



Supplement of

Experimental evaluation of wind turbine wake turbulence impacts on a general aviation aircraft

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Figures S1-S7 in this Supplement show the sensor data time histories from wake passes 1, 3, 4, 5, 8, 10, and 11.

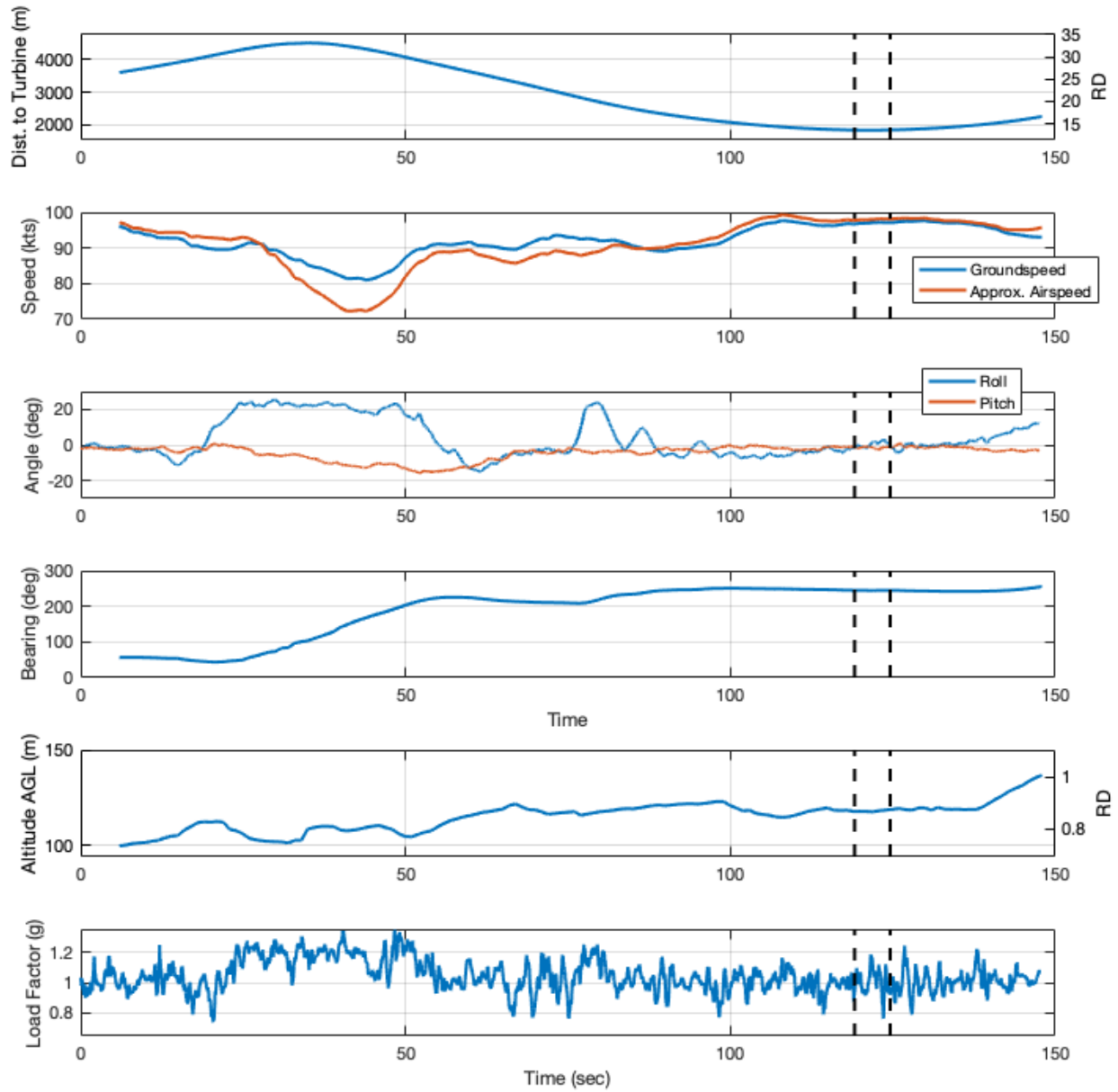


Figure S1: Sensor Data from Wake Pass 1 (closest distance of approach is 13.5 RD). Dashed lines indicate the time period during which the aircraft was present in the estimated wake region of turbine T1.

