

Active control of multimodal tonal noise propagated in circular duct with axial subsonic mean flow up to $M=0.3$

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Paris

Outline

- 1 **Motivations**
- 2 **Materials and methods**
- 3 **Results and discussion**
 - No flow, multimodal
 - In flow, planar mode
- 4 **Conclusion**

Plan

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Motivations

Active noise control of aircraft engine noise: possible or not ?

- Multimodal tonal noise propagating in circular ducts in the presence of a mean flow

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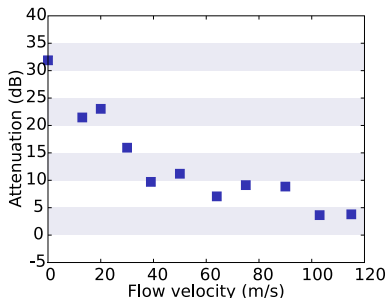


Figure: Tonal noise attenuation due to the control as a function of the flow velocity, for a 2450 Hz pure tone (6 modes).

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Observation

6 modes, $M = 0.3 \Rightarrow$ control system inefficient

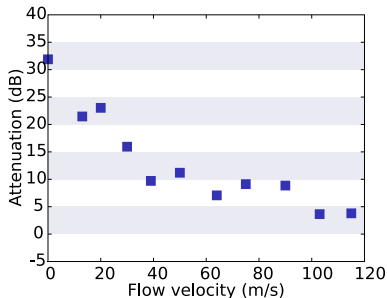


Figure: Tonal noise attenuation due to the control as a function of the flow velocity, for a 2450 Hz pure tone (6 modes).

Motivations

French research project CoMBE (Contrôle et Métrologie du Bruit en Ecoulement)



LAUM

LEA, flow metrology (microphone array, LDA)

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Motivations

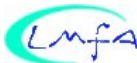
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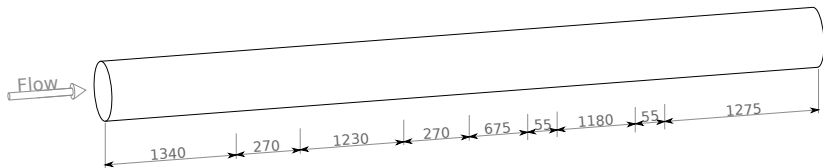
FNRAE, funding

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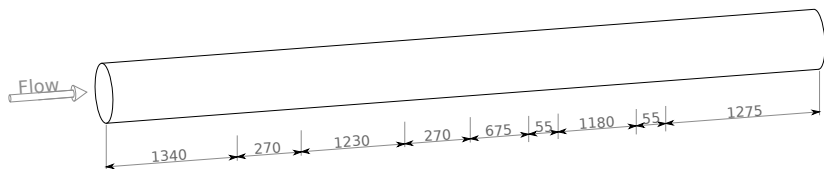
Materials and methods

