	TR 1 F1 0° DEG	TR 2 F2 10° DEG	TR 3 F3 20° DEG	TR 4 F4 30° DEG	TR 5 F5 40° DEG	TR 6 F6 50° DEG	TR 7 F7 70° DEG	TR 8 F8 90° DEG	TR 9 F9 110° DEG	TR10 F10 135° DEG
50	81.6	82.8	88.9	83.2	82.7	82.7	86.3	88.5	90.7	93.9
63	81.9	81.0	87.1	80.6	82.9	85.5	85.5	88.6	90.7	92.1
80	88.0	85.7	92.1	85.8	86.9	87.8	87.2	88.9	90.2	93.1
100	88.9	86.2	92.2	87.3	87.3	87.4	87.8	88.7	89.5	93.5
125	94.2	92.6	99.1	93.0	93.3	93.3	92.7	92.2	91.7	95.1
160	91.1	91.5	97.0	92.8	92.2	92.8	91.8	91.6	90.4	98.0
200	91.9	94.1	100.0	94.2	92.5	94.3	91.0	91.5	90.5	98.3
250	91.6	91.0	98.6	91.4	91.9	90.1	90.3	88.9	90.8	99.0
315	89.7	89.6	95.2	90.8	89.5	90.2	88.5	88.2	89.9	96.8
400	90.4	91.1	98.0	91.3	90.1	90.3	88.6	88.4	89.6	97.1
500	94.5	95.7	99.8	93.7	92.5	91.8	91.0	90.3	92.6	97.4
630	94.9	95.3	100.8	94.2	93.7	93.8	93.0	92.3	93.4	97.7
800	95.7	96.1	100.3	94.5	93.5	93.6	91.9	91.2	92.4	96.3
1K	94.8	94.7	99.3	93.4	93.0	93.2	91.1	90.5	91.9	95.7
1.25K	93.6	93.4	97.3	92.2	92.5	92.3	90.6	89.1	89.9	93.5
1.6K	93.4	93.2	97.8	92.7	93.2	93.1	90.7	88.7	89.3	91.1
2K	95.8	95.6	99.7	93.3	93.7	93.7	91.1	89.0	89.1	90.7
2.5K	102.7	102.8	106.7	99.7	98.8	97.8	93.0	89.7	88.7	91.8
3.15K	100.1	101.9	105.6	100.2	99.1	98.3	94.9	90.3	87.5	90.9
4K	94.9	97.3	100.2	94.3	94.0	93.6	90.3	87.5	84.8	88.6
5K	93.6	95.0	98.0	92.4	91.3	90.4	87.7	84.7	84.2	88.6
6.3K	91.3	93.1	94.9	90.3	90.2	88.5	86.5	85.0	84.7	88.8
8K	90.9	92.7	96.1	90.9	90.1	89.7	88.6	88.5	89.0	97.3
10K	87.9	88.9	92.1	86.6	85.5	84.9	84.2	81.7	81.5	90.8
63	89.7	88.4	94.7	88.5	89.4	90.6	91.1	93.4	95.3	97.9
125	96.7	95.6	101.7	96.5	96.3	96.6	96.0	95.9	95.4	100.7
250	95.9	96.8	103.1	97.2	96.3	96.8	94.8	94.5	95.2	102.9
500	98.5	99.3	104.4	98.0	97.1	97.0	96.0	95.4	96.9	102.2
1K	99.5	99.6	103.9	98.2	97.8	97.8	96.0	95.1	96.3	100.1
2K	103.9	103.9	107.9	101.2	100.8	100.2	96.5	93.9	93.8	96.0
4K	102.0	103.8	107.2	101.7	100.8	100.1	96.8	92.8	90.5	94.3
8K	95.0	96.7	99.4	94.4	93.9	92.9	91.6	90.7	90.9	98.7
LP-8	108.4	109.0	113.3	107.3	106.7	106.4	104.3	103.3	103.8	108.9
SIL	101.8	102.5	106.3	100.4	99.4	99.4	96.4	94.0	93.6	96.8
80BA	108.4	109.1	113.0	106.9	106.3	105.8	102.9	100.8	101.1	105.5
PNDB	122.9	123.4	127.4	121.7	121.0	120.5	117.8	115.2	114.5	119.2

STOP 0

Subtract 1.0 dB from all values of F3

YF-12 INLET NOISE SUPPRESSION
12122 DEC 07,'79 TEST 935R
YF-12 INLET NOISE SUPPRESSION
RUN 15R
SPIKE FORWARD
BYPASS DOORS CLOSED
5000 RPM

RUN	72	73	74	75	76	77	78	79
FREQ (HZ)	TR 1 K1 0. DEG	TR 2 K6 0. DEG	TR 3 K3 0. DEG	TR 4 K8 0. DEG	TR 5 K5 0. DEG	TR 6 K10 0. DEG	TR 7 K14 0. DEG	TR 8 K12 0. DEG
50	104.8	142.2	126.2	133.3	128.1	133.1	117.7	122.4
63	107.1	143.2	127.9	134.8	128.3	135.7	119.5	122.3
80	109.2	144.5	129.6	135.9	130.1	136.4	120.4	122.5
100	111.4	145.4	131.7	137.9	132.4	135.1	121.6	123.1
125	120.0	146.7	132.7	139.2	133.0	139.0	122.6	124.0
160	122.0	148.0	134.1	140.3	134.7	139.5	123.6	124.9
200	126.9	151.1	139.0	142.3	136.4	139.6	125.1	126.2
250	126.3	152.8	139.6	142.9	137.9	138.3	126.2	126.6
315	125.3	155.7	142.0	142.0	137.7	136.2	128.3	126.3
400	123.5	156.3	144.0	139.9	138.0	135.3	130.6	126.2
500	122.1	153.1	145.1	137.8	137.1	135.0	135.3	126.1
630	118.9	148.2	144.2	136.8	137.2	135.4	137.7	127.3
800	119.5	143.5	141.0	137.2	141.5	135.4	135.5	129.1
1K	118.9	141.2	136.0	137.3	137.9	134.2	130.9	125.7
1.25K	118.6	141.1	134.5	136.4	134.4	134.2	130.4	124.2
1.6K	118.8	137.9	134.5	134.9	134.4	134.3	132.7	126.4
2K	120.9	137.0	135.5	134.7	137.1	135.5	133.2	129.3
2.5K	127.9	138.1	141.2	139.1	142.4	142.4	141.0	139.1
3.15K	129.1	140.2	142.5	141.7	143.7	144.4	143.1	140.5
4K	124.3	138.6	138.4	137.3	138.3	138.6	138.5	133.6
5K	122.2	137.7	136.1	135.9	136.7	138.1	138.2	133.6
6.3K	122.1	138.5	136.6	136.6	137.3	140.1	140.3	136.0
8K	120.6	138.3	135.6	135.8	136.0	138.4	138.8	135.6
10K	119.3	137.4	134.9	135.6	135.1	137.4	138.4	135.7
63	112.6	148.2	132.9	139.5	133.7	140.1	124.1	127.2
125	124.3	151.6	137.7	144.0	138.3	143.0	127.4	128.8
250	131.0	158.4	145.2	147.2	142.0	143.0	131.5	131.2
500	126.7	158.4	149.2	143.2	142.2	140.0	140.1	131.3
1K	123.8	146.9	142.9	141.8	143.5	139.4	137.7	131.6
2K	129.1	142.5	142.9	141.5	144.0	143.7	142.2	132.7
4K	131.0	143.8	144.6	143.8	145.4	146.2	145.4	142.0
8K	125.6	142.9	140.6	140.8	141.0	143.6	144.0	140.5
LP-8	136.7	162.3	153.1	152.4	151.3	151.9	149.8	146.2
SIL	128.0	144.4	143.5	142.4	144.3	143.1	141.7	137.8
OVRA	135.6	157.2	151.3	149.6	150.8	150.8	149.9	146.4
PNDB	150.7	170.5	168.6	165.1	163.6	166.2	164.2	160.9
*STOPS.0								

YF-12 INLET NOISE SUPPRESSION
13141 APR PR,'80 TEST 10679
YF-12 INLET NOISE SUPPRESSION
RUN 159
SPIKE FORWARD
BYPASS DOORS CLOSED
5600 RPM

RUN	24	25	26	27	28	29	30	31	32	33
FREQ (HZ)	TR 1 F1 0° DEG	TR 2 F2 10° DEG	TR 3 F3 20° DEG	TR 4 F4 30° DEG	TR 5 F5 40° DEG	TR 6 F6 60° DEG	TR 7 F7 70° DEG	TR 8 F8 90° DEG	TR 9 F9 110° DEG	TR10 F10 135° DEG
50	83.7	84.5	83.6	84.6	83.6	84.5	87.3	89.3	91.2	97.3
63	86.4	85.7	85.3	85.1	86.9	88.9	88.9	92.1	93.3	96.3
80	89.0	87.5	87.2	87.3	88.7	89.0	89.2	91.2	92.5	96.5
100	92.1	89.5	88.9	89.9	90.2	90.7	91.4	92.0	92.4	97.3
125	93.0	91.3	91.6	90.8	91.3	91.3	91.6	91.9	91.8	98.3
160	95.2	94.7	94.1	94.7	95.0	94.8	93.2	93.1	92.5	100.6
200	93.8	95.4	96.7	97.0	95.9	96.5	93.8	93.2	93.8	100.4
250	93.9	93.1	94.8	94.1	94.3	93.0	93.2	91.6	93.5	101.5
315	92.7	92.4	92.3	93.4	91.7	92.2	90.1	90.4	91.6	99.0
400	93.6	93.8	94.8	93.8	91.8	91.5	89.6	89.7	90.8	98.7
500	96.9	97.7	96.4	95.9	93.5	92.4	90.6	89.2	90.3	96.2
630	96.7	96.0	96.2	95.4	94.2	92.9	91.9	89.2	90.7	95.2
800	96.6	96.8	95.0	94.6	93.0	92.2	89.8	88.9	90.1	93.6
1K	96.5	95.8	94.0	93.6	92.3	91.3	89.0	87.8	90.1	92.7
1.25K	95.9	95.1	93.3	93.1	92.2	91.4	89.0	87.9	91.7	97.1
1.6K	95.2	94.1	93.1	93.2	92.4	91.7	88.1	85.8	87.7	90.8
2K	95.5	95.1	93.8	92.3	91.6	91.2	88.0	85.8	87.1	88.5
2.5K	98.5	98.5	97.0	95.7	94.0	93.0	88.9	85.7	85.7	88.4
3.15K	99.0	100.0	98.2	98.3	95.7	94.2	91.4	87.9	86.2	88.6
4K	96.3	97.8	95.6	94.8	93.9	92.5	89.7	87.4	84.7	88.3
5K	93.7	94.7	92.4	92.1	90.4	89.0	87.0	84.6	84.5	87.6
6.3K	90.5	92.3	88.7	89.1	88.2	86.2	84.3	84.1	84.1	87.6
8K	89.8	91.6	89.8	90.1	88.5	87.9	87.3	88.4	89.6	95.0
10K	87.1	88.2	86.3	86.8	85.4	84.6	85.6	85.2	86.5	95.9
63	91.7	90.8	90.4	90.6	91.7	92.7	93.3	95.8	97.2	101.5
125	98.4	97.2	96.8	97.1	97.5	97.4	96.9	97.2	97.0	103.7
250	98.3	98.6	99.7	99.9	99.1	99.1	97.4	96.7	97.9	105.2
500	100.7	100.9	100.6	99.9	98.1	97.0	95.6	94.2	95.4	101.7
1K	101.1	100.7	98.9	98.6	97.3	96.4	94.0	93.0	95.5	99.7
2K	101.5	101.1	99.7	98.8	97.5	96.8	93.1	90.6	91.7	94.2
4K	101.7	102.8	100.8	100.6	98.6	97.1	94.5	91.6	90.0	93.0
8K	94.1	95.8	93.3	93.7	92.3	91.2	90.6	91.1	92.1	98.8
LP-6	108.5	108.7	107.7	107.4	106.2	105.6	103.9	103.4	104.4	110.3
SIL	101.4	101.5	99.8	99.3	97.8	96.8	93.9	91.7	92.4	95.6
OOBA	107.7	108.0	106.5	106.0	104.4	103.4	100.9	99.2	100.2	105.1
PNDB	122.1	122.6	121.1	121.0	119.3	118.2	116.0	114.1	114.1	118.7

*STOP= 0

YF-12 INLET NOISE SUPPRESSION
11139 JUN 05,'80 TEST 11117
YF-12 INLET NOISE SUPPRESSION
RUN 159
SPIKE FORWARD
BYPASS DOORS CLOSED
5600 RPM

RUN	16	17	18	19	20	21	22	23
FREQ (HZ)	TR 1 K1 0. DEG	TR 2 K6 0. DEG	TR 3 K3 0. DEG	TR 4 K8 0. DEG	TR 5 K5 0. DEG	TR 6 K10 0. DEG	TR 7 K14 0. DEG	TR 8 K12 0. DEG
50	112.7	143.6	127.3	134.9	129.1	134.4	119.2	121.0
63	113.4	144.7	129.3	135.9	130.0	137.3	121.3	122.2
80	115.5	145.5	130.7	137.7	131.7	137.0	121.8	122.6
100	117.9	147.2	133.8	139.6	134.0	137.6	123.6	124.1
125	122.5	148.3	133.6	140.7	134.3	140.9	124.7	126.0
160	129.3	149.8	135.0	142.8	136.6	141.3	125.9	126.7
200	133.7	153.1	140.8	144.4	138.3	142.7	128.0	129.1
250	134.0	155.5	141.7	145.1	139.8	142.2	129.4	130.3
315	132.6	158.2	143.5	143.7	140.3	139.1	131.3	130.0
400	131.1	159.1	145.8	142.4	140.9	138.4	132.9	129.8
500	129.9	156.1	147.0	140.4	140.1	138.4	138.9	129.9
630	126.4	150.9	146.3	139.6	140.7	139.2	141.3	131.5
800	127.0	146.6	144.4	140.5	145.3	139.1	139.1	132.4
1K	126.7	144.6	139.4	140.6	140.4	137.8	135.0	130.5
1.25K	126.5	144.4	138.0	139.8	138.0	138.3	134.4	128.5
1.6K	126.1	141.3	138.3	138.6	138.3	138.4	136.6	130.4
2K	126.0	140.5	138.8	137.9	140.1	138.8	136.5	132.4
2.5K	128.6	140.1	140.2	138.5	141.4	140.6	140.3	135.6
3.15K	130.8	140.9	142.7	141.8	144.6	145.6	147.5	143.5
4K	129.8	141.0	142.1	141.8	143.3	144.3	143.9	139.1
5K	127.7	140.2	139.5	139.9	140.2	142.3	141.7	136.8
6.3K	126.5	140.3	138.2	138.6	139.1	142.2	143.1	138.9
8K	125.2	140.6	137.5	138.3	138.2	141.5	141.9	138.0
10K	123.9	140.4	136.8	137.6	137.0	140.0	141.5	137.9
63	118.8	149.4	134.1	141.1	135.2	141.2	125.7	126.8
125	130.4	153.3	138.9	146.0	139.9	145.0	129.6	130.5
250	138.2	160.8	146.9	149.2	144.3	146.4	134.6	134.6
500	134.3	161.3	151.2	145.7	145.3	143.5	143.6	135.3
1K	131.5	150.1	146.3	145.1	147.1	143.2	141.5	135.5
2K	131.8	145.5	144.0	143.1	144.9	144.1	143.0	138.1
4K	134.4	145.5	146.4	146.0	147.8	149.0	149.8	145.5
8K	130.1	145.2	142.3	142.9	142.9	146.1	147.0	143.1
LP.8	142.4	164.9	155.0	154.6	153.7	154.4	153.1	148.7
SIL	132.6	147.0	145.6	144.8	146.6	145.5	144.7	139.7
OUBA	139.9	159.9	153.3	151.9	153.0	153.1	153.3	148.8
PNDB	154.7	173.0	167.0	166.7	167.5	168.4	167.9	163.7

STOP 0

YF-12 INLET NOISE SUPPRESSION
16154 DEC 13,'79 TEST 9477
YF-12 INLET NOISE SUPPRESSION
RUN 160
SPIKE FORWARD
BYPASS DOORS CLOSED
6000 RPM

RUN	123	124	125	126	127	128	129	130	131	132
FREQ (HZ)	TR 1 F1 0. DEG	TR 2 F2 10. DEG	TR 3 F3 20. DEG	TR 4 F4 30. DEG	TR 5 F5 40. DEG	TR 6 F6 50. DEG	TR 7 F7 70. DEG	TR 8 F8 90. DEG	TR 9 F9 110. DEG	TR10 F10 135. DEG
50	82.5	82.4	89.0	83.9	83.7	84.4	86.4	88.5	90.3	97.8
63	86.5	85.8	92.2	85.2	87.6	89.8	88.9	92.2	93.8	98.2
80	89.2	87.7	94.2	87.7	89.1	89.8	90.3	91.8	93.6	98.2
100	92.7	90.2	96.0	90.9	90.8	91.3	91.6	93.6	94.6	98.9
125	92.1	90.3	97.1	90.6	91.2	91.5	92.9	93.7	93.8	100.5
160	95.1	94.8	100.3	95.0	95.4	95.4	94.2	94.0	94.5	102.9
200	93.9	95.3	102.9	96.1	95.8	95.9	94.1	94.5	95.4	101.7
250	95.4	95.1	102.4	95.5	96.4	95.1	95.5	93.7	95.4	102.5
315	94.3	94.0	99.5	94.6	93.2	93.9	91.8	92.8	93.5	100.3
400	94.5	95.1	101.9	94.7	93.1	92.9	91.5	91.5	93.0	99.5
500	96.2	97.4	101.7	95.7	93.9	93.3	91.9	90.8	92.1	97.2
630	96.0	95.8	101.7	95.0	93.7	93.0	91.5	90.7	93.1	96.3
800	96.3	96.7	100.5	94.6	93.3	92.9	91.4	91.0	92.8	95.8
1K	96.5	96.5	100.4	93.9	93.2	92.3	90.8	90.6	93.3	95.6
1.25K	95.7	95.8	99.6	93.8	93.6	93.1	91.3	91.4	97.8	99.4
1.6K	94.2	94.0	98.4	91.9	91.6	91.3	89.4	89.6	93.8	97.2
2K	94.8	95.4	100.1	92.4	91.3	90.8	88.6	87.8	89.8	92.8
2.5K	95.0	95.9	99.9	93.1	92.0	91.2	88.2	87.0	88.1	92.0
3.15K	95.4	96.9	100.5	94.8	93.0	91.5	89.6	88.4	88.1	90.7
4K	94.1	96.3	99.4	92.3	91.8	90.7	88.4	88.2	88.2	91.4
5K	91.8	93.8	96.4	90.2	88.8	87.8	86.5	85.6	87.4	91.5
6.3K	88.3	91.0	92.9	87.4	86.9	85.1	83.7	84.1	85.2	88.8
8K	88.0	90.8	94.5	89.1	88.1	87.7	87.2	88.2	90.1	93.1
10K	85.8	87.6	91.6	86.5	85.5	85.2	86.6	86.5	89.5	96.5
63	91.6	90.6	97.1	90.8	92.1	93.4	93.6	95.9	97.6	102.8
125	98.3	97.1	102.9	97.5	97.8	97.9	97.8	98.6	99.1	105.9
250	99.4	99.6	106.6	100.2	100.1	99.8	98.8	98.5	99.6	106.4
500	100.4	101.0	106.6	99.9	98.3	97.8	96.4	95.8	97.5	102.6
1K	100.9	101.1	105.0	98.9	98.2	97.6	95.9	95.8	100.1	102.1
2K	99.4	100.0	104.3	97.3	96.4	95.9	93.6	93.0	96.0	99.6
4K	98.8	100.6	103.9	97.6	96.3	95.0	93.1	92.4	92.7	96.0
8K	92.3	94.8	98.0	92.4	91.7	90.9	90.9	91.4	93.5	98.6
LP=8	107.6	108.2	113.1	106.8	106.2	105.8	104.7	104.9	106.7	111.9
SIL	99.7	100.6	104.4	97.9	97.0	96.2	94.2	93.7	96.2	99.2
ADBA	106.2	107.0	111.2	104.7	103.8	103.1	101.3	101.0	103.8	107.3
PNDB	120.0	121.1	125.3	119.2	118.0	117.2	115.7	115.2	116.7	120.8

