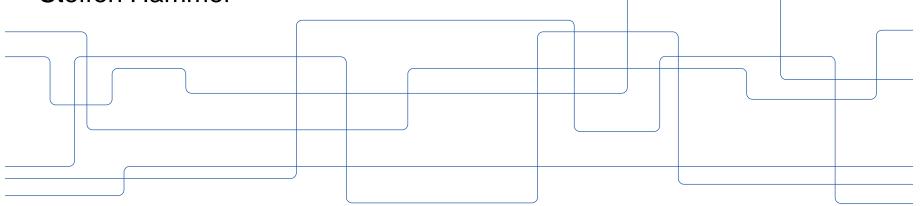




CARE Cavity Acoustics and Rossiter Modes

15.10.2020 - Stockholm

Steffen Hammer





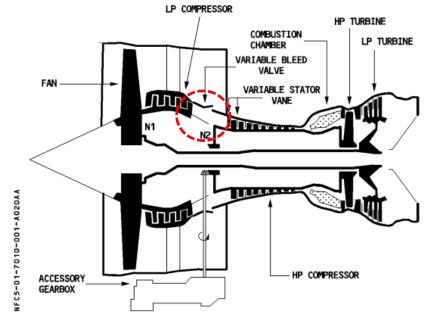
Overview

- Aero-engine bleed
- Aim Why are we looking into this topic?
- Methodology
- Experimental setup
- Current results
- Outcome



Aero-engine bleed

- Usage of bleed air:
 - pressure for the cabin
 - Cooling of engine parts
 - De-icing of critical parts



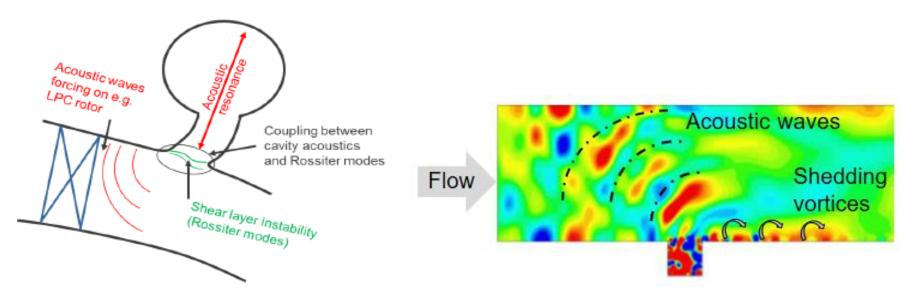
Schematic CFM56-5B

Ref.: Airbus Training - A320 Simulator Flight Crew Operating Manual





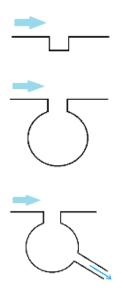
- Experimentally quantify the coupled resonance due to interaction between vortex oscillations from the shear layer flow and the cavity acoustics
- Validation data for analysis methods at industry





Methodology

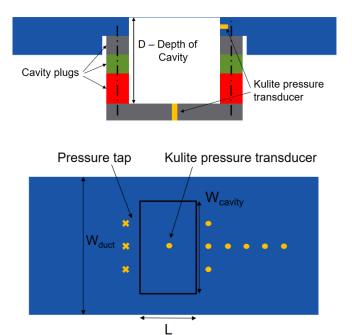
- Configuration 1
 - Identify Rossiter modes, open box
- Configuration 2
 - Identify resonance interactions, acoustic cavity
- Configuration 3
 - Test mitigation concepts, acoustic cavity





Experimental setup

• different length to depth ratios (L/D)

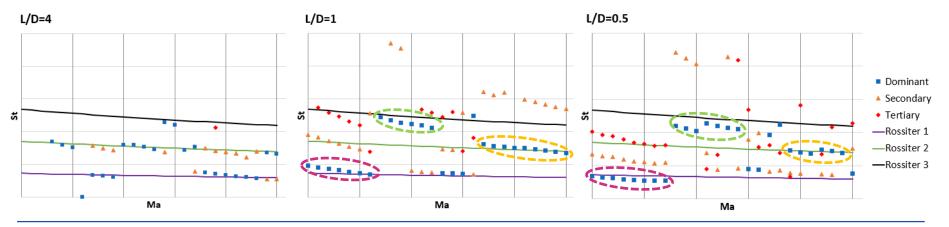






Current results

- · All cavities show mode shifts
 - Cavities L/D=1, 0.5 show more similar shifting patterns than L/D=4
- Secondary and tertiary mode are more visible in deeper cavities
 - Literature on mode shifting
 - Kunihiko, T., "Biglobal instabilities of compressible open-cavity flows", Journal of Fluid Mechanics 2017
 - Kegerise, M., "Mode-switching and nonlinear effects in compressible flow over a cavity", Physics of Fluids 2004





Current results

- 3 cavity depths tested with at least 4 runs per cavity
 - Proven repeatability
- Results comparable to previously published papers
 - Rossiter modes
 - Mode shifting
- Abstract submitted to ASME TurboExpo 2021



Next steps and project outcome

Next steps

- 2 more configurations with increased geometric complexity
- Numerical studies

Project outcome

- \rightarrow Clear understanding of acoustic behaviour in regards to geometry
- \rightarrow Experimental database as validation data for numerical methods