Setup



Materials and methods

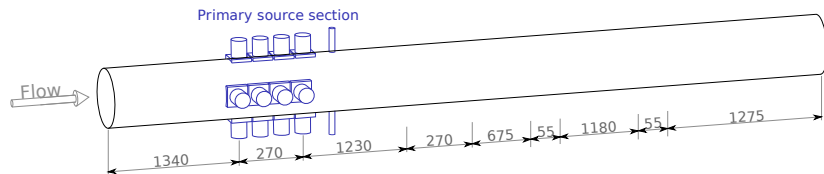
Setup



- $0 < u < 100$ m/s
- $0 < M < 0.3$
- Duct: 10 mm-thick, diameter of 176 mm

Materials and methods

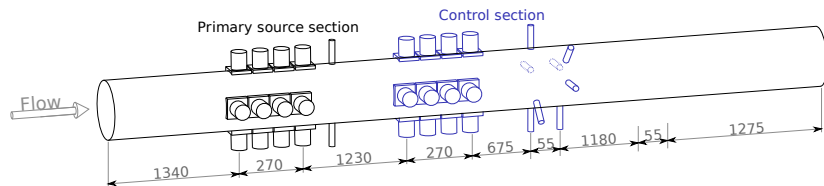
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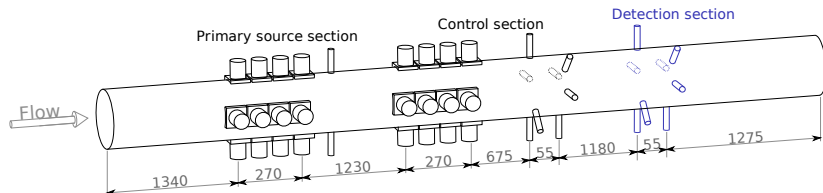
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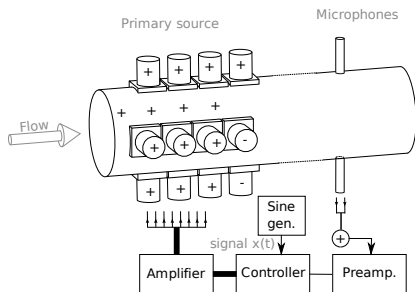
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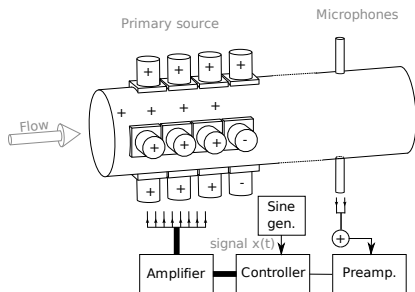
Materials and methods

Primary source



Materials and methods

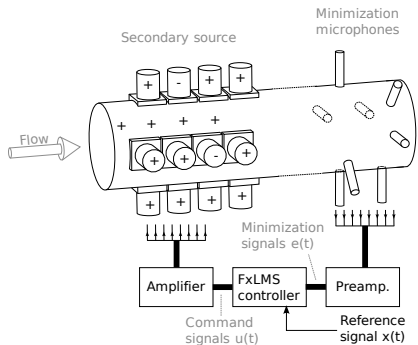
Primary source



- 125 dB at 800 Hz
- 105 dB at 2450 Hz

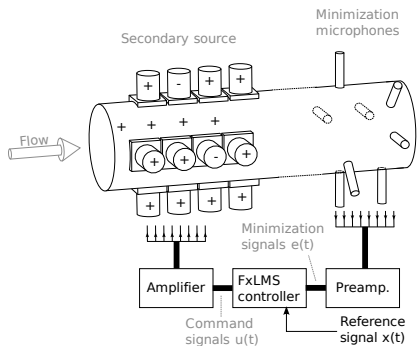
Materials and methods

Control section



Materials and methods

Control section



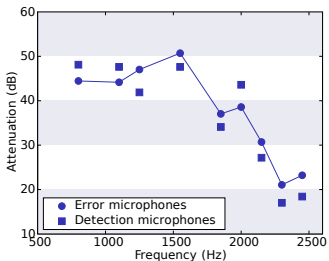
- $$\mathbf{W}(n+1) = \mathbf{W}(n) - \beta [\mathbf{H} * x(n)]^T \mathbf{e}(n)$$

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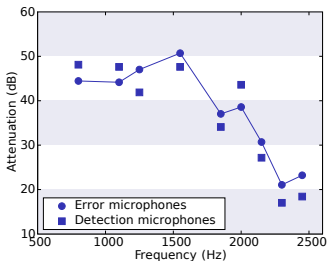
No flow, multimodal



← Control under no-flow conditions at various primary source excitation frequencies

No flow, multimodal

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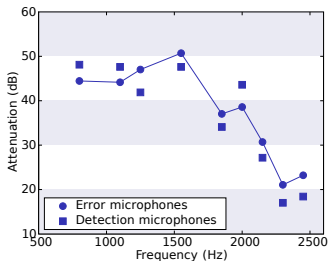


← Control under no-flow conditions at various primary source excitation frequencies