STOP 0

Subtract 1.0 dB from all values of F3

YF-12 INLET NOISE SUPPRESSION
12:29 DEC 07,'79 TEST 9358
YF-12 INLET NOISE SUPPRESSION
RUN 160
SPIKE FORWARD
BYPASS DOORS CLOSED
6000 RPM

RUN	83	84	85	86	87	88	89	90
FREQ (HZ)	TR 1 K1 0. DEG	TR 2 K6 0. DEG	TR 3 K3 0. DEG	TR 4 K8 0. DEG	TR 5 K5 0. DEG	TR 6 K10 0. DEG	TR 7 K14 0. DEG	TR 8 K12 0. DEG
50	109.7	143.9	128.3	135.0	129.0	135.3	118.9	118.4
63	110.5	145.1	129.9	136.7	130.5	137.3	121.0	120.1
80	111.8	146.3	131.4	138.2	132.3	136.8	122.1	121.3
100	114.1	147.4	135.0	140.0	134.4	139.1	123.7	123.0
125	117.4	148.7	134.6	141.2	134.6	142.4	125.5	126.0
160	125.2	150.2	135.1	143.6	136.6	141.0	126.2	127.0
200	129.4	153.5	140.7	145.6	138.8	143.4	128.5	129.2
250	131.5	156.4	143.1	146.0	140.5	142.8	130.7	131.0
315	129.5	159.0	143.9	144.6	141.3	140.2	132.4	131.9
400	127.7	160.4	146.7	143.5	142.0	140.1	133.8	131.0
500	125.5	157.3	148.1	141.6	141.5	140.0	140.1	131.5
630	121.9	152.5	147.7	141.0	142.4	141.2	143.3	135.3
800	122.6	148.3	146.1	142.2	147.0	140.8	141.7	135.4
1K	123.0	146.3	141.0	142.2	142.0	139.6	137.3	131.6
1.25K	123.1	146.0	139.8	141.6	139.9	140.5	136.4	131.7
1.6K	120.3	143.0	140.0	140.1	139.7	140.0	139.2	134.3
2K	121.1	142.1	140.5	139.6	141.7	140.4	138.7	135.3
2.5K	121.5	141.8	141.0	139.6	142.3	141.6	141.7	139.4
3.15K	122.8	141.9	143.0	142.4	145.7	146.5	151.0	147.7
4K	122.6	142.2	143.9	144.5	146.4	148.5	150.0	146.0
6K	121.4	141.9	142.4	143.7	144.1	147.1	146.5	141.5
6.3K	120.9	141.7	140.7	141.4	141.8	145.6	145.9	141.1
8K	120.3	141.8	139.4	140.7	140.4	144.3	145.5	141.4
10K	119.4	142.0	138.7	140.1	139.1	142.9	144.3	140.2
63	115.5	150.0	134.8	141.6	135.6	141.3	125.7	124.9
125	126.1	153.7	139.7	146.6	140.1	145.8	130.0	130.4
250	135.0	161.6	147.5	150.2	145.1	147.1	135.6	135.6
500	130.9	162.6	152.3	146.9	146.7	145.2	145.3	137.8
1K	127.7	151.8	148.0	146.8	148.8	145.1	143.9	138.1
2K	125.8	147.1	145.3	144.6	146.2	145.5	149.8	141.7
4K	127.1	146.8	147.9	148.4	150.3	152.2	154.4	150.5
8K	125.0	146.6	144.4	145.5	148.4	149.1	150.0	145.7
LP-8	138.1	165.9	156.3	156.0	155.5	156.5	156.7	152.6
SIL	126.8	148.6	147.1	146.6	148.4	147.6	147.7	143.4
ODBA	134.6	161.1	154.7	153.7	155.0	155.7	157.1	153.1
PNDB	148.7	174.3	168.3	168.7	169.2	170.8	171.1	167.5

STOP 0

YF-12 INLET NOISE SUPPRESSION
12:25 DEC 13,'79 TEST 9477
YF-12 INLET NOISE SUPPRESSION
RUN 161
SPIKE FORWARD
BYPASS DOORS CLOSED
6200 RPM BL TAPED

RUN	134	135	136	137	138	139	140	141	142	143
FREQ (HZ)	TR 1 F1 0° DEG	TR 2 F2 10° DEG	TR 3 F3 20° DEG	TR 4 F4 30° DEG	TR 5 F5 40° DEG	TR 6 F6 50° DEG	TR 7 F7 70° DEG	TR 8 F8 90° DEG	TR 9 F9 110° DEG	TR10 F10 135° DEG
50	83.6	83.7	90.4	85.7	85.6	85.8	87.6	89.9	91.3	99.7
63	88.0	87.5	94.1	87.2	88.9	90.9	90.1	93.5	94.9	100.1
80	89.6	88.4	95.2	89.2	90.6	90.9	91.6	93.6	95.1	100.2
100	93.5	91.1	96.8	91.7	91.6	92.2	92.6	95.0	96.2	100.8
125	92.9	91.0	97.8	91.7	92.5	92.5	94.0	95.3	95.4	102.0
160	96.0	95.8	100.8	95.9	96.2	95.9	95.1	95.0	95.8	104.9
200	94.3	95.4	102.8	96.1	96.1	96.2	94.4	95.3	96.4	102.6
250	96.3	96.1	103.6	96.4	97.6	95.7	95.8	94.7	96.6	103.9
315	95.5	95.2	100.6	96.1	94.5	95.0	93.2	93.9	94.9	101.0
400	94.5	95.2	101.8	95.0	93.8	93.3	92.0	92.1	94.4	100.4
500	95.0	96.4	101.1	94.9	93.5	92.5	91.8	91.3	93.3	98.4
630	94.5	94.8	100.6	94.2	93.2	92.6	91.3	91.3	93.9	97.6
800	96.0	96.3	100.3	94.4	93.5	93.4	91.7	92.1	94.0	97.2
1K	96.3	96.4	100.5	94.3	93.7	93.0	91.5	91.5	94.6	96.7
1.25K	94.7	95.0	99.2	93.5	93.5	93.0	91.2	91.8	97.2	98.2
1.6K	93.7	93.6	98.8	92.6	92.6	92.3	91.2	92.1	97.3	100.9
2K	93.3	93.9	98.9	91.6	90.7	90.3	88.6	87.9	91.4	95.5
2.5K	91.4	92.6	96.4	90.2	89.6	89.2	87.2	87.0	89.3	93.6
3.15K	89.9	91.8	95.6	90.3	89.0	88.1	87.0	87.3	88.2	91.9
4K	89.1	91.4	94.6	88.1	87.9	87.7	86.2	87.2	89.0	91.9
5K	87.1	89.1	92.1	86.6	86.6	85.2	85.0	85.6	88.4	92.6
6.3K	83.6	86.4	88.7	84.0	84.0	82.8	82.2	83.2	86.5	89.3
8K	83.7	86.5	91.0	86.1	85.8	85.7	85.8	87.1	89.6	92.3
10K	82.2	84.1	88.9	84.5	83.7	83.9	85.8	85.9	89.8	95.5
63	92.5	91.7	98.4	92.4	93.6	94.5	94.8	97.4	98.9	104.8
125	99.1	98.1	103.6	98.3	98.7	98.7	98.8	99.9	100.6	107.7
250	100.2	100.4	107.3	101.0	101.0	100.4	99.4	99.4	100.8	107.2
500	99.5	100.3	106.0	99.5	98.3	97.6	96.5	96.4	98.7	103.7
1K	100.5	100.7	104.8	98.9	98.3	97.9	96.2	96.6	100.2	102.2
2K	97.7	98.2	103.0	96.4	95.9	95.6	94.1	94.4	98.8	102.6
4K	93.6	95.7	99.1	93.4	92.5	92.0	90.9	91.6	93.3	96.9
8K	88.0	90.6	94.4	89.7	89.4	89.0	89.7	90.5	93.4	97.8
LP-8	106.9	107.2	112.7	106.5	106.3	105.9	105.1	105.8	107.9	113.2
SIL	97.3	98.2	102.3	96.2	95.6	95.2	93.8	94.2	97.5	100.6
8DBA	104.5	105.1	109.8	103.6	103.0	102.5	101.2	101.5	104.8	108.4
PNDB	117.2	118.2	122.8	116.9	116.2	115.8	114.8	115.3	118.4	122.6

STOP 0

Subtract 6.0 dB from all values of F3

YF-12 INLET NOISE SUPPRESSION
11157 DEC 07,'79 TEST 935A
YF-12 INLET NOISE SUPPRESSION
RUN 161
SPIKE FORWARD
BYPASS DOORS CLOSED
6200 RPM

RUN	94	95	96	97	98	99	100	101
FREQ (HZ)	TR 1 K1 0. DEG	TR 2 K6 0. DEG	TR 3 K3 0. DEG	TR 4 K8 0. DEG	TR 5 K5 0. DEG	TR 6 K10 0. DEG	TR 7 K14 0. DEG	TR 8 K12 0. DEG
50	110.1	144.0	128.6	135.6	129.3	136.1	121.4	118.3
63	110.6	145.2	130.3	136.9	130.5	137.9	121.5	120.5
80	111.8	146.2	131.5	138.7	131.9	137.2	122.6	121.6
100	114.5	147.6	135.6	140.8	134.6	140.0	124.6	123.5
125	117.7	148.8	135.3	141.8	134.7	143.4	125.9	126.2
160	126.0	150.4	135.2	144.1	136.8	141.4	127.1	127.8
200	129.4	153.5	140.5	146.1	139.1	144.2	128.6	129.6
250	132.1	157.0	143.9	146.2	130.7	143.3	131.5	131.7
315	130.4	159.5	143.9	145.1	141.8	140.7	133.4	133.2
400	128.0	160.8	144.8	144.0	142.6	140.9	134.4	132.0
500	124.2	157.7	148.3	142.2	142.3	141.0	140.8	132.7
630	121.1	153.0	148.2	141.8	143.2	142.4	143.4	135.4
800	122.6	148.9	146.9	142.9	148.1	142.2	142.5	137.0
1K	123.2	146.9	142.1	142.9	142.9	140.8	138.5	136.4
1.25K	122.7	146.5	140.9	142.4	141.0	141.7	137.4	137.3
1.6K	119.2	143.6	141.0	140.9	140.5	141.1	140.1	135.2
2K	120.0	142.7	141.4	140.4	142.4	141.5	140.4	136.5
2.5K	119.1	142.3	141.2	140.2	142.2	142.0	142.6	139.0
3.15K	118.9	142.1	141.5	141.1	143.6	144.3	148.3	141.5
4K	118.9	141.7	142.0	142.7	143.3	146.6	149.2	144.1
5K	118.0	141.6	141.3	142.6	142.9	146.4	146.3	141.3
6.3K	118.0	141.6	140.3	141.0	141.1	145.1	145.7	140.0
8K	117.6	141.5	139.2	140.1	139.6	143.4	145.4	140.1
10K	116.8	141.1	138.6	139.5	138.4	142.3	144.0	139.2
63	115.7	150.0	145.0	142.0	135.6	141.9	126.7	125.1
125	126.8	153.8	140.1	147.2	140.3	146.6	130.7	131.0
250	135.5	162.0	147.8	150.6	145.4	147.7	136.9	136.5
500	130.1	163.0	152.6	147.6	147.5	146.3	145.6	138.4
1K	127.6	152.3	148.9	147.5	149.8	146.4	144.8	141.7
2K	124.2	147.7	146.0	145.3	146.6	148.3	146.0	142.0
4K	123.2	146.6	146.4	147.0	148.4	150.7	153.1	147.2
8K	122.3	146.2	144.2	145.0	144.6	148.8	149.8	144.6
LP-8	138.0	166.3	156.5	156.2	155.4	156.4	156.2	151.0
SIL	125.0	148.9	147.1	146.6	148.3	147.8	148.0	143.6
ODBA	133.6	161.5	154.8	153.6	154.6	155.2	156.4	151.1
PNDB	146.8	174.5	167.7	168.1	168.2	170.1	170.5	165.5

STOP 0

YF-12 INLET NOISE SUPPRESSION
16:41 DEC 13,'79 TEST 9477
YF-12 INLET NOISE SUPPRESSION
RUN 162
SPIKE FORWARD
BYPASS DOORS CLOSED
6400 RPM

RUN	145	146	147	148	149	150	151	152	153	154
FREQ (HZ)	TR 1 F1 0° DEG	TR 2 F2 10° DEG	TR 3 F3 20° DEG	TR 4 F4 30° DEG	TR 5 F5 40° DEG	TR 6 F6 50° DEG	TR 7 F7 70° DEG	TR 8 F8 90° DEG	TR 9 F9 110° DEG	TR10 F10 135° DEG
50	85.7	85.8	92.6	87.9	87.6	87.9	90.1	92.5	94.0	103.0
63	90.0	89.4	96.3	89.3	90.6	92.2	92.3	95.1	96.5	103.7
80	92.4	91.9	98.2	91.9	93.5	93.8	95.4	96.7	98.7	103.4
100	93.7	91.5	97.4	92.5	92.7	93.1	93.9	97.1	98.3	104.0
125	94.8	92.7	99.3	93.8	93.7	94.3	96.5	97.5	98.2	105.2
160	96.8	96.4	101.4	96.8	96.8	96.8	96.5	96.6	97.7	107.2
200	94.6	95.4	103.2	96.6	96.6	97.0	94.7	96.3	98.0	105.3
250	97.0	96.7	104.4	96.8	98.4	96.4	96.3	96.4	97.9	104.4
315	95.9	95.7	100.9	96.6	96.1	95.8	93.9	95.2	96.2	102.4
400	93.0	93.8	101.0	94.3	93.3	93.1	92.7	93.3	95.8	101.6
500	93.6	94.7	99.6	93.6	92.7	92.4	92.3	92.6	94.9	100.4
630	92.9	93.2	99.3	93.3	92.5	92.4	92.0	92.6	95.9	99.8
800	95.7	95.6	99.9	94.3	93.3	93.5	92.6	93.3	95.7	98.8
1K	95.8	95.8	100.5	94.6	94.0	93.8	93.5	93.7	96.1	97.6
1.25K	92.9	93.8	98.1	92.7	92.6	92.8	91.5	92.9	97.8	97.4
1.6K	92.7	92.9	98.0	92.6	91.7	92.5	91.7	93.9	100.0	100.2
2K	91.0	92.1	97.5	90.5	89.8	89.6	88.5	89.5	94.2	96.3
2.5K	88.6	90.4	95.2	88.8	88.5	88.7	87.3	88.9	91.5	93.7
3.15K	86.5	89.0	93.1	88.1	87.2	87.2	86.3	87.2	89.6	92.0
4K	86.2	88.1	92.1	86.2	86.2	87.5	85.0	86.8	89.9	91.6
5K	84.1	85.7	89.6	84.6	84.0	84.0	84.1	85.6	89.7	91.8
6.3K	81.0	83.5	86.5	82.2	82.6	81.7	81.3	83.1	86.1	89.0
8K	81.8	84.0	88.9	84.4	84.1	84.3	84.5	86.4	89.0	91.2
10K	80.9	82.1	87.2	82.9	82.3	82.9	84.7	85.4	89.5	93.8
63	95.0	94.5	101.0	94.8	95.9	96.7	97.9	99.9	101.5	108.1
125	100.1	98.8	104.5	99.3	99.4	99.8	100.6	101.8	102.9	110.4
250	100.7	100.7	107.8	101.5	101.7	101.2	99.9	100.8	102.2	108.9
500	97.9	98.7	104.8	98.5	97.6	97.4	97.1	97.6	100.3	105.4
1K	99.7	99.9	104.3	98.7	98.1	98.1	97.4	98.1	101.4	102.7
2K	95.8	96.7	101.8	96.7	95.0	95.6	94.3	96.2	101.4	102.3
4K	90.5	92.6	96.6	91.3	90.8	91.3	90.0	91.4	94.5	96.6
8K	86.0	88.0	92.5	88.0	87.9	87.9	88.6	89.9	93.2	96.6
LP-8	106.6	106.7	112.6	106.6	106.5	106.8	106.2	107.4	109.7	115.2
SIL	95.4	96.4	100.9	95.2	94.6	94.9	93.9	95.2	99.1	100.5
ODBA	103.2	103.8	108.8	103.0	102.4	102.8	101.7	102.8	106.5	109.0
PNDB	115.7	116.6	121.8	115.9	115.5	115.7	115.0	116.5	120.3	123.1

FORTRAN RUN-TIME ERROR IN '9BCDHEAD' CALLED AT LOC X'06A741'.
END-OF-FILE ON UNIT 105

CER

Subtract 6.0 dB from all values of F3

YF-12 INLET NOISE SUPPRESSION
12:15 DEC 07,'79 TEST 935A
YF-12 INLET NOISE SUPPRESSION
RUN 162
SPIKE FORWARD
BYPASS DOORS CLOSED
6400 RPM

RUN	105	106	107	108	109	110	111	112
FREQ (HZ)	TR 1 K1 0. DEG	TR 2 K6 0. DEG	TR 3 K3 0. DEG	TR 4 K8 0. DEG	TR 5 K5 0. DEG	TR 6 K10 0. DEG	TR 7 K14 0. DEG	TR 8 K12 0. DEG
50	107.5	144.3	128.9	135.4	129.3	136.2	120.2	118.9
63	109.1	145.5	130.1	136.9	130.3	137.8	121.7	120.5
80	110.1	146.8	131.6	139.0	132.5	136.9	123.2	122.0
100	113.6	148.1	135.6	140.7	134.3	140.6	124.7	123.5
125	117.2	148.9	135.6	142.1	135.0	143.4	126.8	126.5
160	125.6	150.4	135.6	144.5	137.0	142.0	128.0	128.5
200	128.9	153.6	140.4	146.7	139.6	144.8	129.3	130.1
250	131.9	157.1	144.3	146.5	141.1	144.0	132.0	131.9
315	130.7	159.7	144.0	145.6	142.1	141.1	134.1	133.5
400	126.9	161.0	147.0	144.4	142.8	141.6	135.1	132.7
500	122.5	158.1	148.8	142.7	142.8	141.3	141.9	133.2
630	118.7	153.3	148.6	142.3	143.9	142.7	143.7	135.6
800	122.3	149.3	147.7	143.6	148.7	142.7	142.7	138.8
1K	123.2	147.4	142.8	143.6	143.6	141.4	139.3	142.2
1.25K	121.5	147.1	141.6	143.1	141.7	142.5	138.3	138.3
1.6K	117.9	144.1	141.8	141.5	141.1	141.7	140.0	135.9
2K	118.5	143.1	141.9	141.0	142.8	142.0	140.7	136.4
2.5K	117.3	142.9	141.4	140.5	142.2	142.2	142.8	138.3
3.15K	116.6	142.5	141.1	140.7	142.2	142.8	146.4	139.9
4K	116.3	141.9	140.9	141.3	142.2	144.3	148.5	142.1
5K	116.1	141.6	140.4	141.4	141.4	144.7	145.5	140.2
6.3K	116.5	141.6	139.8	140.3	140.1	143.9	145.0	139.3
8K	116.2	141.7	139.1	139.6	138.8	142.3	144.7	139.0
10K	115.5	141.3	138.7	139.1	137.7	141.3	143.4	138.3
63	113.8	150.5	135.2	142.1	135.7	141.8	126.7	125.4
125	126.5	154.0	140.4	147.5	140.4	146.9	131.5	131.4
250	135.5	162.2	148.0	151.0	145.8	148.4	137.0	136.8
500	128.7	163.3	153.0	148.0	148.0	146.7	146.1	138.8
1K	127.2	152.8	149.6	148.2	150.5	147.0	148.3	144.9
2K	122.7	148.2	146.5	145.8	146.8	146.7	146.1	141.8
4K	121.1	146.7	145.6	145.9	146.7	148.8	151.7	145.6
8K	120.9	146.3	144.0	144.6	143.8	147.4	149.2	143.7
LP-8	137.5	166.5	166.7	156.4	155.4	156.1	155.5	150.8
SIL	123.6	149.2	147.2	146.6	148.0	147.5	147.7	149.1
OOBA	132.7	161.8	155.0	153.7	154.5	154.6	155.6	150.7
PNDB	145.9	174.8	167.5	167.7	167.5	169.0	169.8	164.6

