TWIN JET

Many subsonic and supersonic vehicles in the current fleet have multiple engines mounted near one another. Some future vehicle concepts may use innovative propulsion systems such as distributed propulsion which will result in multiple jets mounted in close proximity. Engine configurations with multiple jets have the ability to exploit jet-by-jet shielding which may significantly reduce noise. Jet-by-jet shielding is the ability of one jet to shield noise that is emitted by another jet. The sensitivity of jet-by-jet shielding to jet spacing and simulated flight stream Mach number are not well understood. The current experiment investigates the impact of jet spacing, jet operating condition, and flight stream Mach number on the noise radiated from subsonic and supersonic twin jets.
TWIN JET
Brenda Henderson
Rick Bozak
May 2010

Acoustics Technical Working Group
October 21-22, 2010

Funded by the Supersonics Project
Range of Aircraft
Twin Jet Configurations

Y-Duct
S-Duct
Nozzle

Single Jet
Nozzles

Conical Nozzle

Contoured CD Nozzle
Md = 1.51

(Bi-conic CD Pictured)
Twin Jet Spacing Effects

- Shielding
  - Effect of Heating
  - Free Jet Effects
  - Supersonic

- Interaction

<table>
<thead>
<tr>
<th>Spacing</th>
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• Shielding

– Effect of Heating

– Free Jet Effects

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• Interaction

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<td>1.89</td>
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<tr>
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<th>Nozzle Temperature Ratio (NTR)</th>
<th>Free Jet Mach Number (Mfj)</th>
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<tr>
<td>1.70</td>
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Effect of Spacing on Shielding

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NPR 1.88
NTR 2.37
Mfj 0.1
90°
Effect of Spacing on Shielding

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NPR 1.88
NTR 2.37
Mfj 0.1
140°
Shielding – Low Speed

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NPR 1.52
NTR 1.95
Mfj 0.1
90°
Shielding – Low Speed

- Spacing: S1 = 2.625
- NPR = 1.52
- NTR = 1.95
- Mfj = 0.1
- 140°
Shielding – Middle Speed

Spacing  S/D
S1       2.625

NPR 1.88
NTR 2.37
Mfj  0.1
140°

In-plane – 0°
Shielding – High Speed

Spacing | S/D
S1      | 2.625

NPR 2.00
NTR 2.51
Mfj 0.1
140°
Heating Effects

Spacing S/D
S1 2.625

NPR 1.893
NTR 1.000
Mfj 0.1
140°
Heating Effects

Spacing S/D
S1 2.625

NPR 1.880
NTR 2.369
Mfj 0.1
140°
Heating Effects

Spacing | S/D | S1  | 2.625

- NPR 1.867
- NTR 3.115
- Mfj 0.1
- 140°

In-plane – 0°

SPL (dB)

Freq (Hz)
Free Jet Effects

Spacing | S/D
---|---
S1 | 2.625

NPR 1.70
NTR 3.11
Mj 0
140°

SPL (dB)

Freq (Hz)

In-plane – 0°
Free Jet Effects

Spacing S/D
S1 2.625

NPR 1.867
NTR 3.115
Mfj 0.1
140°
Free Jet Effects

Spacing S/D
S1 2.625

NPR 1.867
NTR 3.115
Mfj 0.3
140°
Supersonic Shielding

Spacing | S/D | S1 | 2.625

NPR 3.50
NTR 3.00
Mfj 0.1
140°
Supersonic Shielding

Spacing | S/D
---|---
S1 | 2.625

In-plane – 0°

NPR 3.50
NTR 3.00
Mfj 0.3
140°
### Interaction

#### Spacing vs. S/D

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#### NPR, NTR, Mfj
- NPR: 1.88
- NTR: 2.37
- Mfj: 0.1
- 90°

#### SPL vs. Freq (Hz)

![Graph showing SPL vs. Freq (Hz)](image-url)
Interaction

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NPR 1.88
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Mfj 0.1
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### Interaction

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- NPR 1.87
- NTR 3.12
- Mfj 0.3
- 140°

![Graph showing sound pressure level (SPL) vs. frequency (Freq) for different spacings (S1, S3, S5, S8) with Single Jet +3dB in comparison.](image)
Supersonic Interaction

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- NPR 3.50
- NTR 3.00
- Mfj 0.1
- 140°
Supersonic Interaction

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NPR 3.50
NTR 3.00
Mfj 0.3
140°
Summary

Shielding
• Most effective in the peak jet noise direction
• Most sensitive to flight speed, less sensitive to jet conditions

Interaction
• For peak jet noise, secondary peak grows with increasing spacing

Further investigation needed: Acoustics (Langley JNL), PIV, Phased Array
Backup Slides
Free Jet Effects

Spacing | S/D  
---|---
S1    | 2.625

NPR 1.70  
NTR 3.11  
Mfj 0  
140°

In-plane – 0°

SPL (dB) vs. Freq (Hz)

- S1
- Single Jet
- Single Jet +3dB
Interaction – Effect of Spacing

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Out-of-plane – 90°

NPR 1.88
NTR 2.37
Mfj 0.1
140°