- Up to $f = 1500\text{Hz}$: optimal performances

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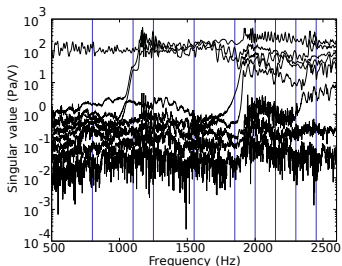
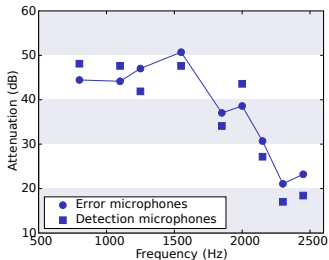


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- From $f = 1500\text{Hz}$: decrease of the performances

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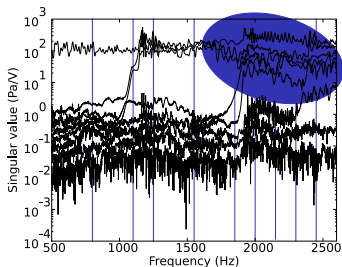
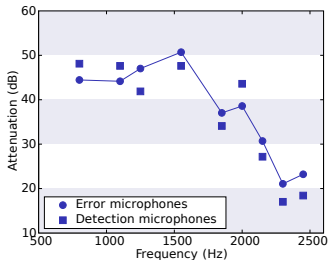


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Limiting factor

The poor conditioning of the secondary transfer matrix is responsible for the decrease in the ANC performances

No flow, multimodal

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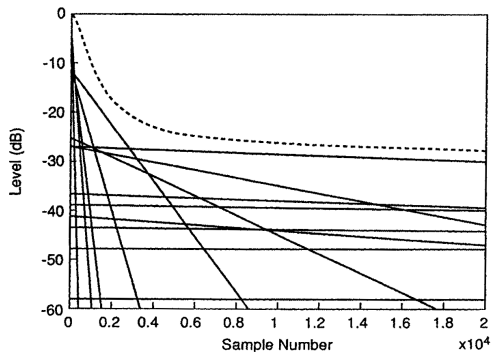
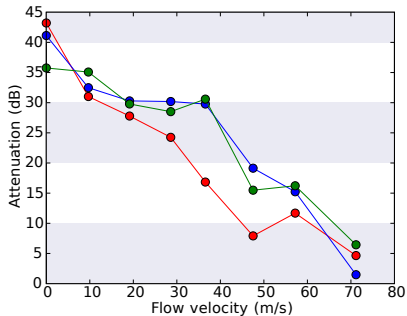
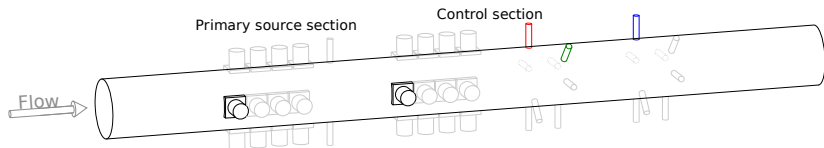


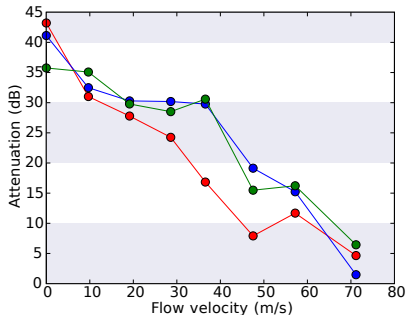
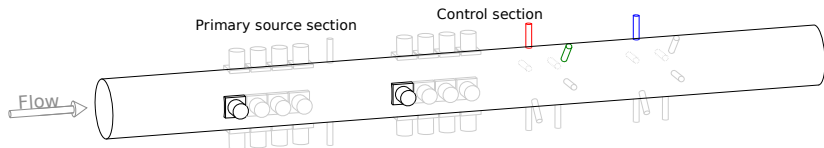
Figure: The convergence of the sum of squared error signals, normalised by the sum of squared primary disturbances, together with the individual 'modes' of convergence, for a steepest descent control system operating with 16 loudspeakers and 32 microphones in a small enclosure (after Elliott et al. 1992)