*STOP= 0

YF-12 INLET NOISE SUPPRESSION
17:15 DEC 13,'79 TEST 9477
YF-12 INLET NOISE SUPPRESSION
RUN 163
SPIKE FORWARD
BYPASS DOORS CLOSED
6600 RPM

RUN	156	157	158	159	160	161	162	163	164	165
FREQ (HZ)	TR 1 F1 0° DEG	TR 2 F2 10° DEG	TR 3 F3 20° DEG	TR 4 F4 30° DEG	TR 5 F5 40° DEG	TR 6 F6 50° DEG	TR 7 F7 70° DEG	TR 8 F8 90° DEG	TR 9 F9 110° DEG	TR10 F10 125° DEG
50	89.6	89.9	96.8	92.1	91.8	92.1	93.7	91.4	98.0	109.4
63	92.1	91.9	98.5	92.0	93.0	94.5	94.8	92.6	99.3	110.5
80	98.7	98.7	103.6	98.2	99.0	100.6	100.2	98.7	104.3	111.1
100	98.7	97.3	102.4	97.4	98.0	99.2	99.3	97.4	103.6	111.3
125	98.7	96.2	102.7	97.4	97.3	98.1	100.6	96.3	102.4	112.3
160	100.5	98.8	104.2	98.9	99.4	100.4	100.1	98.1	102.8	113.1
200	99.0	98.7	105.9	99.4	99.8	101.2	99.5	96.6	104.2	111.6
250	98.8	98.5	105.4	98.9	100.3	99.1	99.8	95.4	102.7	111.5
315	96.1	96.4	101.6	97.8	96.7	97.5	97.0	94.0	101.1	109.6
400	92.7	93.9	100.9	94.6	94.0	94.8	94.9	92.3	100.2	108.4
500	91.8	92.9	98.5	93.2	93.3	93.8	94.8	91.3	99.3	107.0
630	91.8	92.1	98.7	93.4	93.5	94.4	94.5	91.4	99.7	105.4
800	95.9	95.7	100.1	95.2	94.5	95.3	94.6	92.4	99.3	104.1
1K	95.1	95.5	100.9	94.7	94.4	94.2	94.3	90.1	98.3	102.6
1.25K	91.0	92.5	97.8	92.6	92.8	93.4	93.0	89.6	99.6	101.5
1.6K	90.5	92.1	97.5	92.1	92.3	93.2	92.4	89.8	100.6	101.2
2K	88.5	90.7	96.2	89.9	89.6	90.1	89.9	86.7	96.6	98.5
2.5K	85.9	89.6	93.7	88.1	88.0	90.3	88.6	85.2	94.1	96.9
3.15K	84.2	87.2	92.0	87.4	86.6	86.9	87.3	83.6	92.1	95.1
4K	84.1	86.6	90.9	85.6	85.9	86.6	85.7	82.9	91.6	94.3
5K	82.2	84.7	88.3	83.8	83.4	83.6	83.9	81.4	90.9	93.4
6.3K	79.3	82.7	85.4	81.3	81.7	81.1	81.2	78.7	87.4	91.0
8K	80.8	83.5	87.8	83.0	82.8	83.1	83.0	80.3	87.9	92.8
10K	80.2	81.7	86.4	81.4	80.8	81.3	82.6	78.9	87.9	93.1
63	99.9	99.9	105.4	99.9	100.6	102.0	102.0	100.2	106.2	115.2
125	104.2	102.3	107.9	102.8	103.1	104.1	104.8	101.1	107.7	117.1
250	102.9	102.7	109.5	103.5	104.0	104.3	103.7	100.3	107.6	115.8
500	96.9	97.8	104.3	98.6	98.4	99.1	99.5	96.5	104.6	111.9
1K	99.2	99.5	104.4	99.1	98.7	99.2	98.8	96.7	103.9	107.6
2K	93.4	95.7	100.9	95.1	95.1	96.2	95.4	92.4	102.7	104.0
4K	88.4	91.1	95.4	90.6	90.3	90.7	90.6	87.5	96.3	99.1
8K	84.9	87.5	91.4	86.7	86.6	86.7	87.1	84.1	92.5	97.2
LP-8	108.6	108.2	114.1	108.5	108.8	109.6	109.6	106.5	113.7	121.7
SIL	93.7	95.4	100.2	94.9	94.7	95.4	94.9	91.9	101.0	103.6
OVBA	102.5	103.3	108.6	103.2	103.1	103.7	103.4	100.2	108.9	113.8
PNDB	115.2	116.6	121.7	116.2	116.3	117.2	116.7	113.7	122.5	127.5

STOP 0

Subtract 6.0 dB from all values of F3

Add 5.0 dB to all values of F8

YF-12 INLET NOISE SUPPRESSION
11145 DEC 07,'79 TEST 935A
YF-12 INLET NOISE SUPPRESSION
RUN 163
SPIKE FORWARD
BYPASS DOORS CLOSED
6600 RPM

RUN	116	117	118	119	120	121	122	123
FREQ (HZ)	TR 1 K1 0. DEG	TR 2 K6 0. DEG	TR 3 K3 0. DEG	TR 4 K8' 0. DEG	TR 5 K5 0. DEG	TR 6 K10 0. DEG	TR 7 K14 0. DEG	TR 8 K12 0. DEG
50	107.5	144.5	128.8	135.4	129.2	136.6	120.5	118.1
63	109.4	145.7	130.7	137.3	130.9	137.9	122.1	120.5
80	110.1	146.7	131.9	139.2	132.7	137.2	123.2	122.2
100	114.1	147.8	136.4	140.9	134.6	141.3	124.8	124.1
125	116.9	148.9	135.9	142.3	135.2	143.6	127.0	126.4
160	125.6	150.7	135.5	144.9	137.4	142.0	128.5	128.9
200	127.8	153.3	139.5	146.7	139.6	144.9	129.4	130.1
250	131.7	157.5	144.6	146.7	141.2	144.8	132.4	132.1
315	129.7	159.8	143.8	145.8	142.2	141.5	134.7	133.8
400	124.1	160.8	147.0	144.6	143.0	142.1	135.2	133.0
500	118.8	158.3	149.1	143.1	142.8	142.1	131.9	133.5
630	115.3	153.6	149.0	142.7	144.5	143.5	144.0	137.2
800	122.2	149.7	148.5	144.0	149.1	143.7	143.1	140.2
1K	122.6	147.7	143.5	143.2	144.1	142.9	139.7	137.9
1.25K	119.4	147.4	142.1	143.6	142.3	143.3	138.6	136.7
1.6K	116.2	144.5	142.2	142.1	141.5	142.2	140.7	134.7
2K	116.4	143.5	142.3	141.4	143.1	142.4	141.5	136.7
2.5K	115.3	143.3	141.7	141.1	142.3	142.3	142.9	137.2
3.15K	114.4	143.0	141.1	141.0	141.8	142.5	145.7	139.1
4K	114.4	142.3	140.7	141.1	141.2	143.1	147.5	141.6
5K	114.9	141.8	140.1	141.0	140.5	143.7	145.2	139.7
6.3K	115.4	141.9	139.7	140.1	139.5	143.2	144.7	138.9
8K	115.2	141.9	139.3	139.5	138.4	141.8	144.2	138.5
10K	114.6	141.7	139.0	139.1	137.5	140.8	143.1	137.8
63	113.9	150.5	135.4	142.3	135.8	142.0	126.9	125.3
125	126.4	154.1	140.7	147.8	140.7	147.2	131.8	131.7
250	134.8	162.4	147.9	151.2	145.9	148.7	137.4	137.0
500	125.6	163.2	153.2	148.3	148.3	147.4	146.4	139.7
1K	126.4	153.2	150.4	148.7	151.0	147.9	145.7	143.3
2K	120.7	148.6	146.8	146.3	147.1	147.1	146.6	141.1
4K	119.4	147.2	145.4	145.8	146.0	147.9	151.0	145.0
8K	119.8	146.6	144.1	144.4	143.3	146.8	148.8	143.2
LP-8	136.6	166.6	157.0	156.6	156.6	156.2	155.3	150.1
SIL	122.2	149.6	147.5	146.9	148.0	147.7	147.7	143.1
OUBA	131.4	162.0	155.4	154.0	154.6	154.5	155.3	150.0
PNDB	144.8	174.9	167.6	167.8	167.3	168.7	169.3	164.1

STOP 0

YF-12 INLET NOISE SUPPRESSION
13:55 APR 28,'80 TEST 10679
YF-12 INLET NOISE SUPPRESSION
RUN 175
SPIKE AFT
BYPASS DOORS OPEN
5600 RPM

RUN	35	36	37	38	39	40	41	42	43	44
FREQ (HZ)	TR 1 F1 0° DEG	TR 2 F2 10° DEG	TR 3 F3 20° DEG	TR 4 F4 30° DEG	TR 5 F5 40° DEG	TR 6 F6 50° DEG	TR 7 F7 70° DEG	TR 8 F8 90° DEG	TR 9 F9 110° DEG	TR10 F10 135° DEG
50	82·3	83·4	82·7	83·6	82·7	83·5	86·6	88·1	90·6	96·5
63	84·9	84·6	84·2	84·1	85·8	88·3	88·7	91·0	92·8	95·7
80	84·4	84·4	84·0	84·6	86·6	87·7	88·1	90·1	92·0	96·5
100	88·2	85·8	84·8	86·4	87·4	88·5	89·0	90·8	91·8	97·2
125	88·7	86·9	86·8	86·8	87·4	87·5	89·6	90·7	90·6	97·9
160	88·6	88·1	86·6	87·9	87·3	88·6	9·0	90·0	89·4	99·8
200	89·7	90·5	91·0	90·5	89·8	90·6	8·4	90·2	91·1	100·1
250	94·5	93·1	94·2	92·6	92·6	91·1	9·8	90·2	92·0	101·3
315	94·7	93·9	92·9	93·7	92·3	92·4	89·4	90·4	91·6	98·8
400	96·1	95·7	96·6	95·6	93·7	92·5	9·3	89·9	91·0	98·8
500	96·9	97·9	96·5	96·5	94·8	93·5	9·1	90·5	91·0	96·3
630	99·2	98·2	97·8	97·1	96·0	94·4	9·6	90·9	92·1	94·9
800	98·4	98·4	96·4	95·9	94·4	93·6	9·7	90·6	91·0	93·8
1K	96·6	97·0	94·8	94·5	94·2	93·2	9·6	90·5	90·9	92·9
1·25K	95·1	95·9	93·7	93·8	93·6	93·8	9·5	91·0	92·3	96·9
1·6K	96·2	95·9	94·3	93·9	93·1	93·0	9·5	90·2	90·4	91·9
2K	97·2	96·8	95·4	94·8	94·2	93·1	9·4	90·3	90·8	90·2
2·5K	99·7	99·5	98·3	97·1	95·9	94·9	9·8	90·2	89·3	90·2
3·15K	98·6	99·6	97·8	97·6	95·6	94·2	9·1	90·2	88·9	89·7
4K	95·6	97·6	94·5	94·0	93·2	92·4	89·3	89·8	87·8	89·1
5K	92·9	94·6	91·7	91·5	90·2	89·1	87·3	87·5	87·2	88·4
6·3K	89·9	92·0	87·6	88·3	88·1	86·0	84·5	85·8	86·1	88·1
8K	89·4	91·5	88·7	89·0	88·0	87·1	86·9	88·5	89·5	94·1
10K	87·0	88·2	85·5	85·6	84·4	83·4	84·3	85·1	86·7	94·8
63	88·8	88·9	88·4	88·9	90·1	91·7	92·7	94·7	96·7	101·0
125	93·3	91·8	91·0	91·9	92·1	93·0	94·3	95·3	95·5	103·2
250	98·2	97·5	97·7	97·2	96·5	96·2	94·7	95·0	96·3	104·9
500	102·4	102·1	101·8	101·2	99·7	98·3	97·0	95·2	96·1	101·7
1K	101·7	102·0	99·9	99·6	98·8	98·3	95·7	95·5	96·2	99·7
2K	102·7	102·5	101·1	100·2	99·3	98·5	95·4	95·0	95·0	95·6
4K	101·1	102·5	100·2	99·9	98·4	97·2	94·3	94·1	92·8	93·9
8K	93·7	95·6	92·2	92·6	91·9	90·8	90·2	91·5	92·5	97·9
LP-8	108·8	109·0	107·6	107·2	106·1	105·4	103·7	103·7	104·4	110·1
SIL	101·8	102·3	100·4	99·9	98·8	98·0	95·1	94·9	94·7	96·4
OUBA	108·3	108·7	106·9	106·5	105·3	104·4	101·9	101·5	101·7	105·2
PNDB	121·9	122·5	120·8	120·6	119·3	118·3	116·0	115·8	115·6	118·8

STOP 0

YF-12 INLET NOISE SUPPRESSION
11151 JUN 05,'80 TEST 11117
YF-12 INLET NOISE SUPPRESSION
RUN 175
SPIKE AFT
BYPASS DOORS OPEN
5600 RPM

RUN	27	28	29	30	31	32	33	34
FREQ (HZ)	TR 1 K1 0. DEG	TR 2 K6 0. DEG	TR 3 K3 0. DEG	TR 4 K8 0. DEG	TR 5 K5 0. DEG	TR 6 K10 0. DEG	TR 7 K14 0. DEG	TR 8 K12 0. DEG
50	118.3	132.7	119.2	124.2	129.6	144.7	123.2	122.7
63	120.3	134.3	121.1	126.9	132.0	145.3	124.7	123.5
80	121.4	135.5	122.0	127.4	132.1	146.3	125.9	123.8
100	122.3	136.5	123.3	129.4	132.9	147.3	127.8	125.0
125	125.8	137.6	123.6	131.1	135.0	148.2	128.7	126.6
160	125.6	138.4	124.5	134.2	135.6	148.5	129.7	128.0
200	130.1	140.1	127.5	137.9	137.2	149.7	130.9	130.4
250	132.6	142.3	130.4	140.0	138.5	150.5	133.8	133.0
315	133.8	146.0	133.5	139.3	139.9	151.5	136.1	133.4
400	133.2	147.4	138.5	139.2	141.2	153.0	138.4	134.1
500	128.9	144.6	142.7	137.9	142.2	152.6	143.4	133.8
630	127.1	139.6	143.1	136.1	144.1	151.6	145.7	135.7
800	126.4	133.3	139.1	135.9	147.7	151.3	143.0	135.4
1K	126.7	131.6	134.7	138.0	143.1	150.3	139.4	132.7
1.25K	126.3	133.6	135.6	138.8	142.5	149.6	139.0	132.1
1.6K	125.7	130.2	137.4	137.7	143.9	148.6	140.9	132.4
2K	126.9	129.5	136.7	136.8	145.3	147.4	140.4	135.2
2.5K	129.1	131.1	139.3	138.3	147.0	147.3	144.2	137.8
3.15K	129.1	132.1	139.3	137.8	147.3	147.3	143.0	143.1
4K	127.6	130.9	137.2	137.0	145.5	146.9	147.2	141.5
5K	126.4	129.8	135.7	135.8	143.8	146.6	145.9	139.8
6.3K	125.3	129.6	134.8	135.1	142.3	146.2	145.9	140.2
8K	124.3	128.9	133.6	134.2	141.0	145.1	145.2	139.9
10K	123.6	127.5	132.4	133.6	139.7	144.2	144.7	139.6
63	125.0	139.1	125.7	130.8	136.2	150.2	129.5	128.1
125	129.6	142.3	128.6	136.8	139.4	152.8	133.6	131.4
250	137.2	148.3	135.9	143.9	143.5	155.4	138.9	137.2
500	135.3	149.7	146.7	142.7	147.5	157.2	148.2	139.4
1K	131.3	137.7	141.7	142.5	149.9	155.2	145.6	138.5
2K	132.2	135.1	142.7	142.4	150.3	152.6	146.9	140.6
4K	132.6	135.8	142.4	141.7	150.5	151.7	152.3	146.4
8K	129.2	133.5	138.5	139.1	145.9	150.0	150.1	144.7
LP-8	141.9	153.0	150.4	150.3	156.5	162.9	156.4	150.3
SIL	132.0	136.2	142.3	142.2	150.2	153.2	148.3	141.8
ODBA	139.4	148.3	149.6	148.9	156.4	160.5	156.4	150.2
PNDB	153.9	161.6	162.9	162.8	170.2	174.0	170.6	164.7

STOP 0

YF-12 INLET NOISE SUPPRESSION
08158 APR 30,'80 TEST 10716
YF-12 INLET NOISE SUPPRESSION
RUN 185
SPIKE AFT
BYPASS DOORS CLOSED
5000 RPM