In flow, planar mode



← Single-channel control
of 800 Hz tonal
disturbances

In flow, planar mode

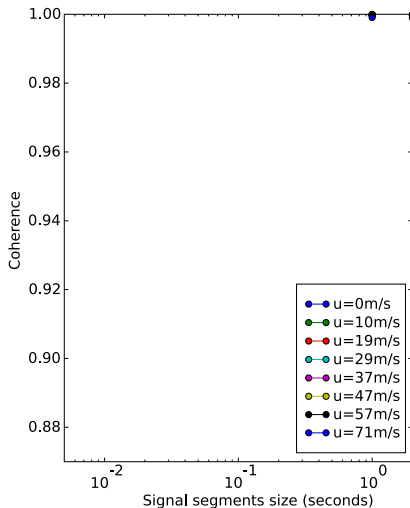


← Single-channel control of 800 Hz tonal disturbances

- Decrease of the control performances in presence of flow

In flow, planar mode

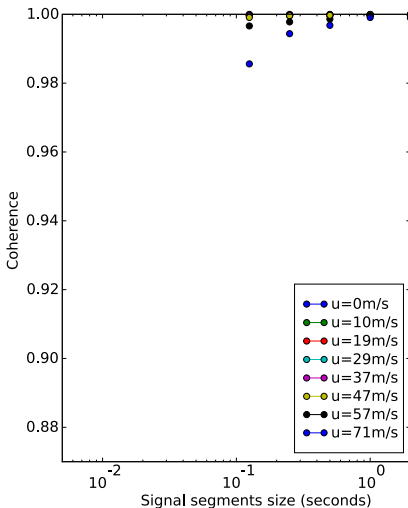
In flow, planar mode



← Coherence between the reference signal and the signal detected by an error sensor

$$\gamma_{ex}(\omega_0) = \frac{\left| \left\{ \overline{E_m(\omega_0)} X_m(\omega_0) \right\}_m \right|^2}{\left\{ |E_m(\omega_0)|^2 \right\}_m \cdot \left\{ |X_m(\omega_0)|^2 \right\}_m}$$

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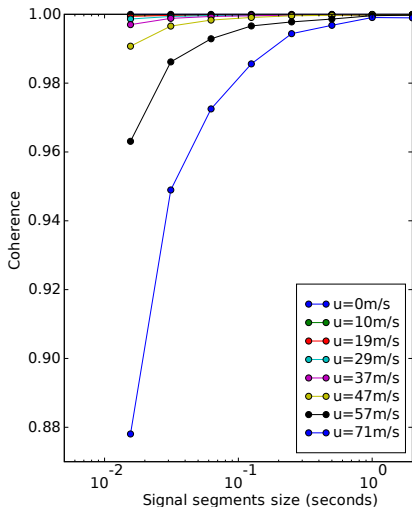


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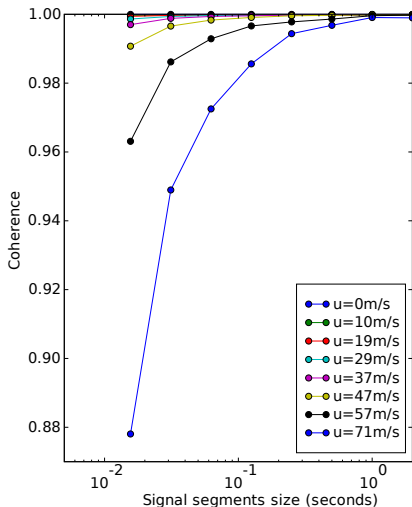
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- Short time scales: decrease of the coherence

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Limiting factor

Short term instabilities reduce the control efficiency

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- **Before the study:** disappointing control results obtained in reduced scale turbine

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- **After the study:** two limiting factors are identified
 - Secondary transfer matrix conditioning
 - Short term instabilities due to the turbulence

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Future work

- Resolve conditioning problems by using diagonalized control algorithm
- Combine flow metrology with simple noise control models in order to reach a better understanding of the performances limitations due to the flow

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