RUN	113	114	115	116	117	118	119	120	121	122
FREQ (HZ)	TR 1 F1 0° DEG	TR 2 F2 10° DEG	TR 3 F3 20° DEG	TR 4 F4 30° DEG	TR 5 F5 40° DEG	TR 6 F6 50° DEG	TR 7 F7 70° DEG	TR 8 F8 90° DEG	TR 9 F9 110° DEG	TR10 F10 135° DEG
50	80.8	82.9	82.7	82.7	81.7	81.8	85.9	88.1	90.7	93.9
63	81.2	80.6	80.1	79.6	82.9	85.7	85.7	89.4	91.1	92.3
80	81.7	80.9	81.0	81.4	84.0	85.9	85.8	87.8	89.6	93.3
100	84.7	82.1	81.7	82.9	83.3	83.8	83.9	86.5	88.1	93.3
125	86.0	83.8	84.8	85.0	85.5	86.4	87.3	88.7	88.2	94.5
160	86.7	86.4	84.8	86.5	85.7	86.3	87.7	88.1	86.6	97.8
200	88.0	89.0	90.2	89.3	88.5	88.8	87.4	88.4	87.6	98.3
250	91.4	90.0	91.6	90.4	90.9	88.8	88.7	88.0	89.2	99.0
315	90.8	89.8	89.9	90.5	88.9	89.1	87.7	87.6	89.3	97.0
400	92.2	91.9	93.1	92.0	90.0	89.8	87.2	87.5	89.0	97.3
500	94.8	94.9	94.0	93.4	91.8	91.4	90.2	89.9	91.6	97.7
630	95.8	94.8	94.8	93.8	93.0	93.4	92.1	92.0	93.0	98.1
800	96.0	96.1	94.6	94.5	93.1	93.4	91.5	90.8	91.9	96.9
1K	94.3	94.0	92.7	93.1	93.0	93.2	90.9	90.3	91.8	96.0
1.25K	94.3	93.9	92.3	92.7	92.4	92.3	90.7	89.9	90.7	94.2
1.6K	96.1	96.3	95.8	95.8	95.2	94.6	91.2	89.3	90.5	91.9
2K	98.5	98.7	97.5	96.8	96.4	95.1	91.9	89.3	89.8	90.9
2.5K	103.0	102.0	100.1	98.6	97.7	96.6	91.9	89.2	88.6	91.3
3.15K	100.3	100.3	98.5	98.2	96.9	95.6	92.0	88.2	86.6	90.8
4K	96.0	97.2	94.4	93.8	93.6	92.8	89.0	86.4	84.4	88.9
5K	94.0	94.9	92.3	91.9	90.6	89.7	86.3	83.5	83.6	88.5
6.3K	91.7	93.2	89.1	89.5	89.2	87.4	85.0	83.8	84.1	89.0
8K	91.8	93.1	90.5	90.4	89.2	88.6	88.1	88.7	88.3	97.8
10K	89.3	89.9	87.3	86.6	84.9	83.8	82.3	80.2	80.5	90.8
63	86.0	86.4	86.2	86.2	87.7	89.6	90.6	93.3	95.3	98.0
125	90.6	89.2	88.8	89.8	89.7	90.4	91.4	92.7	92.5	100.4
250	95.1	94.4	95.4	94.9	94.3	93.6	92.7	92.8	93.5	102.9
500	99.3	98.8	98.8	97.9	96.5	96.5	95.0	94.9	96.3	102.5
1K	99.7	99.5	98.1	98.3	97.6	97.8	95.8	95.1	96.3	100.6
2K	104.9	104.4	102.9	102.0	101.3	100.3	96.5	94.1	94.5	96.2
4K	102.4	102.8	100.6	100.3	99.2	98.1	94.5	91.2	89.8	94.3
8K	95.8	97.1	93.9	93.9	93.0	91.8	90.5	90.4	90.2	99.0
LP=8	108.7	108.6	107.2	106.6	105.8	105.2	103.0	102.4	103.2	109.1
SIL	102.4	102.3	100.6	100.2	99.4	98.7	95.6	93.5	93.5	97.0
SOBA	109.1	108.9	107.3	106.7	105.9	105.1	102.1	100.4	101.0	105.8
PNDB	123.2	122.8	121.2	120.6	119.6	118.8	116.0	114.0	114.1	119.4

STOP 0

YF-12 INLET NOISE SUPPRESSION
11158 JUN 05,'80 TEST 11117
YF-12 INLET NOISE SUPPRESSION
RUN 185
SPIKE AFT
BYPASS DOORS CLOSED
5000 RPM

RUN	38	39	40	41	42	43	44	45
FREQ (HZ)	TR 1 K1 0. DEG	TR 2 K6 0. DEG	TR 3 K3 0. DEG	TR 4 K8 0. DEG	TR 5 K5 0. DEG	TR 6 K10 0. DEG	TR 7 K14 0. DEG	TR 8 K12 0. DEG
50	120.1	135.3	124.5	130.3	126.0	124.1	119.8	125.0
63	122.5	136.5	126.9	131.7	127.4	126.3	121.2	125.8
80	123.9	138.4	127.7	133.4	127.9	127.3	122.6	125.5
100	125.3	139.6	129.3	134.8	128.5	128.8	124.4	126.1
125	127.5	141.2	130.8	136.9	130.1	131.0	126.3	126.9
160	131.0	142.5	131.5	138.5	131.5	132.1	128.3	128.4
200	132.8	144.7	132.9	140.9	132.9	132.7	130.0	130.3
250	133.6	147.8	135.1	142.9	134.9	132.9	131.4	131.4
315	132.6	150.8	136.1	141.9	134.0	131.9	133.0	131.0
400	131.1	151.9	138.5	141.2	134.6	131.6	135.0	130.5
500	128.2	149.0	141.0	140.5	135.1	130.9	139.0	129.8
630	125.2	144.2	143.1	140.8	136.6	129.9	141.6	130.7
800	125.3	139.1	141.1	142.0	140.1	129.8	138.6	131.8
1K	125.5	137.2	138.7	144.0	136.2	129.0	133.7	128.6
1.25K	126.1	137.7	140.4	144.6	134.5	129.0	133.5	127.6
1.6K	128.6	135.5	142.8	143.7	137.6	129.8	135.7	130.0
2K	129.8	134.9	143.0	143.8	140.1	130.3	137.2	132.7
2.5K	133.5	134.9	147.0	143.7	145.6	134.6	145.3	140.8
3.15K	133.1	135.5	147.4	144.2	146.0	136.3	147.5	142.6
4K	130.4	134.1	145.2	143.5	140.9	130.9	142.0	136.4
5K	129.3	133.5	143.4	142.7	139.4	130.6	141.0	135.6
6.3K	128.8	133.7	142.7	142.1	139.7	131.8	142.3	137.7
8K	127.9	133.3	142.1	142.2	138.7	130.7	141.4	136.9
10K	127.2	132.4	141.1	142.0	137.9	129.8	141.1	137.1
63	127.2	141.7	131.3	136.7	131.9	130.9	126.1	130.1
125	133.4	146.1	135.4	141.8	135.0	135.6	131.4	132.0
250	137.8	153.1	139.7	146.8	138.8	137.3	136.4	135.7
500	133.6	154.2	146.1	145.6	140.3	135.6	144.1	135.1
1K	130.4	142.9	144.9	148.4	142.4	134.1	140.7	134.5
2K	135.9	139.9	149.5	148.5	147.2	138.9	146.3	141.8
4K	136.0	139.2	160.4	148.3	147.8	138.2	149.3	144.2
8K	132.8	138.0	146.8	146.9	143.6	135.6	146.4	142.0
LP-8	143.4	157.5	155.2	155.6	152.5	145.0	153.3	148.4
SIL	134.1	140.7	148.3	148.4	145.8	136.4	145.4	140.1
OUBA	141.7	152.8	155.4	154.9	152.7	143.6	153.5	148.5
PNDB	156.6	166.0	169.5	168.7	167.1	159.0	168.0	163.3

STOP 0

YF-12 INLET NOISE SUPPRESSION
12:07 JUN 05,'80 TEST 11117
YF-12 INLET NOISE SUPPRESSION
RUN 187
SPIKE FORWARD
BYPASS DOORS OPEN
IDLE

RUN	49	50	51	52	53	54	55	56
FREQ (HZ)	TR 1 K1 0. DEG	TR 2 K6 0. DEG	TR 3 K3 0. DEG	TR 4 K8 0. DEG	TR 5 K5 0. DEG	TR 6 K10 0. DEG	TR 7 K14 0. DEG	TR 8 K12 0. DEG
50	103.6	132.8	119.9	125.3	121.1	130.7	118.7	125.2
63	102.6	133.6	121.6	125.7	122.3	131.2	120.2	125.2
80	102.3	134.4	123.1	125.9	123.0	132.2	120.8	124.9
100	104.5	134.4	124.4	126.4	123.8	133.2	121.6	124.7
125	108.3	134.3	124.6	127.1	124.2	134.6	122.3	124.7
160	109.6	133.7	124.8	128.0	124.4	135.5	122.7	125.6
200	113.2	134.0	125.6	129.8	124.9	136.2	123.5	126.5
250	119.4	134.8	126.4	132.1	125.7	135.2	125.2	127.3
315	120.4	137.1	127.2	130.4	124.7	133.6	127.1	127.2
400	119.5	137.8	128.9	126.4	123.6	132.2	129.1	126.6
500	114.8	134.0	129.1	122.6	122.5	130.9	130.2	125.7
630	112.4	129.1	127.9	121.1	122.3	129.4	131.9	125.9
800	114.3	123.9	124.0	122.6	126.9	128.2	131.2	128.8
1K	117.4	122.1	121.6	126.7	125.1	126.8	128.3	126.1
1.25K	120.2	124.9	122.9	126.3	122.9	126.3	130.3	127.3
1.6K	120.6	124.5	125.3	127.0	126.4	125.4	129.8	129.3
2K	132.6	134.9	135.3	138.1	137.0	136.0	134.8	144.7
2.5K	126.5	129.1	131.1	131.7	133.6	129.1	135.2	137.2
3.15K	125.0	128.1	129.8	129.9	130.2	125.1	134.4	134.4
4K	128.1	130.6	131.7	132.4	132.7	125.8	135.8	135.8
5K	128.1	131.1	132.2	132.6	132.8	126.4	136.9	135.7
6.3K	129.5	132.9	133.8	134.6	134.5	128.5	137.8	139.1
8K	128.1	132.3	132.9	133.9	133.4	127.9	138.0	139.4
10K	124.8	128.9	129.7	131.0	130.0	124.8	135.9	136.7
63	107.7	138.4	126.5	130.4	127.0	136.2	124.8	129.9
125	112.7	138.9	129.4	132.0	128.9	139.3	127.0	129.8
250	123.4	140.3	131.2	135.6	129.9	139.9	130.3	131.8
500	121.4	139.7	133.4	128.8	127.6	135.8	135.3	130.8
1K	122.7	128.6	127.7	130.3	130.0	132.0	134.9	132.3
2K	133.8	136.2	137.0	139.2	138.9	137.1	138.6	145.5
4K	132.1	134.9	136.1	136.6	136.8	130.6	140.6	140.1
8K	132.7	136.4	137.2	138.2	137.8	132.1	142.1	143.3
LP-8	138.1	146.7	143.0	144.4	143.5	145.5	146.4	148.7
SIL	129.5	133.2	133.6	135.4	135.3	133.2	138.0	139.3
OVBA	138.4	142.9	142.5	143.8	143.5	141.6	146.2	149.0
PNDB	151.4	157.5	156.2	157.9	157.0	156.8	159.6	162.4

STOP 0

YF-12 INLET NOISE SUPPRESSION
12114 JUN 05,'80 TEST 11117
YF-12 INLET NOISE SUPPRESSION
RUN 188
SPIKE FORWARD
BYPASS DOORS OPEN
4200 RPM

RUN	60	61	62	63	64	65	66	67
FREQ (HZ)	TR 1 K1 0. DEG	TR 2 K6 0. DEG	TR 3 K3 0. DEG	TR 4 K8 0. DEG	TR 5 K5 0. DEG	TR 6 K10 0. DEG	TR 7 K14 0. DEG	TR 8 K12 0. DEG
50	102.8	134.7	120.7	126.7	122.0	132.5	119.3	128.0
63	103.3	135.6	122.0	127.1	122.6	133.3	120.8	127.9
80	104.5	136.1	123.9	127.9	124.1	134.5	121.2	128.1
100	107.3	136.8	125.4	128.4	124.7	135.0	122.5	127.9
125	111.4	137.0	126.5	129.6	125.9	136.1	123.7	127.9
160	112.8	137.1	126.5	130.3	126.3	137.1	124.4	128.5
200	116.3	137.6	127.7	132.4	127.6	138.5	125.5	129.7
250	121.7	138.5	128.7	134.6	128.0	138.6	127.1	130.5
315	122.7	140.8	129.9	132.8	127.1	137.1	129.2	130.3
400	122.5	141.5	132.1	129.3	126.4	136.1	131.7	129.9
500	118.0	137.7	132.4	125.6	125.4	134.7	133.6	128.9
630	115.2	132.7	131.1	123.9	125.0	133.4	135.2	129.1
800	115.5	127.2	126.5	124.7	129.4	132.1	133.2	131.0
1K	116.8	124.9	122.6	127.2	127.4	130.4	128.6	128.1
1.25K	119.0	126.4	123.4	126.4	123.4	129.2	129.8	127.4
1.6K	120.8	125.5	126.3	127.3	127.3	128.1	131.2	129.6
2K	127.7	129.5	131.9	133.3	136.1	129.1	136.3	135.8
2.5K	133.2	135.3	138.5	139.7	141.6	134.0	146.1	142.5
3.15K	125.9	129.3	131.1	131.0	131.7	127.5	136.9	138.8
4K	126.6	129.5	130.9	130.9	131.9	126.1	136.0	135.3
5K	128.8	131.9	133.1	133.5	133.8	127.9	140.0	138.0
6.3K	128.1	131.5	132.4	133.0	133.0	127.7	138.3	138.5
8K	128.4	132.6	133.1	134.0	133.6	128.2	139.6	141.6
10K	126.2	130.6	131.4	132.7	131.8	127.1	139.3	140.8
63	108.4	140.3	127.2	132.0	127.8	138.2	125.1	132.8
125	115.8	141.7	130.9	134.2	130.4	141.0	128.4	132.9
250	125.8	144.0	133.7	138.1	132.3	142.9	132.3	134.9
500	124.4	143.4	136.7	131.6	130.4	139.6	138.5	134.1
1K	122.1	131.1	129.3	131.0	132.1	135.5	135.7	133.9
2K	134.5	136.7	139.5	140.8	142.8	136.0	146.6	143.5
4K	132.1	135.2	136.6	136.8	137.3	132.0	142.8	141.3
8K	132.4	136.4	137.1	138.0	137.6	132.5	143.9	145.3
LP-8	138.5	149.3	144.5	145.6	145.6	147.7	150.1	149.1
SIL	129.5	139.3	135.1	136.2	137.4	134.5	141.7	139.6
OVBA	138.7	149.5	144.0	144.7	145.9	142.8	150.4	148.8
PNDB	152.9	159.4	159.0	160.0	160.6	158.0	164.9	163.0

STOP 0

YF-12 INLET NOISE SUPPRESSION
12:25 JUN 05,'80 TEST 11117
YF-12 INLET NOISE SUPPRESSION
RUN 199
SPIKE MIDWAY
BYPASS DOORS OPEN
4200 RPM

RUN	71	72	74	75	76	77	78	79
FREQ (HZ)	TR 1 K1 0. DEG	TR 2 K6 0. DEG	TR 3 K3 0. DEG	TR 4 K8 0. DEG	TR 5 K5 0. DEG	TR 6 K10 0. DEG	TR 7 K14 0. DEG	TR 8 K12 0. DEG
50	114.0	127.5	113.7	122.2	116.6	131.4	119.4	127.6
63	114.8	128.4	115.0	123.1	117.7	132.3	120.7	127.6
80	114.7	130.0	116.6	123.4	118.9	133.5	121.9	126.9
100	115.8	130.8	118.0	124.6	120.6	134.5	123.3	126.6
125	117.5	131.9	118.9	126.1	122.4	135.6	124.1	126.9
160	119.1	132.6	119.4	128.0	123.8	136.6	125.0	127.2
200	121.5	133.7	120.4	131.3	125.8	137.8	125.7	128.5
250	126.3	135.8	123.1	134.4	126.7	138.0	128.1	129.7
315	126.1	138.7	124.6	133.0	125.4	136.8	129.8	129.1
400	124.5	139.8	128.3	130.2	125.9	135.7	132.2	128.7
500	120.5	137.0	129.8	127.1	125.8	133.7	134.3	127.9
630	117.8	132.1	129.8	125.7	125.6	132.2	136.0	128.2
800	116.9	126.2	124.8	125.1	130.1	130.8	134.1	130.1
1K	118.5	123.9	119.3	128.5	127.5	129.2	129.5	127.1
1.25K	120.3	126.0	121.6	128.2	123.8	128.3	130.3	126.0
1.6K	122.4	126.0	125.8	127.9	129.1	127.5	131.9	128.2
2K	128.2	129.2	130.3	133.5	136.4	128.5	136.2	134.1
2.5K	135.6	137.4	137.8	140.8	141.5	134.5	147.1	141.2
3.15K	127.5	129.0	130.4	131.8	133.1	127.9	137.9	135.3
4K	127.3	128.7	129.6	131.4	132.7	125.7	136.2	133.9
5K	129.4	131.0	131.8	133.8	134.4	127.7	139.2	136.9
6.3K	127.9	130.2	130.9	132.9	133.2	127.4	138.3	136.2
8K	128.1	131.0	131.5	133.8	133.9	127.7	139.5	138.9
10K	126.4	129.0	130.1	132.6	132.3	126.4	139.3	139.1
63	119.3	133.5	120.0	127.7	122.6	137.2	125.5	132.2
125	122.4	136.6	123.6	131.3	127.2	140.4	129.0	131.7
250	129.9	141.3	127.9	137.9	130.8	142.3	133.0	133.9
500	126.6	142.1	134.1	132.9	130.5	138.9	139.2	133.0
1K	123.6	130.2	127.2	132.3	132.6	134.3	136.6	132.8
2K	136.5	138.3	138.7	141.8	142.8	136.1	147.5	142.1
4K	132.9	134.4	135.6	137.2	138.2	132.0	142.7	140.3
8K	132.3	134.9	135.7	137.9	137.9	132.0	143.8	143.0
LP*8	140.0	147.0	142.7	145.8	145.7	147.1	150.6	147.5
SIL	131.0	134.3	133.8	137.1	137.9	134.1	142.3	138.4
OVBA	140.1	144.0	142.8	145.4	146.1	142.4	151.0	147.2
PNDB	154.9	159.1	157.4	160.5	160.6	157.9	165.6	161.6

STOP 0

YF-12 INLET NOISE SUPPRESSION
12135 JUN 05,'80 TEST 11117
YF-12 INLET NOISE SUPPRESSION
RUN 201
SPIKE MIDWAYD
BYPASS DOORS OPEN
6000 RPM

RUN	83	84	85	86	87	88	89	90
FREQ (HZ)	TR 1 K1 0. DEG	TR 2 K6 0. DEG	TR 3 K3 0. DEG	TR 4 K8 0. DEG	TR 5 K5 0. DEG	TR 6 K10 0. DEG	TR 7 K14 0. DEG	TR 8 K12 0. DEG
50	116.2	129.6	115.0	124.0	118.2	133.6	120.0	128.9
63	118.0	131.1	116.5	124.7	119.6	135.0	121.5	129.2
80	117.9	132.3	117.9	125.7	121.0	135.8	123.2	129.1
100	118.5	133.7	119.5	127.0	123.0	136.5	124.5	129.1
125	122.8	134.7	121.6	129.4	125.7	137.7	125.4	129.4
160	123.5	135.9	122.3	131.1	126.5	138.2	126.6	130.0
200	125.9	137.6	124.0	134.3	129.5	139.4	128.4	131.1
250	129.5	140.0	126.5	137.6	130.5	140.5	131.0	133.3
315	130.6	143.2	128.9	136.7	129.8	140.3	133.1	132.8
400	129.2	144.6	132.4	134.1	130.0	139.9	135.3	132.8
500	125.7	141.4	134.5	131.1	130.8	139.0	139.0	132.3
630	123.6	136.8	134.9	130.2	131.3	137.8	141.4	133.2
800	122.4	131.0	130.4	129.6	135.1	136.4	138.7	134.6
1K	123.6	128.4	124.1	132.8	132.3	134.7	133.6	130.9
1.25K	124.8	129.7	125.5	131.8	127.7	133.6	133.5	129.7
1.6K	125.4	128.6	128.5	130.5	131.6	132.4	134.9	131.5
2K	128.2	128.4	129.3	132.5	135.0	131.9	136.4	134.4
2.5K	136.4	134.7	137.6	138.4	140.5	133.4	144.2	141.4
3.15K	136.2	135.2	137.2	138.7	140.3	134.7	145.8	143.3
4K	130.9	131.1	131.7	133.5	135.5	130.7	141.4	138.7
5K	130.8	131.0	131.8	133.5	134.6	129.9	140.6	138.1
6.3K	130.5	131.5	131.7	133.7	134.5	130.7	141.9	140.1
8K	128.8	130.7	130.2	132.7	133.1	129.8	141.0	139.7
10K	127.2	129.6	129.3	132.1	132.1	128.5	140.7	140.0
63	122.2	135.9	121.4	129.7	124.5	139.7	126.8	133.8
125	126.9	139.7	126.0	134.2	130.1	142.3	130.4	134.3
250	133.8	145.7	131.7	141.2	134.7	144.9	136.0	137.2
500	131.8	146.7	138.8	136.9	135.4	143.8	144.0	137.5
1K	128.5	134.6	132.3	136.4	137.4	139.8	140.8	137.0
2K	137.3	136.4	138.7	140.0	142.0	137.4	145.4	142.5
4K	138.2	137.7	139.1	140.8	142.4	137.1	148.1	145.5
8K	133.8	135.4	135.3	137.6	138.1	134.4	146.0	144.7
EPNL	142.9	150.6	144.8	147.3	147.2	150.1	152.6	150.2
SIL	134.6	136.2	136.7	139.0	140.6	138.1	144.7	141.7
OOBA	142.8	146.5	144.6	146.2	147.4	146.1	152.7	150.0
PNDB	157.4	160.4	158.8	161.2	161.7	160.5	167.0	164.7

STOP 0

YF-12 INLET NOISE SUPPRESSION
12:41 JUN 05,'80 TEST 11117
YF-12 INLET NOISE SUPPRESSION
RUN 208
SPIKE AFT
BYPASS DOORS OPEN
4200 RPM

RUN	94	95	96	97	98	99	100	101
FREQ (HZ)	TR 1 K1 0. DEG	TR 2 K6 0. DEG	TR 3 K3 0. DEG	TR 4 K8 0. DEG	TR 5 K5 0. DEG	TR 6 K10 0. DEG	TR 7 K14 0. DEG	TR 8 K12 0. DEG
50	114.7	126.3	113.4	121.2	124.7	137.3	121.8	128.7
63	115.4	127.4	114.9	121.8	126.0	138.2	122.7	128.6
80	115.4	128.3	114.5	122.6	127.5	139.5	123.4	127.9
100	115.5	128.6	115.2	124.1	127.8	140.7	125.3	128.2
125	117.3	129.3	115.6	126.1	129.8	141.8	126.3	128.3
160	118.3	129.3	116.7	128.7	131.1	142.5	126.8	128.5
200	123.5	130.1	120.1	132.4	132.4	143.9	127.6	130.2
250	126.6	132.3	124.5	136.5	133.4	144.7	130.1	131.8
315	127.7	135.8	127.8	135.9	131.8	144.3	131.7	131.2
400	126.3	138.2	131.5	132.8	132.3	143.7	134.1	130.5
500	121.6	135.3	135.3	129.8	132.6	143.0	136.0	129.8
630	118.3	130.2	134.6	128.6	132.7	141.4	137.8	130.0
800	117.9	123.4	130.3	128.1	136.5	139.8	135.7	132.0
1K	117.2	120.9	124.8	129.2	134.5	138.3	131.3	129.0
1.25K	118.0	123.7	125.8	129.5	131.9	137.1	131.9	127.8
1.6K	118.8	123.3	130.1	130.6	135.0	136.1	133.2	129.8
2K	124.6	127.7	134.0	134.0	140.9	136.3	136.8	135.3
2.5K	129.8	133.1	139.7	139.0	146.0	140.5	146.9	142.3
3.15K	123.0	127.6	134.3	132.9	138.9	135.2	139.3	136.9
4K	122.8	127.0	132.8	132.4	137.5	133.3	137.3	135.2
5K	124.5	128.1	134.1	133.7	138.6	134.3	140.7	137.9
6.3K	123.1	127.4	133.0	132.9	137.6	134.2	139.1	137.4
8K	123.4	127.8	132.9	133.0	137.5	133.9	140.2	140.1
10K	121.6	126.7	131.5	132.1	135.8	132.7	140.0	140.1
63	120.0	132.2	119.1	126.7	131.0	143.2	127.5	133.2
125	121.9	133.9	120.7	131.5	134.5	146.5	130.9	133.1
250	131.0	138.2	130.0	140.0	137.3	149.1	134.9	135.9
500	128.1	140.4	138.8	135.6	137.2	147.6	141.0	134.9
1K	122.5	127.6	132.4	133.7	139.5	143.3	138.2	134.8
2K	131.2	134.6	141.1	140.6	147.5	142.9	147.5	143.3
4K	128.3	132.3	138.6	137.8	143.2	139.1	144.1	141.6
8K	127.5	131.8	137.3	137.5	141.8	138.4	144.5	144.1
LP-8	136.9	144.5	145.6	146.1	150.6	154.1	151.3	148.8
SIL	127.3	131.5	137.4	137.4	143.4	141.8	143.3	139.9
OUBA	135.7	141.3	145.6	145.2	150.9	150.1	151.5	148.5
PNDB	150.8	156.0	159.8	160.1	165.6	164.7	166.1	162.9

STOP 0

YF-12 INLET NOISE SUPPRESSION
12:47 JUN 05,'80 TEST 11117
YF-12 INLET NOISE SUPPRESSION
RUN 210
SPIKE AFT
BYPASS DOORS OPEN
5000 RPM

RUN	105	106	107	108	109	110	111	112
FREQ (HZ)	TR 1 K1 0. DEG	TR 2 K6 0. DEG	TR 3 K3 0. DEG	TR 4 K8 0. DEG	TR 5 K5 0. DEG	TR 6 K10 0. DEG	TR 7 K14 0. DEG	TR 8 K12 0. DEG
50	116.3	129.5	116.7	122.9	129.7	140.3	122.6	130.0
63	117.7	130.7	117.6	124.3	131.0	141.0	124.2	130.3
80	118.2	131.7	118.3	124.9	131.7	142.0	125.8	130.3
100	118.8	132.3	119.1	126.3	132.7	143.0	127.2	130.1
125	120.7	133.0	119.3	128.6	133.8	143.9	128.3	130.5
160	121.8	133.4	120.2	131.6	134.6	144.0	129.2	131.5
200	127.3	134.5	123.6	135.2	136.1	145.2	130.8	133.1
250	130.1	136.8	127.8	138.9	137.5	146.2	132.8	135.0
315	132.3	140.4	131.8	138.8	137.4	147.0	135.5	135.4
400	131.8	142.7	135.6	137.2	137.8	147.3	137.4	135.2
500	127.0	140.2	139.8	134.4	138.6	147.4	141.0	134.4
630	124.2	135.5	140.3	133.3	139.0	146.7	143.8	135.8
800	129.5	131.3	138.8	136.7	144.1	145.7	141.3	137.1
1K	123.7	126.2	131.0	134.1	140.4	144.4	136.3	133.7
1.25K	122.3	127.5	130.4	134.0	138.3	143.3	135.8	132.8
1.6K	122.7	126.4	133.8	134.1	139.7	142.8	137.1	134.1
2K	125.1	126.9	134.3	134.1	141.9	141.2	138.1	136.5
2.5K	129.4	131.9	139.3	138.2	146.7	141.4	144.3	142.5
3.15K	129.2	132.2	139.7	138.1	146.1	141.7	146.6	145.1
4K	125.9	129.3	135.6	135.5	142.6	139.7	143.9	141.1
5K	125.1	127.9	134.5	134.4	140.8	139.0	142.5	140.1
6.3K	123.8	127.7	133.8	133.7	139.9	138.9	143.2	141.6
8K	123.1	126.9	132.7	132.9	138.6	137.9	142.7	141.1
10K	122.0	125.4	131.6	132.5	137.2	136.8	142.3	141.2
63	122.2	135.5	122.4	128.9	135.7	145.9	129.2	135.0
125	125.4	137.7	124.3	134.2	138.5	148.4	133.1	135.5
250	135.1	142.7	133.7	142.7	141.8	151.0	138.2	139.4
500	133.6	145.1	143.8	140.0	143.3	151.9	146.1	139.9
1K	131.2	133.7	140.0	139.9	146.4	149.4	143.3	139.7
2K	131.4	134.0	141.3	140.7	148.6	146.4	145.8	144.0
4K	131.9	134.9	142.0	141.1	148.5	145.0	149.5	147.5
8K	127.8	131.5	137.5	137.8	143.5	142.7	147.5	146.1
LP-8	140.4	148.4	148.6	148.6	154.1	157.6	154.1	151.9
SIL	131.5	134.2	141.1	140.6	147.8	146.9	146.2	143.7
80BA	138.4	144.4	148.1	147.3	154.1	154.6	154.0	151.8
PNDB	152.9	157.9	161.9	161.7	168.3	168.2	168.3	166.6

*STOP. 0

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APPENDIX C

TABULATIONS OF ACOUSTIC DATA FOR BELLMOUTH INLET/J58 ENGINE TESTS

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APPENDIX C

TABULATIONS OF ACOUSTIC DATA FOR BELLMOUTH INLET/J58 ENGINE TESTS

This appendix contains one-third octave band SPL tabulations of the acoustic data taken from the J58 engine/bellmouth inlet tests. Table C-1 shows the run numbers and corresponding engine speeds.

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TABLE C-1. RUN NUMBERS FOR BELLMOUTH INLET/J58 ENGINE ACOUSTIC TESTS AT BEALE AFB

RUN NO.	ENGINE SPEED (RPM)
1	3640
2	4000
3	4200
4	4400
5	4500
6	4600
7	4800
8	5000
9	5200
10	5400
11	5500
12	5600
13	5800
14	6000
15	6100
16	6200

RUN NO.	ENGINE SPEED (RPM)
17	6300
18	6400
19	6500
20	6600
21	6700

YF-12 BEAL TEST 3/26/80
16:28 JUN 25, '80 TEST 11274
YF-12 BEALE TEST 3/26/80
BARE ENGINE WITH BELLMOUTH
RUN 1
3640 RPM

RUN	15	16	17	18	19	20	21
FREQ (HZ)	TR 1 B1 40° DEG	TR 2 B2 0° DEG	TR 3 B3 0° DEG	TR 4 B4 0° DEG	TR 5 B5 20° DEG	TR 6 B6 40° DEG	TR 8 B8 0° DEG
50	98.0	99.6	83.0	80.9	78.7	87.3	91.4
63	95.5	94.9	78.0	74.8	80.7	86.2	.0
80	93.8	93.2	80.3	77.5	79.4	80.1	86.9
100	92.0	93.9	81.9	79.3	79.9	79.8	87.8
125	97.5	93.7	84.2	81.5	81.9	80.4	90.5
160	99.7	96.0	86.2	83.8	82.7	83.1	91.0
200	98.2	97.6	85.3	83.5	84.6	85.1	89.0
250	100.3	97.7	85.2	82.9	85.1	85.1	92.2
315	102.7	100.9	87.3	84.6	88.8	87.5	94.0
400	107.2	104.8	91.7	89.3	92.1	91.5	98.4
500	112.7	110.7	96.0	93.7	96.6	95.8	104.3
630	113.5	111.1	96.4	92.9	98.4	96.9	103.8
800	114.2	110.6	97.0	94.0	98.1	97.2	104.5
1K	114.1	111.8	97.3	94.1	98.0	97.9	104.4
1.25K	115.1	113.4	99.3	96.5	99.2	98.8	106.5
1.6K	116.1	114.0	98.9	95.8	99.9	99.7	106.5
2K	126.8	120.8	103.8	100.4	105.6	105.0	110.9
2.5K	116.8	114.1	99.6	96.2	99.8	99.6	107.2
3.15K	114.3	114.6	100.9	97.9	99.4	99.5	108.8
4K	115.6	114.4	102.0	97.4	102.0	101.3	110.1
5K	113.8	113.4	99.7	96.4	101.5	99.5	109.7
6.3K	116.5	113.9	99.0	94.5	100.9	102.2	109.3
8K	113.7	113.0	97.8	93.7	98.9	99.6	108.3
10K	109.7	110.2	94.1	89.6	95.9	93.8	106.5
63	100.9	101.5	85.7	83.2	84.5	90.3	.0
125	102.2	99.4	89.2	86.7	86.4	86.1	94.8
250	105.6	103.8	90.8	88.5	91.3	90.8	96.9
500	116.6	114.4	99.9	97.1	101.2	100.1	107.7
1K	119.3	116.9	102.7	99.8	103.3	102.8	110.0
2K	127.6	122.3	106.1	102.8	107.4	107.0	113.4
4K	119.4	118.9	105.7	102.0	105.9	105.0	114.3
8K	118.9	117.4	102.2	97.9	103.8	104.5	112.9
LP-8	129.4	125.9	111.0	107.6	111.9	111.5	119.3
SIL	122.1	119.4	104.9	101.5	105.5	104.9	112.6
OOBA	130.2	126.4	111.4	108.0	112.3	111.9	119.6
PNDB	143.4	139.5	124.6	121.0	125.2	124.9	132.8

YF-12 BFAL TEST 3/26/80
16:28 JUN 25, '80 TEST 11274
YF-12 BEALE TEST 3/26/80
BARE ENGINE WITH BELLMOUTH
RUN 2
4000 RPM

RUN	22	23	24	25	26	27	28
FREQ (HZ)	TR 1 B1 40. DEG	TR 2 B2 0. DEG	TR 3 B3 0. DEG	TR 4 B4 0. DEG	TR 5 B5 20. DEG	TR 6 B6 40. DEG	TR 8 B8 0. DEG
50	97.4	99.3	82.9	80.8	78.5	87.4	91.3
63	98.6	95.3	80.1	77.3	84.7	88.6	88.4
80	94.9	94.4	81.4	78.5	80.6	81.5	87.8
100	93.6	95.1	82.6	80.0	80.3	80.6	88.4
125	98.1	95.2	84.8	82.2	82.4	81.9	91.3
160	100.6	97.3	87.1	84.7	83.6	84.8	92.2
200	98.7	99.2	86.7	84.8	85.1	86.4	90.2
250	101.3	98.2	85.9	83.5	85.5	85.7	92.7
315	103.5	101.8	87.9	85.2	89.2	88.1	94.7
400	108.3	105.7	92.5	90.2	92.5	92.0	99.4
500	113.4	111.6	96.7	94.3	97.3	96.3	105.1
630	114.7	112.4	97.6	94.2	99.3	98.0	105.3
800	115.5	112.1	98.1	95.2	99.1	98.2	105.9
1K	115.5	113.0	98.2	95.1	98.8	98.9	105.5
1.25K	116.4	114.3	99.7	96.9	99.7	99.7	106.9
1.6K	117.0	114.9	99.8	96.8	100.4	100.4	107.7
2K	122.6	119.2	102.3	98.2	101.5	103.6	109.8
2.5K	128.4	123.6	105.6	100.5	104.1	107.7	112.9
3.15K	115.5	114.8	101.0	98.1	100.0	100.7	109.5
4K	115.0	114.3	100.8	96.8	100.9	101.2	110.2
5K	116.5	115.9	101.3	97.6	101.9	102.1	111.4
6.3K	115.0	114.2	100.5	96.2	101.3	102.2	110.6
8K	114.8	113.9	97.9	94.4	98.7	101.4	108.6
10K	112.7	112.4	95.2	91.1	96.1	97.3	108.3
63	102.0	101.6	86.4	83.9	86.8	91.5	94.2
125	103.1	100.8	90.0	87.5	87.1	87.6	95.7
250	106.4	104.8	91.7	89.3	91.8	91.6	97.7
500	117.7	115.5	100.9	98.0	102.0	100.9	108.7
1K	120.6	118.0	103.5	100.6	104.0	103.8	110.9
2K	129.7	125.3	108.0	103.5	107.1	109.7	115.4
4K	120.5	119.8	105.8	102.3	105.8	106.2	115.2
8K	119.1	118.3	103.2	99.1	104.0	105.5	114.1
LP-8	131.1	127.9	112.0	108.3	112.0	113.2	120.6
SIL	123.6	121.1	105.8	102.1	105.6	106.5	113.8
OOBA	132.0	128.5	112.5	108.6	112.3	113.7	120.9
PNDB	145.9	142.5	126.2	122.1	125.6	127.7	134.3
STOP 0							

YF-12 BEAL TEST 3/26/80
16:36 JUN 25, '80 TEST 11274
YF-12 BEALE TEST 3/26/80
BARE ENGINE WITH BELLMOUTH
RUN 3
4200 RPM

RUN	29	30	31	32	33	34	35
FREQ (HZ)	TR 1 B1 40° DEG	TR 2 B2 0° DEG	TR 3 B3 0° DEG	TR 4 B4 0° DEG	TR 5 B5 20° DEG	TR 6 B6 40° DEG	TR 8 B8 0° DEG
50	98.3	99.4	82.6	80.5	78.0	87.2	90.9
63	97.3	94.7	80.4	77.3	82.6	86.0	88.0
80	96.8	96.3	83.0	80.2	82.8	81.8	89.6
100	94.1	95.8	83.4	80.6	81.1	81.3	89.2
125	98.9	95.9	85.5	82.7	82.6	82.4	92.1
160	101.6	98.8	88.0	85.4	84.5	85.2	93.1
200	100.4	100.7	87.3	85.3	86.2	87.1	91.1
250	102.7	99.5	86.4	83.9	86.1	86.9	93.3
315	104.6	102.6	88.3	85.6	89.8	88.8	95.3
400	108.7	106.7	92.8	90.3	93.2	92.3	99.6
500	114.0	112.1	97.1	94.5	97.7	96.9	105.3
630	115.5	113.1	98.3	94.7	100.1	98.6	105.9
800	116.4	113.0	98.8	95.5	99.9	99.0	106.6
1K	116.5	113.9	98.8	95.4	99.6	99.6	106.4
1.25K	117.2	114.9	99.6	96.4	100.2	100.2	107.1
1.6K	117.8	115.8	100.2	96.8	100.7	101.0	108.0
2K	119.0	116.7	101.2	97.5	101.1	102.3	109.1
2.5K	127.7	121.6	105.1	101.7	105.4	110.8	114.2
3.15K	116.0	114.7	100.7	97.7	100.2	100.6	108.9
4K	114.9	114.3	100.7	96.5	101.4	100.8	110.0
5K	115.3	115.8	102.0	97.5	102.5	102.4	112.3
6.3K	114.0	113.8	100.4	95.5	100.5	100.1	111.1
8K	115.0	114.3	99.5	95.5	99.5	100.9	109.6
10K	113.3	112.6	95.2	90.2	96.4	95.4	107.7
63	102.3	102.0	86.9	84.3	86.4	90.3	94.4
125	104.0	101.8	90.8	88.1	87.7	88.0	96.5
250	107.7	105.9	92.2	89.8	92.5	92.5	98.3
500	118.3	116.2	101.4	98.4	102.6	101.4	109.2
1K	121.5	118.8	103.9	100.6	104.7	104.4	111.5
2K	128.6	123.6	107.5	104.0	107.8	111.8	116.1
4K	120.2	119.7	106.0	102.0	106.2	106.1	115.4
8K	118.9	118.4	103.7	99.1	103.9	104.1	114.4
LP-8	130.5	127.1	112.0	108.4	112.5	114.2	121.0
SIL	123.4	120.7	105.8	102.2	106.2	107.4	114.3
OOBA	131.3	127.6	112.4	108.8	112.8	114.9	121.4
PNOB	145.4	141.5	126.1	122.6	126.4	129.2	135.0

YF-12 BEAL TEST 3/26/80
16:36 JUN 25, '80 TEST 11274
YF-12 BEALE TEST 3/26/80
BARE ENGINE WITH BELLMOUTH
RUN 4
4400 RPM

RUN	36	37	38	39	40	41	42
FREQ (HZ)	TR 1 B1 40. DEG	TR 2 B2 0. DEG	TR 3 B3 0. DEG	TR 4 B4 0. DEG	TR 5 B5 20. DEG	TR 6 B6 40. DEG	TR 8 B8 0. DEG
50	97.5	99.2	82.8	80.6	78.7	87.3	91.1
63	96.1	94.1	79.4	76.0	81.1	86.1	87.5
80	97.8	96.5	84.3	81.1	81.5	84.4	90.3
100	94.5	96.0	84.0	81.3	81.3	82.2	89.9
125	99.2	95.8	85.9	83.1	83.1	82.8	92.4
160	102.3	98.7	88.4	86.1	84.9	85.7	93.4
200	100.5	100.5	87.8	85.8	86.5	87.8	91.7
250	103.2	99.4	87.0	84.6	86.8	87.2	93.7
315	105.4	102.3	88.8	86.4	90.5	89.2	95.7
400	109.1	106.7	93.3	91.0	94.0	92.8	100.1
500	114.2	112.1	97.4	95.0	98.2	97.2	105.6
630	115.5	113.7	98.8	95.4	100.8	99.5	106.5
800	116.4	113.5	99.4	96.4	100.5	99.8	107.2
1K	116.9	114.5	99.6	96.4	100.3	100.5	107.0
1.25K	117.6	115.2	99.9	97.1	100.8	101.1	107.6
1.6K	118.1	116.1	100.8	97.7	101.3	101.8	108.5
2K	118.6	116.8	101.5	98.2	101.8	102.3	109.4
2.5K	123.3	119.1	105.3	102.5	108.4	107.4	113.1
3.15K	116.2	114.8	100.9	98.4	100.7	101.5	109.3
4K	115.2	114.3	100.7	97.3	101.3	101.6	110.4
5K	122.7	117.6	101.8	99.1	103.1	104.3	111.9
6.3K	114.7	114.2	100.8	96.5	101.3	101.3	109.9
8K	116.0	113.7	98.7	95.9	101.4	102.0	109.4
10K	114.4	112.4	94.9	91.2	96.8	96.8	107.4
63	102.0	101.9	87.4	84.5	85.4	90.9	94.7
125	104.5	101.8	91.2	88.7	88.1	88.6	96.9
250	108.2	105.7	92.7	90.4	93.1	92.9	98.8
500	118.5	116.5	101.8	99.0	103.3	102.0	109.6
1K	121.8	119.2	104.4	101.4	105.3	105.3	112.0
2K	125.5	122.3	107.8	104.8	109.9	109.4	115.6
4K	124.2	120.6	105.9	103.1	106.6	107.5	115.4
8K	119.8	118.3	103.5	99.8	105.1	105.3	113.8
LP-8	129.7	126.9	112.3	109.2	113.7	113.6	120.9
SIL	123.8	120.7	106.0	103.1	107.3	107.4	114.4
OOBA	130.2	127.2	112.6	109.6	114.1	114.1	121.2
PNDB	143.6	140.5	126.3	123.4	128.2	127.9	134.6

STOP 0

YF-12 BEAL TEST 3/26/80
16:44 JUN 25, '80 TEST 11274
YF-12 BEALE TEST 3/26/80
BARE ENGINE WITH BELLMOUTH
RUN 5
6500 RPM

RUN	43	44	45	46	47	48	49
FREQ (HZ)	TR 1 B1 40. DEG	TR 2 B2 0. DEG	TR 3 B3 0. DEG	TR 4 B4 0. DEG	TR 5 B5 20. DEG	TR 6 B6 40. DEG	TR 8 B8 0. DEG
50	97.8	99.5	83.6	80.4	79.4	87.7	91.3
63	95.5	93.7	78.6	75.5	80.9	86.1	87.2
80	96.2	95.3	82.8	79.9	81.6	83.1	89.2
100	94.5	95.9	83.9	81.2	81.3	81.9	89.7
125	99.7	96.1	85.9	83.3	83.0	82.9	92.1
160	102.8	99.1	88.7	86.4	85.1	86.5	93.4
200	100.2	100.8	88.3	86.4	86.5	88.6	92.0
250	102.1	99.6	87.3	84.9	86.7	87.6	94.1
315	104.7	102.6	89.2	86.5	90.2	89.1	95.8
400	109.1	106.8	93.7	91.4	93.6	92.7	100.3
500	114.4	112.3	97.6	95.3	98.2	97.0	105.6
630	116.0	113.9	99.2	95.9	100.7	99.3	106.7
800	116.6	113.7	99.9	96.9	100.7	99.6	107.5
1K	117.2	114.7	100.1	96.9	100.5	100.6	107.4
1.25K	118.0	115.5	100.5	97.5	101.1	101.0	107.7
1.6K	118.3	116.8	102.0	98.9	101.7	101.6	109.0
2K	118.8	117.2	101.9	98.6	102.0	102.3	109.7
2.5K	120.6	120.2	104.6	101.6	107.0	106.0	113.7
3.15K	117.5	115.2	101.2	98.6	101.4	101.7	109.5
4K	116.0	114.6	101.0	97.4	102.1	101.7	110.2
5K	119.2	118.5	102.7	99.3	103.0	102.6	113.7
6.3K	114.7	114.3	101.3	96.6	101.3	101.2	111.2
8K	116.4	114.6	100.2	96.6	102.0	102.4	109.7
10K	113.9	112.9	95.9	91.4	97.2	97.5	107.9
63	101.4	101.7	86.9	83.8	85.5	90.8	94.3
125	104.9	102.1	91.4	88.9	88.2	89.0	96.8
250	107.5	105.9	93.1	90.7	92.9	93.2	99.0
500	118.8	116.6	102.1	99.4	103.2	101.9	109.7
1K	122.1	119.5	105.0	101.9	105.6	105.2	112.3
2K	129.4	123.1	107.8	104.7	109.1	108.5	116.1
4K	122.5	119.9	106.5	103.3	107.0	106.8	116.3
8K	119.9	118.8	104.5	100.2	105.4	105.6	114.6
LP-8	131.4	127.2	112.7	109.4	113.5	113.2	121.5
SIL	124.7	120.8	106.4	103.3	107.2	106.8	114.9
80BA	132.2	127.5	113.0	109.7	113.9	113.5	121.8
PNDB	146.4	141.1	126.3	123.2	127.6	127.1	135.1

YF-12 BEAL TEST 3/26/80
16:44 JUN 25, '80 TEST 11274
YF-12 BEALE TEST 3/26/80
BARE ENGINE WITH BELLMOUTH
RUN 6
4600 RPM

RUN	50	51	52	53	54	55	56
FREQ (HZ)	TR 1 B1 40. DEG	TR 2 B2 0. DEG	TR 3 B3 0. DEG	TR 4 B4 0. DEG	TR 5 B5 20. DEG	TR 6 B6 40. DEG	TR 8 B8 0. DEG
50	97.8	99.9	84.1	81.1	79.9	88.1	91.9
63	95.6	93.5	78.4	75.2	80.6	85.8	87.2
80	96.3	96.1	82.8	79.8	82.5	83.0	89.6
100	95.3	96.3	84.3	81.6	81.5	82.6	90.0
125	99.6	96.3	86.1	83.5	83.1	83.7	92.2
160	102.0	99.3	88.7	86.5	85.4	86.9	93.6
200	99.7	100.8	88.4	86.5	86.7	88.8	92.3
250	101.7	99.9	87.5	85.2	87.2	88.2	94.3
315	104.5	102.9	89.3	86.6	90.5	89.7	96.1
400	109.0	106.9	93.8	91.5	93.9	93.4	100.7
500	114.4	112.4	97.8	95.5	98.6	97.6	105.8
630	116.2	113.9	99.6	96.2	101.0	100.6	107.0
800	116.6	113.9	100.2	97.3	100.9	100.9	107.9
1K	117.4	115.1	100.5	97.4	101.1	101.6	107.8
1.25K	118.0	115.7	100.7	97.8	101.8	101.9	108.0
1.6K	118.3	117.0	102.5	99.5	102.4	102.9	109.4
2K	118.7	117.4	102.3	99.0	102.8	103.6	110.0
2.5K	126.3	119.2	106.0	102.6	110.5	109.6	112.4
3.15K	117.5	115.4	101.9	99.2	102.7	103.8	109.8
4K	115.5	114.9	102.0	97.9	103.1	103.9	110.9
5K	119.5	118.3	103.1	98.8	104.5	105.1	112.9
6.3K	115.4	114.9	102.2	97.0	102.4	103.5	111.4
8K	115.8	114.9	101.3	96.8	102.5	104.3	109.6
10K	114.5	113.4	98.5	91.6	98.9	100.2	108.6
63	101.4	102.0	87.1	84.1	85.9	90.9	94.8
125	104.5	102.3	91.5	89.1	88.4	89.5	97.0
250	107.2	106.2	93.3	90.9	93.3	93.7	99.3
500	118.8	116.7	102.4	99.6	103.5	102.9	110.0
1K	122.1	119.7	105.2	102.3	106.0	106.3	112.7
2K	127.6	122.7	108.8	105.4	111.7	111.2	115.6
4K	122.6	121.2	107.1	103.5	108.3	109.1	116.1
8K	120.0	119.2	105.7	100.5	106.4	107.8	114.8
LP.8	130.4	127.4	113.4	109.9	115.1	115.3	121.4
SIL	124.1	121.2	107.0	103.7	108.7	108.9	114.8
ODBA	131.0	127.7	113.7	110.2	115.6	115.8	121.7
PNDB	145.1	140.9	127.3	123.8	129.8	129.7	134.8

STOP 0

YF-12 BEAL TEST 3/26/80
16:52 JUN 25, '80 TEST 11274
YF-12 BEALE TEST 3/26/80
BARE ENGINE WITH BELLMOUTH
RUN 7
4800 RPM

RUN	57	58	59	60	61	62	63
FREQ (HZ)	TR 1 B1 40. DEG	TR 2 B2 0. DEG	TR 3 B3 0. DEG	TR 4 B4 0. DEG	TR 5 B5 20. DEG	TR 6 B6 40. DEG	TR 8 B8 0. DEG
50	98.4	99.8	82.9	81.2	79.8	87.7	91.6
63	96.6	94.2	78.9	75.7	81.1	86.3	87.6
80	96.6	96.9	82.8	80.0	83.3	84.6	89.1
100	96.2	96.8	84.6	81.8	82.2	83.4	90.4
125	100.2	96.8	86.3	83.6	83.7	83.6	92.6
160	102.3	99.7	89.3	86.9	85.6	86.6	94.0
200	100.5	101.5	89.2	87.2	87.3	89.2	92.8
250	103.1	100.8	88.4	86.2	88.1	88.9	95.1
315	105.1	103.4	89.8	87.1	91.1	90.2	96.6
400	109.5	107.6	94.2	91.9	94.5	93.5	101.0
500	114.7	112.6	98.1	95.8	98.7	97.6	106.0
630	116.7	114.5	99.8	96.5	101.5	100.5	107.4
800	117.4	114.6	100.7	97.6	101.6	100.8	108.3
1K	118.1	115.7	101.0	97.7	101.7	101.9	108.4
1.25K	118.7	116.2	101.2	98.2	102.2	102.0	108.4
1.6K	119.0	117.6	102.8	99.8	102.8	102.9	109.6
2K	119.2	117.7	102.6	99.1	103.1	103.2	110.2
2.5K	122.3	120.8	106.0	103.4	106.9	108.4	116.5
3.15K	119.0	117.6	103.8	101.2	103.7	104.7	113.0
4K	116.3	115.1	101.9	97.9	102.5	102.9	110.7
5K	116.8	115.6	101.8	98.2	103.7	103.0	113.9
6.3K	116.7	115.4	102.6	98.2	103.8	103.4	114.2
8K	115.9	114.7	100.8	97.3	101.6	103.3	111.3
10K	114.0	113.4	97.0	91.9	98.4	98.8	107.8
63	102.0	102.3	86.7	84.3	86.4	91.2	94.5
125	105.0	102.8	91.9	89.4	88.9	89.5	97.3
250	108.0	106.8	93.9	91.6	93.9	94.3	99.8
500	119.3	117.2	102.7	99.9	103.9	102.8	110.3
1K	122.9	120.3	105.7	102.6	106.6	106.4	113.1
2K	125.2	123.8	108.8	106.0	109.5	110.4	118.1
4K	122.3	121.0	107.4	104.1	108.1	108.4	117.5
8K	120.4	119.3	105.5	101.3	106.6	107.1	116.6
LP-8	129.6	127.9	113.6	110.4	114.4	114.7	123.0
SIL	123.5	121.7	107.3	104.2	108.1	108.4	116.2
OOBA	129.9	128.3	113.9	110.8	114.7	115.2	123.4
PNDB	143.3	141.8	127.4	124.4	128.2	128.9	137.0

YF-12 BEAL TEST 3/26/80
16:52 JUN 25, '80 TEST 11274
YF-12 BEALE TEST 3/26/80
BARE ENGINE WITH BELLMOUTH
RUN 8
5000 RPM

RUN	64	65	66	67	68	69	70
FREQ (HZ)	TR 1 B1 40. DEG	TR 2 B2 0. DEG	TR 3 B3 0. DEG	TR 4 B4 0. DEG	TR 5 B5 20. DEG	TR 6 B6 40. DEG	TR 8 B8 0. DEG
50	98.8	100.1	83.3	81.7	79.6	87.8	91.6
63	96.2	94.5	79.2	75.8	81.3	86.6	87.6
80	96.9	96.3	84.7	81.5	82.4	83.5	90.8
100	96.5	97.0	85.1	82.4	82.5	83.3	90.8
125	100.6	97.1	86.8	84.3	84.2	84.3	93.0
160	102.8	99.9	89.5	87.2	86.2	87.6	94.4
200	100.7	101.7	89.5	87.6	87.9	89.8	92.8
250	103.5	101.0	88.7	86.4	88.2	89.4	95.5
315	105.2	103.6	90.1	87.4	91.2	90.6	96.6
400	109.5	107.6	94.6	92.3	94.7	93.7	101.3
500	114.5	112.8	98.4	96.1	99.1	97.9	105.9
630	117.1	114.7	100.4	97.0	101.6	101.0	107.6
800	117.4	114.7	101.0	97.8	101.8	101.1	108.6
1K	118.2	116.1	101.4	98.2	101.9	102.1	108.7
1.25K	118.9	116.5	101.4	98.4	102.5	102.4	108.7
1.6K	119.1	118.1	103.2	100.2	103.1	103.1	110.0
2K	119.4	118.2	102.8	99.4	103.2	103.6	110.4
2.5K	125.0	121.5	105.0	103.1	106.1	108.0	115.6
3.15K	123.8	120.3	104.7	102.9	105.2	107.1	114.9
4K	116.1	115.3	101.8	97.8	102.7	103.3	110.8
5K	115.9	115.8	101.5	97.7	102.5	103.3	111.0
6.3K	116.9	116.9	103.1	98.5	104.3	104.8	113.2
8K	115.8	114.7	100.9	96.9	101.9	103.6	111.4
10K	113.5	112.8	96.4	91.7	98.4	99.1	107.5
63	102.2	102.4	87.7	85.2	86.0	91.1	95.1
125	105.5	103.0	92.3	89.8	89.3	90.2	97.7
250	108.3	107.0	94.3	91.9	94.1	94.7	100.0
500	119.5	117.4	103.1	100.3	104.1	103.2	110.4
1K	123.0	120.6	106.0	102.9	106.8	106.7	113.4
2K	126.9	124.4	108.5	106.0	109.1	110.2	117.6
4K	125.0	122.5	107.7	104.9	108.4	109.7	117.4
8K	120.4	119.9	105.7	101.3	107.0	107.9	116.0
LP-8	130.9	128.6	113.7	110.7	114.5	115.2	122.7
SIL	125.0	122.5	107.4	104.6	108.1	108.9	116.1
OOBA	131.5	129.1	114.0	111.1	114.8	115.7	123.2
PNDB	144.9	142.4	127.4	124.7	128.0	129.1	136.7

STOP 0

YF-12 BEAL TEST 3/26/80
16:59 JUN 25, '80 TEST 11274
YF-12 BEALE TEST 3/26/80
BARE ENGINE WITH BELLMOUTH
RUN 9
5200 RPM

RUN	71	72	73	74	75	76	77
FREQ (HZ)	TR 1 B1 40. DEG	TR 2 B2 0. DEG	TR 3 B3 0. DEG	TR 4 B4 0. DEG	TR 5 B5 20. DEG	TR 6 B6 40. DEG	TR 8 B8 0. DEG
50	98.5	100.0	83.7	80.8	80.3	88.5	91.4
63	97.1	94.2	79.6	76.4	81.6	86.9	87.6
80	97.5	97.5	84.8	81.6	82.5	83.6	90.9
100	97.0	97.5	85.5	82.7	82.8	84.1	91.2
125	101.0	97.5	87.2	84.5	84.3	84.9	93.3
160	102.8	100.6	90.1	87.9	86.4	88.0	95.2
200	100.9	102.2	90.1	88.2	88.1	90.3	93.7
250	103.3	101.7	89.5	87.4	88.8	90.4	96.2
315	105.5	104.0	90.7	87.9	91.7	91.5	97.4
400	109.8	108.2	95.0	92.8	95.0	94.2	101.8
500	114.8	113.0	98.7	96.8	99.5	98.2	106.6
630	117.4	115.1	100.6	97.7	102.1	101.5	107.9
800	118.0	115.5	101.6	98.7	102.3	101.8	109.1
1K	118.9	116.7	102.0	99.0	102.5	102.7	109.3
1.25K	119.4	117.1	102.0	99.3	103.4	103.1	109.2
1.6K	119.5	118.1	103.4	100.6	104.5	104.1	111.4
2K	119.4	118.4	103.5	100.5	103.7	103.8	111.0
2.5K	120.4	120.0	104.2	102.0	106.0	106.0	112.2
3.15K	123.4	124.8	108.2	107.3	110.3	110.7	117.0
4K	116.7	115.8	102.2	98.7	103.3	103.7	111.4
5K	118.0	119.5	101.4	98.0	102.3	102.8	110.0
6.3K	118.4	117.0	104.0	99.6	105.6	106.4	113.7
8K	115.0	114.6	100.8	97.6	101.9	102.5	110.5
10K	114.6	113.7	98.2	94.0	99.5	99.9	108.9
63	102.5	102.6	88.0	84.9	86.3	91.5	95.0
125	105.6	103.6	92.8	90.4	89.5	90.8	98.3
250	108.4	107.5	94.9	92.6	94.6	95.5	100.8
500	119.7	117.7	103.5	101.0	104.5	103.7	110.9
1K	123.6	121.2	106.6	103.8	107.5	107.4	114.0
2K	124.6	123.7	108.5	105.9	109.6	109.5	116.3
4K	124.8	125.8	109.8	108.3	111.6	112.1	118.7
8K	121.1	120.1	106.4	102.4	107.9	108.5	116.3
LP-8	130.2	129.6	114.5	112.1	115.9	116.1	123.0
SIL	124.3	123.6	108.3	106.0	109.6	109.6	116.3
OBA	130.8	130.2	114.9	112.7	116.4	116.6	123.4
PNDB	144.5	144.6	129.2	127.3	130.7	131.0	137.7

STOP 0

YF-12 BEAL TEST 3/26/80
07:21 JUN 25, '80 TEST 11274
YF-12 BEALE TEST 3/26/80
BARE ENGINE WITH BELLMOUTH
RUN 10
5400 RPM

RUN	78	79	80	81	82	83	84
FREQ (HZ)	TR 1 B1 40° DEG	TR 2 B2 0° DEG	TR 3 B3 0° DEG	TR 4 B4 0° DEG	TR 5 B5 20° DEG	TR 6 B6 40° DEG	TR 8 B8 0° DEG
80	97.1	100.1	84.2	81.4	81.7	88.7	91.9
83	95.3	93.4	81.0	78.0	82.2	86.7	87.8
90	96.7	96.5	84.8	81.3	82.3	84.0	91.9
100	95.4	97.1	86.0	83.2	83.0	84.0	92.4
125	100.0	96.3	87.0	84.4	84.5	84.8	93.1
130	100.9	98.9	90.4	88.2	84.6	87.9	95.2
200	99.3	101.5	89.5	87.8	87.0	89.6	92.0
250	101.5	100.5	88.6	86.5	86.8	90.1	95.0
315	101.1	100.0	87.3	84.6	88.6	89.6	93.2
400	102.7	100.5	86.5	84.5	87.7	87.7	95.3
500	101.9	101.2	88.3	85.4	88.4	88.5	95.5
630	105.6	102.3	89.8	87.0	89.7	89.4	96.6	
800	103.7	102.3	89.1	86.2	90.0	89.6	96.3
1K	111.2	105.3	91.4	88.2	92.5	93.4	98.8
1.25K	112.1	107.4	94.3	91.6	98.0	96.5	101.2
1.6K	112.4	113.0	99.5	96.7	102.4	99.2	108.0
2K	111.4	111.7	99.3	96.9	96.3	97.0	104.6
2.5K	115.3	112.6	99.1	96.9	102.6	101.5	107.2
3.15K	120.8	119.7	106.5	104.7	106.8	107.3	116.3
4K	111.6	110.4	98.4	95.0	98.1	100.4	107.2
5K	112.4	110.4	97.6	93.8	97.3	99.8	106.3
6.3K	118.8	115.0	103.0	97.1	102.5	106.3	112.3
8K	112.8	112.3	99.7	96.0	99.8	101.3	108.6
10K	113.6	113.5	98.5	93.8	99.2	100.7	110.0
75	101.2	102.3	88.4	85.2	86.9	91.6	95.7
80	104.1	102.3	93.0	90.6	88.9	90.7	98.5
90	105.5	105.5	93.3	91.3	92.3	94.5	98.4
100	108.5	106.2	93.2	90.5	93.4	93.4	100.6
1K	115.0	110.2	96.9	94.0	99.6	98.8	104.0
1.25K	118.1	117.2	104.1	101.6	106.0	104.4	111.6
1.6K	121.6	120.6	107.6	105.5	107.8	108.7	117.1
2K	120.7	118.5	105.6	100.6	105.5	108.3	115.3
2.5K	125.8	124.1	111.2	108.3	111.8	112.7	120.2
3.15K	118.3	116.0	102.8	100.4	104.5	103.9	110.9
4K	126.2	124.6	111.6	108.9	112.3	113.0	120.7
5K	140.6	139.3	126.3	123.8	126.6	127.4	135.3

YF-12 BEAL TEST 3/26/80
07:21 JUN 25, 80 TEST 11274
YF-12 BEALE TEST 3/26/80
BARE ENGINE WITH BELLMOUTH
RUN 11
5500 RPM

RUN	86	85	87	88	89	90	91
FREQ (HZ)	TR 1 B1 40° DEG	TR 2 B2 0° DEG	TR 3 B3 0° DEG	TR 4 B4 0° DEG	TR 5 B5 20° DEG	TR 6 B6 40° DEG	TR 8 B8 0° DEG
50	97.3	100.5	84.4	81.7	82.4	89.3	92.6
63	95.7	94.5	81.5	79.9	82.3	87.6	88.6
80	96.9	96.5	84.5	80.8	82.6	84.4	91.2
100	96.0	97.3	85.9	83.0	83.6	84.6	92.2
125	100.2	96.3	86.9	83.9	84.8	84.8	93.0
160	101.0	99.1	90.2	87.7	85.3	88.2	95.0
200	99.7	101.9	90.0	87.6	87.5	90.3	92.7
250	102.4	101.1	89.1	86.9	87.6	90.5	95.4
315	102.0	100.6	87.8	84.4	89.3	90.1	93.8
400	103.7	101.7	87.4	84.3	88.7	89.9	96.4
500	103.0	102.0	89.0	85.8	88.7	89.3	96.0
630	104.2	106.5	92.5	89.6	90.7	90.9	98.0
800	104.5	102.5	89.1	86.5	90.4	90.1	96.5
1K	113.0	106.9	92.1	89.1	94.4	94.9	100.7
1.25K	113.7	108.8	94.5	92.3	98.8	98.2	102.5
1.6K	111.9	113.6	100.9	97.6	104.4	99.4	109.5
2K	110.9	112.2	100.1	97.7	97.3	97.0	105.6
2.5K	115.9	112.6	99.4	97.3	103.7	102.4	107.4
3.15K	124.8	122.6	108.0	109.1	108.0	108.9	118.9
4K	112.8	111.5	99.1	96.4	99.7	101.8	108.6
5K	112.1	111.3	98.4	94.9	98.9	100.8	107.0
6.3K	118.7	115.6	105.8	99.8	104.5	107.6	111.6
8K	113.2	112.3	99.6	96.1	100.5	102.0	108.3
10K	113.9	113.7	98.7	94.6	100.7	100.9	109.1
63	101.4	102.7	88.4	85.6	87.2	92.3	95.8
125	104.3	102.5	92.8	90.2	89.4	91.0	98.4
250	106.3	106.0	93.8	91.3	93.0	95.1	98.9
500	108.4	108.8	95.0	91.9	94.3	94.9	101.7
1K	116.7	111.6	97.2	94.7	100.6	100.3	105.3
2K	118.3	117.6	104.9	102.3	107.5	104.9	112.6
4K	125.3	123.2	109.0	109.5	109.1	110.2	119.5
8K	120.8	118.8	107.4	102.1	107.1	109.3	114.7
LP-B	127.7	125.7	112.5	111.1	113.1	113.8	121.6
SIL	120.1	117.5	103.7	102.2	105.7	105.1	112.5
OOBA	128.4	126.4	113.0	112.0	113.7	114.2	122.3
PNDB	143.1	141.2	127.5	126.8	127.8	128.6	137.0

YF-12 BEAL TEST 3/26/80
08:04 JUN 25, '80 TEST 11274
YF-12 BEALE TEST 3/26/80
BARE ENGINE WITH BELLMOUTH
RUN 12
5600 RPM

RUN	92	93	94	95	96	97	98
FREQ (HZ)	TR 1 B1 40° DEG	TR 2 B2 0° DEG	TR 3 B3 0° DEG	TR 4 B4 0° DEG	TR 5 B5 20° DEG	TR 6 B6 40° DEG	TR 8 B8 0° DEG
50	96.7	100.0	83.8	81.7	83.1	88.9	92.3
63	95.8	94.9	81.4	78.9	83.2	87.9	88.5
80	96.8	96.6	83.9	81.0	82.8	84.4	91.1
100	96.5	97.1	85.3	82.9	83.8	84.8	92.2
125	100.9	96.6	86.5	84.3	84.9	85.0	93.5
160	101.9	99.2	89.8	87.9	85.1	88.0	95.4
200	100.0	102.0	89.3	87.8	87.3	89.9	92.6
250	102.4	100.9	88.7	86.9	87.5	90.1	95.4
315	101.9	100.4	87.2	84.5	89.1	90.1	93.7
400	103.4	102.1	86.9	84.9	89.2	89.9	96.6
500	103.0	102.3	88.2	85.3	88.4	88.7	95.9
630	104.3	106.9	92.5	90.0	90.9	90.2	98.2
800	104.1	102.3	88.4	86.4	90.5	89.9	96.3
1K	113.3	106.8	91.2	88.7	93.9	95.0	100.2
1.25K	113.9	109.5	93.8	92.1	98.3	97.9	102.6
1.6K	111.5	113.2	99.8	96.9	103.3	98.4	109.8
2K	110.3	112.0	98.9	96.4	96.1	95.5	105.6
2.5K	115.4	112.2	97.6	95.6	102.0	101.5	107.2
3.15K	125.3	120.9	107.1	106.7	105.6	109.4	120.1
4K	112.9	111.6	97.3	94.4	97.9	100.5	108.3
5K	111.7	111.4	96.1	92.9	97.2	99.1	106.8
6.3K	117.6	115.9	103.2	97.7	102.4	105.5	111.5
8K	112.8	112.3	97.8	95.1	99.0	100.4	108.2
10K	113.7	113.5	96.2	93.4	98.6	99.1	108.8
63	101.2	102.4	87.9	85.5	87.8	92.2	95.7
125	105.1	102.6	92.4	90.4	89.4	91.0	98.6
250	106.3	105.9	93.2	91.4	92.8	94.8	98.8
500	108.4	109.1	94.7	92.2	94.4	94.4	101.8
1K	116.9	111.9	96.5	94.5	100.1	100.1	105.2
2K	117.7	117.3	103.6	101.1	106.2	103.9	112.7
4K	123.8	121.8	107.9	107.1	106.8	110.3	120.5
8K	120.0	118.9	105.0	100.6	105.1	107.4	114.5
LP-8	127.8	125.0	111.0	109.2	111.4	113.1	122.2
SIL	120.1	117.0	102.6	100.9	104.4	104.8	112.8
OBA	128.5	125.4	111.8	109.9	111.9	113.6	123.0
PNDB	143.3	140.2	126.3	124.9	126.0	128.4	137.7

YF-12 BEAL TEST 3/26/80
08:04 JUN 25,'80 TEST 11274
YF-12 BEALE TEST 3/26/80
BARE ENGINE WITH BELLMOUTH
RUN 13
5800 RPM

RUN	99	100	101	102	103	104	106
FREQ (HZ)	TR 1 B_1 40° DEG	TR 2 B_2 0° DEG	TR 3 B3 0° DEG	TR 4 B4 0° DEG	TR 5 B5 20° DEG	TR 6 B6 40° DEG	TR 8 B8 0° DEG
50	96.6	99.7	83.8	82.3	82.9	88.8	.0
63	96.5	96.2	82.1	80.8	83.1	89.3	.0
80	96.9	96.8	84.2	81.3	83.3	85.2	.0
100	96.8	97.2	85.0	82.9	84.5	85.3	.0
125	101.4	97.8	87.8	85.4	85.5	86.3	.0
160	102.0	100.7	91.4	89.4	86.4	89.6	96.2
200	99.7	102.7	89.9	88.2	87.7	90.6	.0
250	103.4	102.0	89.3	87.6	88.3	91.2	95.9
315	104.0	101.7	88.3	85.5	89.9	91.3	95.0
400	102.8	100.8	86.6	84.2	87.8	88.2	94.7
500	104.2	102.5	88.3	86.0	89.0	89.6	95.7
630	110.3	105.5	92.9	90.5	91.5	95.2	99.2
800	105.7	104.0	90.2	87.8	91.9	91.9	97.2
1K	115.4	107.9	93.2	90.1	93.7	95.9	101.3
1.25K	116.2	110.3	95.9	94.1	99.5	101.7	105.0
1.6K	115.1	116.2	103.4	100.4	105.6	101.8	113.9
2K	112.7	116.6	102.9	100.2	97.8	98.0	108.7
2.5K	116.5	114.8	99.7	97.5	103.9	102.8	109.1
3.15K	129.3	125.5	113.6	113.8	109.1	112.3	125.4
4K	117.6	115.5	103.0	100.9	101.2	103.5	112.6
5K	114.1	112.8	99.6	96.5	100.4	101.1	109.5
6.3K	120.7	117.4	106.7	101.9	103.7	105.9	113.0
8K	115.1	113.8	100.5	97.4	100.8	102.1	109.8
10K	114.6	114.1	100.3	95.7	100.1	99.8	110.5
63	101.4	102.6	88.2	86.3	87.9	92.9	95.7
125	105.4	103.6	93.6	91.5	90.3	92.2	98.6
250	107.5	106.9	94.0	92.0	93.5	95.8	98.8
500	111.8	108.1	94.9	92.6	94.5	96.9	101.8
1K	119.1	112.9	98.4	96.2	101.0	103.1	107.0
2K	119.8	120.7	107.0	104.3	108.3	106.1	116.0
4K	129.8	126.1	114.1	111.1	110.3	113.1	125.7
8K	122.5	120.2	108.4	103.9	106.6	108.1	116.1
LP-8	131.2	128.2	115.9	115.0	113.8	115.4	126.6
SIL	122.9	119.9	106.5	104.9	106.5	107.4	116.2
OBA	132.1	129.0	116.7	116.0	114.4	116.0	127.6
PNDB	146.7	143.7	131.3	130.4	128.7	130.8	141.6

STOP 0

YF-12 BEAL TEST 3/26/80
08:13 JUN 25, '80 TEST 11274
YF-12 BEALE TEST 3/26/80
BARE ENGINE WITH BELLMOUTH
RUN 14
6000 RPM

RUN	107	108	109	110	111	112	113
FREQ (HZ)	TR 1 B1 40° DEG	TR 2 B2 0° DEG	TR 3 B3 0° DEG	TR 4 B4 0° DEG	TR 5 B5 20° DEG	TR 6 B6 40° DEG	TR 8 B8 0° DEG
50	97.8	100.3	85.9	84.5	85.3	89.4	93.9
63	98.4	96.4	84.2	81.4	85.8	90.3	91.3
80	98.6	98.9	86.1	83.4	85.7	87.3	93.0
100	97.4	98.7	86.8	84.7	86.6	87.2	92.7
125	102.1	99.2	89.2	87.1	87.7	88.0	96.0
160	102.5	101.5	92.3	90.5	88.1	90.6	97.4
200	100.9	103.5	91.3	89.9	89.6	91.9	95.1
250	103.8	103.3	90.7	89.0	89.8	93.0	97.5
315	106.1	103.1	90.0	87.4	92.3	93.2	96.8
400	103.1	101.9	88.3	86.0	90.0	90.3	96.4
500	104.4	104.0	89.5	87.1	91.1	92.0	97.7
630	112.7	110.9	94.7	93.6	97.0	100.0	100.6
800	110.3	107.3	93.2	91.6	94.3	96.8	98.5
1K	118.6	111.0	94.7	92.2	95.6	97.3	103.0
1.25K	118.3	114.8	97.5	96.1	99.7	103.6	104.7
1.6K	116.7	114.7	102.4	99.7	107.9	103.8	114.1
2K	114.4	115.9	104.4	101.7	101.1	101.7	112.1
2.5K	117.6	113.7	101.5	98.9	104.2	102.8	109.8
3.15K	127.9	124.0	113.8	113.7	108.4	114.1	119.8
4K	119.6	117.0	106.1	104.9	104.0	106.7	112.6
5K	115.6	114.6	100.8	98.6	102.4	102.1	110.2
6.3K	119.6	117.2	104.6	101.8	105.1	106.6	117.0
8K	116.6	115.6	102.2	100.2	102.9	104.1	113.0
10K	115.0	114.8	99.0	95.9	101.4	101.0	111.1
63	103.0	103.6	90.3	88.0	90.4	93.9	97.6
125	106.0	104.8	94.8	92.9	92.3	93.6	100.6
250	108.9	108.1	95.5	93.7	95.5	97.5	101.3
500	113.7	112.2	96.6	95.0	98.6	101.0	103.4
1K	121.8	116.8	100.3	98.5	101.9	105.2	107.5
2K	121.2	119.6	107.7	105.0	110.1	107.6	117.1
4K	128.7	125.2	114.6	114.4	110.5	115.0	121.0
8K	122.3	120.8	107.3	104.7	108.2	109.2	119.2
LP-8	130.9	127.9	116.3	115.4	114.9	117.1	124.3
SIL	123.9	120.5	107.5	106.0	107.5	109.3	115.2
OUBA	131.7	128.5	117.1	116.4	115.4	117.8	124.9
PNDB	146.3	143.2	131.8	131.0	129.3	132.7	139.1

YF-12 BEAL TEST 3/26/80
08:13 JUN 25,'80 TEST 11274
YF-12 BEALE TEST 3/26/80
BARE ENGINE WITH BELLMOUTH
RUN 15
6100 RPM

RUN	114	115	116	117	118	119	120
FREQ (HZ)	TR 1 B1 40° DEG	TR 2 B2 0° DEG	TR 3 B3 0° DEG	TR 4 B4 0° DEG	TR 5 B5 20° DEG	TR 6 B6 40° DEG	TR 8 B8 0° DEG
50	98.2	100.5	86.8	85.5	86.9	90.2	94.5
63	99.6	97.0	85.9	83.4	86.9	91.8	92.8
80	100.2	100.2	88.1	85.4	87.0	89.2	94.9
100	98.7	100.6	88.2	86.2	87.8	88.4	94.4
125	103.3	100.3	90.8	88.6	89.1	89.2	97.5
160	103.8	102.5	93.4	91.5	89.5	91.8	98.9
200	101.9	104.8	93.0	91.6	91.0	93.2	96.8
250	104.8	104.2	92.0	90.3	91.1	93.9	98.4
315	108.3	104.6	91.6	88.9	93.2	94.8	98.0
400	104.1	102.9	89.7	87.5	91.4	91.0	98.3
500	106.1	104.2	91.1	88.7	91.8	92.0	99.0
630	111.8	108.8	96.6	94.1	96.2	97.3	103.9
800	114.1	108.4	97.8	95.4	96.0	98.6	104.4
1K	116.1	112.4	95.6	92.5	97.4	101.9	102.6
1.25K	119.3	115.2	99.5	95.7	99.7	104.8	106.9
1.6K	121.3	116.6	102.5	99.3	108.9	104.4	113.7
2K	115.6	116.8	104.5	100.9	102.4	101.6	112.4
2.5K	116.3	114.4	102.5	99.6	102.6	103.6	111.9
3.15K	124.3	122.3	111.8	109.1	112.0	112.0	121.6
4K	121.5	118.9	108.4	105.6	108.6	108.4	117.9
5K	118.1	114.8	102.0	98.4	103.0	102.9	111.7
6.3K	118.6	116.6	103.1	98.5	103.6	105.4	113.3
8K	117.7	116.6	103.0	99.3	103.2	105.1	112.7
10K	114.3	114.6	99.5	95.1	100.8	100.7	110.5
63	104.2	104.3	91.8	89.6	91.7	95.3	98.9
125	107.2	106.1	96.0	94.1	93.6	94.8	102.1
250	110.5	109.3	97.0	95.2	96.7	98.8	102.6
500	113.4	110.8	98.3	95.9	98.5	99.1	105.9
1K	121.8	117.6	102.7	99.5	102.8	107.2	109.8
2K	123.3	120.8	108.0	104.8	110.5	108.1	117.5
4K	126.5	124.4	113.7	111.0	114.0	113.9	123.4
8K	122.0	120.8	106.9	102.7	107.5	108.9	117.1
LP-8	130.1	127.8	115.9	112.9	116.6	116.7	125.4
11L	123.9	121.0	108.2	105.1	109.1	109.8	116.9
9VBA	130.6	128.3	116.5	113.8	117.3	117.2	126.1
2VDB	144.6	142.7	131.1	128.2	131.5	131.8	140.5
0							

YF-12 BEAL TEST 3/26/80
08:25 JUN 25, '80 TEST 11274
YF-12 BEALE TEST 3/26/80
BARE ENGINE WITH BELLMOUTH
RUN 16
6200 RPM

RUN	121	122	123	124	125	126	127
FREQ (HZ)	TR 1 B1 40° DEG	TR 2 B2 0° DEG	TR 3 B3 0° DEG	TR 4 B4 0° DEG	TR 5 B5 20° DEG	TR 6 B6 40° DEG	TR 8 B8 0° DEG
50	98.5	101.0	87.8	86.5	87.8	90.6	95.5
63	100.0	97.9	86.0	83.5	87.5	92.2	93.1
80	100.5	100.2	88.4	85.8	88.0	89.5	95.6
100	99.4	101.0	89.1	87.0	88.0	89.6	95.2
125	103.6	100.6	91.3	89.4	89.5	90.0	97.7
160	103.9	102.9	93.9	92.1	89.8	92.3	99.2
200	102.4	104.9	93.0	91.6	91.5	93.5	97.2
250	105.2	104.4	92.1	90.4	91.9	94.3	98.9
315	108.6	104.7	91.2	88.8	93.8	95.6	98.5
400	104.4	103.6	89.6	87.5	92.5	92.3	98.8
500	106.9	104.6	90.8	88.1	92.1	92.9	99.5
630	110.8	108.8	95.6	93.3	96.4	96.9	102.1
800	113.7	108.7	97.1	95.7	99.3	99.5	101.7
1K	113.9	112.7	94.7	92.6	97.6	100.0	104.2
1.25K	120.2	116.5	98.5	96.6	102.5	103.5	108.2
1.6K	120.3	116.1	101.2	98.6	109.5	105.7	112.2
2K	117.5	116.9	102.4	99.2	103.2	102.1	112.1
2.5K	116.9	116.1	101.3	97.9	101.8	102.1	111.1
3.15K	121.6	121.1	107.6	105.4	108.2	108.6	121.4
4K	120.9	119.7	107.0	104.6	106.9	107.1	120.2
5K	116.2	114.8	100.1	96.7	102.2	101.4	112.2
6.3K	116.6	116.5	100.6	96.2	101.9	102.2	112.4
8K	116.0	117.4	101.0	97.3	102.2	102.7	113.1
10K	113.2	114.1	97.0	93.7	100.2	98.4	110.6
63	104.5	104.6	92.3	90.2	92.6	95.7	99.7
125	107.5	106.4	96.6	94.8	93.9	95.6	102.4
250	110.9	109.4	96.9	95.2	97.3	99.3	103.0
500	112.9	111.0	97.6	95.2	98.9	99.4	105.1
1K	121.8	118.5	101.8	100.0	105.0	106.2	110.3
2K	123.3	121.1	106.4	103.4	111.0	108.4	116.6
4K	124.9	124.1	110.7	108.3	111.2	111.4	124.1
8K	120.3	121.0	104.6	100.7	106.3	106.2	116.9
LP-8	129.2	127.8	113.5	110.9	115.4	115.0	125.7
SIL	123.3	121.2	106.3	103.9	109.1	108.6	117.0
SUBA	129.7	126.3	114.0	111.4	116.0	115.4	126.5
PNDB	143.2	142.3	128.3	125.8	129.4	129.6	140.5

YF-12 BEAL TEST 3/26/80
08:25 JUN 25, '80 TEST 11274
YF-12 BEALE TEST 3/26/80
BARE ENGINE WITH BELLMOUTH
RUN 17
6300 RPM

RUN	128	129	130	131	132	133	134
FREQ (HZ)	TR 1 B1 40. DEG	TR 2 B2 0. DEG	TR 3 B3 0. DEG	TR 4 B4 0. DEG	TR 5 B5 20. DEG	TR 6 B6 40. DEG	TR 8 B8 0. DEG
50	98.2	100.4	88.2	87.1	88.4	90.6	95.3
63	100.0	97.0	87.1	84.6	88.2	92.3	93.3
80	100.7	100.7	89.4	86.5	88.7	90.4	95.9
100	100.0	101.1	89.4	87.0	89.1	90.2	95.7
125	104.1	101.3	91.7	89.7	90.2	90.7	98.4
160	104.2	103.1	94.0	92.2	90.4	92.8	99.4
200	102.7	105.2	93.6	92.2	92.2	93.8	98.2
250	105.1	104.7	92.6	90.9	92.2	94.6	99.2
315	107.4	104.6	92.5	89.8	94.3	95.3	99.4
400	105.0	104.4	90.6	88.4	92.8	92.8	99.1
500	107.8	105.2	92.1	89.4	92.7	93.2	99.9
630	110.1	107.6	92.8	91.3	95.0	97.4	101.1
800	113.1	110.2	93.8	93.8	96.5	98.6	102.4
1K	118.7	113.5	98.1	94.9	99.6	103.6	108.1
1.25K	120.6	118.0	101.3	98.9	100.7	106.3	109.8
1.6K	120.2	116.7	102.6	100.3	109.6	106.0	112.7
2K	119.0	116.5	103.9	101.5	103.3	102.4	113.5
2.5K	117.0	115.6	103.3	100.1	101.0	103.0	112.0
3.15K	122.8	121.7	106.8	105.3	108.2	110.5	121.4
4K	123.6	122.9	108.2	106.5	109.3	111.4	122.8
5K	116.8	115.9	101.8	98.5	102.8	103.2	112.4
6.3K	116.8	115.7	102.5	97.9	102.4	103.5	112.4
8K	117.9	116.8	103.7	99.4	102.7	104.6	114.2
10K	113.4	113.9	98.4	94.5	99.7	99.9	110.8
63	104.5	104.4	93.1	91.0	93.2	95.9	99.8
125	107.9	106.7	96.9	94.9	94.7	96.2	102.9
250	110.2	109.6	97.7	95.9	97.8	99.4	103.7
500	112.9	110.7	96.7	94.6	98.4	99.8	104.9
1K	123.2	119.8	103.5	101.2	104.0	108.6	112.5
2K	123.7	121.1	108.1	105.5	111.0	108.9	117.5
4K	126.7	125.8	111.1	109.3	112.3	114.4	125.4
8K	121.2	120.4	106.8	102.5	106.6	107.9	117.5
LP-8	130.3	128.7	114.5	112.1	115.9	117.1	126.9
SIL	124.5	122.2	107.6	105.3	109.1	110.6	118.5
OOBA	130.9	129.3	115.0	112.7	116.5	117.6	127.7
PNDB	144.6	143.4	129.2	127.0	130.1	131.8	141.7
STOP 0							

YF-12 BEAL TEST 3/26/80
08:35 JUN 25, '80 TEST 11274
YF-12 BEALE TEST 3/26/80
BARE ENGINE WITH BELLMOUTH
RUN 18
6400 RPM

RUN	135	136	137	138	139	140	141
FREQ (HZ)	TR 1 B1 40° DEG	TR 2 B2 0° DEG	TR 3 B3 0° DEG	TR 4 B4 0° DEG	TR 5 B5 20° DEG	TR 6 B6 40° DEG	TR 8 B8 0° DEG
50	98.1	100.1	89.7	88.8	90.7	91.3	96.1
63	100.7	97.8	89.0	86.8	89.6	93.7	94.8
80	101.9	101.7	90.7	88.0	90.6	91.8	97.0
100	101.3	101.9	90.7	88.3	90.5	91.7	96.7
125	104.7	102.5	93.4	91.4	91.9	92.0	99.6
160	105.2	103.9	95.5	93.8	92.0	94.2	100.7
200	103.4	105.6	95.1	93.7	93.3	95.1	99.8
250	105.2	105.1	93.6	92.0	93.6	96.0	100.1
315	107.2	105.8	93.4	90.9	95.4	96.3	99.8
400	105.5	105.1	92.0	89.8	94.0	93.9	100.3
500	107.4	105.9	92.3	90.0	94.1	95.0	100.7
630	111.4	108.5	93.8	91.3	95.4	98.3	102.2
800	118.1	111.0	94.8	94.1	98.0	100.6	102.9
1K	123.9	112.1	98.0	93.8	100.0	100.2	107.5
1.25K	123.0	116.8	101.4	99.4	102.6	104.4	109.7
1.6K	121.7	118.1	103.3	100.7	111.7	106.5	111.5
2K	119.8	115.2	104.3	101.6	105.5	103.6	112.4
2.5K	118.7	116.0	103.2	100.6	101.8	103.3	112.0
3.15K	121.9	117.0	104.8	102.7	106.4	109.8	115.6
4K	126.0	120.4	109.0	106.6	110.1	113.6	120.3
5K	117.5	116.2	102.1	99.3	103.6	103.9	111.3
6.3K	116.7	115.3	102.2	98.1	103.1	103.9	111.3
8K	116.5	115.7	102.0	98.8	102.9	105.0	112.2
10K	113.0	112.9	98.7	94.6	100.3	100.2	109.6
63	105.3	104.9	94.6	92.7	95.1	97.1	100.8
125	108.8	107.6	98.4	96.5	96.3	97.6	104.1
250	110.3	110.3	98.9	97.1	98.9	100.6	104.7
500	113.6	111.5	97.6	95.2	99.3	100.9	105.9
1K	127.1	118.9	103.6	101.3	105.4	106.9	112.3
2K	125.0	121.4	108.4	105.8	113.0	109.5	116.8
4K	127.9	123.1	111.0	108.6	112.3	115.4	122.0
8K	120.5	119.6	106.0	102.3	107.0	108.2	115.9
OAPWL	132.0	127.3	114.5	111.9	116.8	117.7	124.3
SIL	126.6	121.1	107.7	105.2	110.2	110.6	117.0
OASPL	132.6	127.7	114.9	112.3	117.4	118.3	125.0
PNDB	146.2	141.8	129.6	127.0	130.9	133.0	139.7

YF-12 BEAL TEST 3/26/80
08:35 JUN 25, '80 TEST 11274
YF-12 BEALE TEST 3/26/80
BARE ENGINE WITH BELLMOUTH
RUN 19
6500 RPM

RUN	142	143	144	145	146	147	148
FREQ (HZ)	TR 1 B1 40° DEG	TR 2 B2 0° DEG	TR 3 B3 0° DEG	TR 4 B4 0° DEG	TR 5 B5 20° DEG	TR 6 B6 40° DEG	TR 8 B8 0° DEG
50	98.0	99.8	90.8	89.8	92.1	92.1	97.2
63	101.0	98.5	90.9	88.9	91.7	95.1	96.3
80	103.1	102.5	93.0	90.3	92.5	93.7	98.6
100	103.0	103.2	92.6	90.3	92.6	93.4	98.6
125	105.8	103.9	95.4	93.7	94.0	93.7	101.7
160	106.7	105.9	97.4	95.7	94.4	96.5	102.5
200	104.9	106.9	97.2	95.9	95.4	97.3	101.9
250	106.0	106.2	94.7	93.1	95.6	97.5	101.6
315	107.8	106.6	94.0	91.8	96.9	97.5	101.8
400	106.7	106.4	93.1	91.1	95.1	95.5	101.9
500	109.0	107.2	93.5	91.3	95.6	95.8	102.3
630	113.9	108.8	94.5	92.6	96.7	99.2	102.8
800	121.5	114.1	96.5	94.0	100.4	104.1	103.8
1K	119.9	113.2	96.6	95.1	98.4	105.8	105.2
1.25K	120.7	115.6	99.1	97.3	103.4	107.1	107.9
1.6K	120.5	117.1	102.8	101.7	111.2	107.4	112.4
2K	118.1	118.2	104.5	102.4	107.2	104.3	113.1
2.5K	119.2	115.1	103.7	100.9	103.5	103.8	110.8
3.15K	121.5	117.1	103.3	101.0	105.8	109.9	112.4
4K	124.6	119.5	108.0	104.8	109.6	113.8	118.2
5K	117.0	116.2	102.0	98.8	103.3	104.1	110.7
6.3K	116.5	115.1	101.6	97.3	102.9	104.4	110.5
8K	117.1	115.1	101.5	98.3	102.2	105.2	110.9
10K	112.9	112.4	98.1	93.4	99.7	100.3	108.7
63	105.9	105.4	96.5	94.5	96.9	98.6	102.2
125	110.2	109.2	100.3	98.5	98.5	99.5	106.0
250	111.2	111.3	100.3	98.7	100.8	102.2	106.6
500	115.7	112.3	98.5	96.5	100.6	101.9	107.1
1K	125.5	119.2	102.3	100.5	106.0	110.6	110.8
2K	124.1	121.7	108.5	106.4	113.2	110.2	117.0
4K	126.8	122.6	110.0	107.0	111.8	115.6	119.8
8K	120.6	119.2	105.4	101.6	106.6	108.5	114.9
LP-8	131.1	127.3	114.1	111.5	116.8	118.5	123.1
SIL	125.5	121.2	107.0	104.6	110.3	112.1	115.8
OASPL	131.5	127.7	114.3	111.7	117.3	118.9	123.5
PNDB	145.4	141.5	129.1	126.2	130.9	133.6	138.3
OVRALL	0						

YF-12 BEAL TEST 3/26/80
08:45 JUN 25, '80 TEST 11274
YF-12 BEALE TEST 3/26/80
BARE ENGINE WITH BELLMOUTH
RUN 20
6600 RPM

RUN	149	150	151	152	153	154	155
FREQ (HZ)	TR 1 B1 40° DEG	TR 2 B2 0° DEG	TR 3 B3 0° DEG	TR 4 B4 0° DEG	TR 5 B5 20° DEG	TR 6 B6 40° DEG	TR 8 B8 0° DEG
50	99.1	100.3	92.2	91.8	94.7	93.8	98.4
63	102.0	99.4	93.4	91.4	93.8	96.6	98.1
80	104.3	104.1	95.2	92.6	95.3	95.4	100.0
100	104.9	104.5	94.6	92.3	94.7	96.2	100.3
125	107.6	106.0	97.6	95.9	96.6	96.1	103.7
160	108.8	107.9	99.6	97.9	96.4	98.3	104.7
200	107.5	109.4	99.7	98.4	98.0	99.7	104.6
250	107.9	107.8	96.2	94.6	98.2	99.7	103.5
315	109.2	107.4	95.3	93.3	99.0	99.1	103.7
400	108.4	108.0	94.9	92.9	97.2	97.0	103.4
500	110.8	109.0	95.0	92.8	97.4	97.5	103.9
630	114.6	111.2	96.9	93.5	97.7	99.8	104.9
800	119.1	118.9	96.8	94.6	99.9	102.4	104.9
1K	121.8	113.2	97.0	94.6	100.2	102.8	110.5
1.25K	122.2	116.5	99.8	97.3	103.7	107.6	110.0
1.6K	119.6	117.1	101.7	99.7	109.9	106.7	113.2
2K	118.5	118.1	103.0	100.5	105.7	104.6	112.0
2.5K	116.3	115.6	102.2	99.4	102.0	101.5	109.5
3.15K	120.3	117.2	102.0	99.8	105.2	105.9	112.1
4K	129.2	122.5	107.4	103.3	108.6	108.0	120.8
5K	117.1	115.8	100.8	97.4	102.2	102.2	109.9
6.3K	116.3	114.9	100.2	96.2	102.3	101.7	109.9
8K	115.8	114.2	99.7	96.7	101.4	101.6	110.2
10K	112.4	112.2	96.3	92.1	98.6	97.2	108.1
63	107.1	106.6	98.5	96.7	99.4	100.2	103.7
125	112.2	111.1	102.5	100.7	100.8	101.8	108.0
250	113.0	113.0	102.3	100.8	103.2	104.3	108.7
500	116.8	114.3	100.5	97.8	102.2	103.1	108.9
1K	126.0	121.6	102.9	100.4	106.4	109.7	113.8
2K	123.1	121.8	107.1	104.7	111.8	109.5	116.6
4K	129.9	124.3	109.2	105.6	110.9	110.8	121.6
8K	119.9	118.6	103.8	100.2	105.8	105.4	114.3
LP-8	132.5	128.5	113.6	110.9	116.2	116.1	124.3
SIL	126.3	122.6	106.4	103.6	109.7	110.0	117.4
OOBA	133.1	128.7	113.4	110.4	116.4	116.1	124.7
PNDB	147.8	143.3	128.6	125.3	130.4	130.3	139.9

YF-12 BEAL TEST 3/26/80
08:45 JUN 25, '80 TEST 11274
YF-12 BEALE TEST 3/26/80
BARE ENGINE WITH BELLMOUTH
RUN 21
6700 RPM

RUN	156	157	158	159	160	161	162
FREQ (HZ)	TR 1 B1 40° DEG	TR 2 B2 0° DEG	TR 3 B3 0° DEG	TR 4 B4 0° DEG	TR 5 B5 20° DEG	TR 6 B6 40° DEG	TR 8 B8 0° DEG
50	101.8	102.8	98.1	97.4	100.6	98.6	102.4
63	105.8	102.6	100.0	98.1	99.7	101.8	102.0
80	108.9	108.2	101.6	99.4	102.0	100.3	104.7
100	109.9	109.9	101.2	98.7	101.1	102.0	105.5
125	113.5	113.0	106.4	104.7	104.0	103.9	111.5
160	116.1	115.2	108.2	106.3	104.4	107.4	113.0
200	114.5	114.8	104.8	103.0	106.3	108.0	110.9
250	114.3	113.9	103.1	101.6	106.6	107.0	110.9
315	115.6	113.5	103.5	102.1	107.0	106.6	111.5
400	116.0	116.0	103.3	101.6	106.0	105.7	111.2
500	116.4	116.8	102.1	99.7	106.0	104.7	111.4
630	119.3	117.0	103.1	100.0	106.3	105.5	112.0
800	122.7	121.6	103.5	100.3	107.2	106.2	112.1
1K	125.5	118.9	103.0	99.9	106.0	106.3	112.3
1.25K	124.8	120.7	104.1	100.9	106.7	107.5	112.0
1.6K	120.8	118.1	102.6	100.2	110.0	107.3	112.8
2K	120.0	120.1	103.9	101.0	107.9	107.2	113.2
2.5K	117.8	117.8	102.6	99.9	105.2	105.0	111.1
3.15K	120.7	117.4	102.7	100.4	105.5	105.5	111.7
4K	127.0	122.4	106.3	102.8	108.9	106.4	117.0
5K	117.7	116.2	100.4	97.4	103.1	102.9	110.8
6.3K	116.1	115.4	100.2	96.6	103.1	102.4	110.4
8K	115.8	114.1	99.0	96.8	102.1	101.4	110.1
10K	112.3	111.6	94.9	91.5	98.9	96.8	107.9
63	111.1	110.1	104.9	103.2	105.6	105.2	108.0
125	118.6	118.0	110.9	109.0	108.2	109.8	115.8
250	119.6	118.9	108.6	107.0	111.4	112.0	115.9
500	122.3	121.4	107.6	105.3	110.9	110.1	116.3
1K	129.3	125.3	108.3	105.2	111.4	111.5	116.9
2K	124.5	123.5	107.9	105.1	112.9	111.4	117.3
4K	128.3	124.3	108.6	105.5	111.2	109.9	118.8
8K	119.8	118.7	103.3	100.3	106.5	105.6	114.4
LP-8	133.5	130.8	117.1	114.7	119.4	119.0	125.2
SIL	127.4	124.4	108.3	105.3	111.8	110.9	117.7
OOBA	133.5	130.5	114.8	111.9	116.3	117.4	124.2
PNDB	147.8	144.7	129.9	126.9	132.6	131.4	139.3

*STOP. 0

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