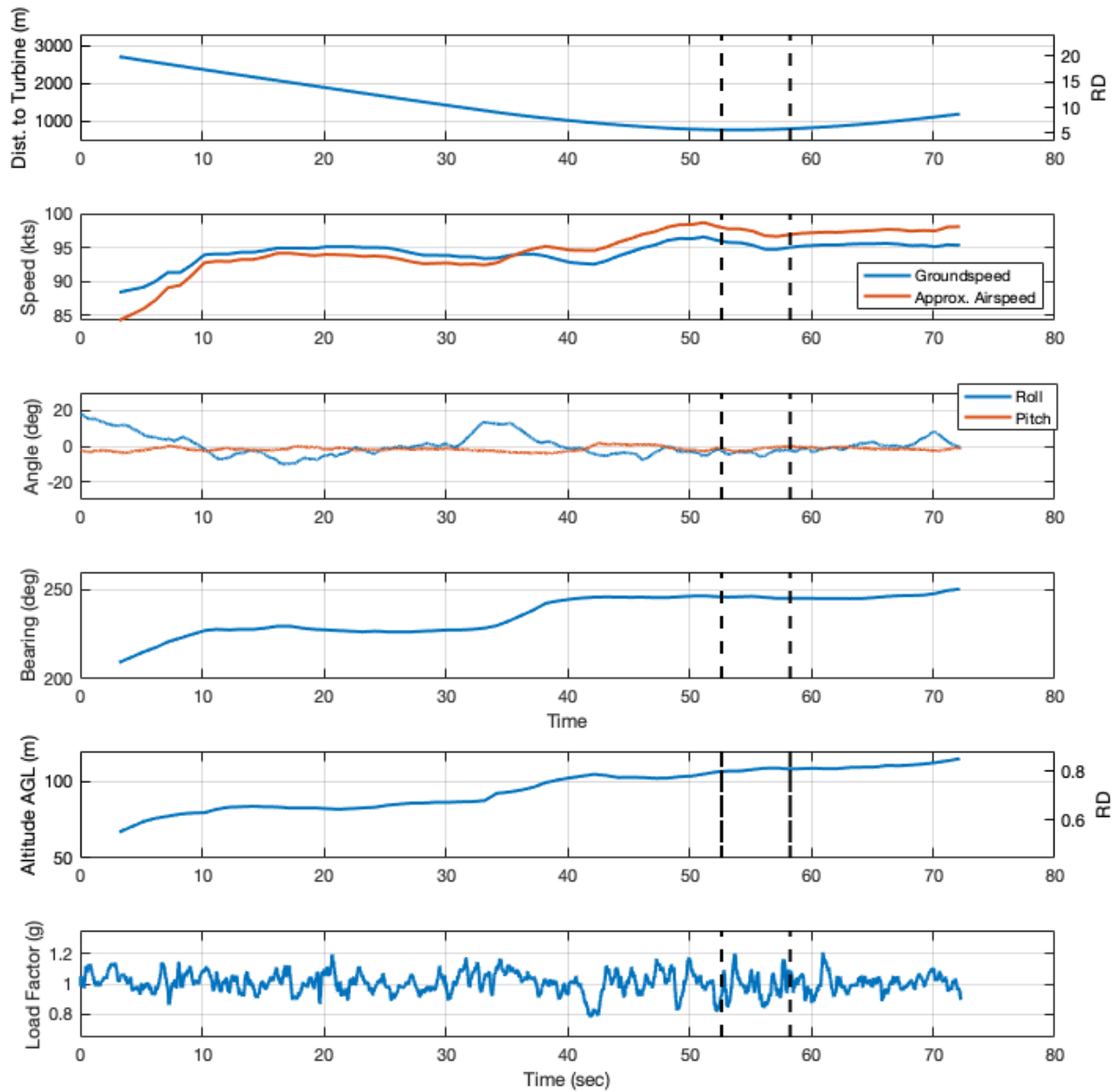


Figure S2: Sensor Data from Wake Pass 3 (closest distance of approach is 5.6 RD). Dashed lines indicate the time period during which the aircraft was present in the estimated wake region of turbine T1.

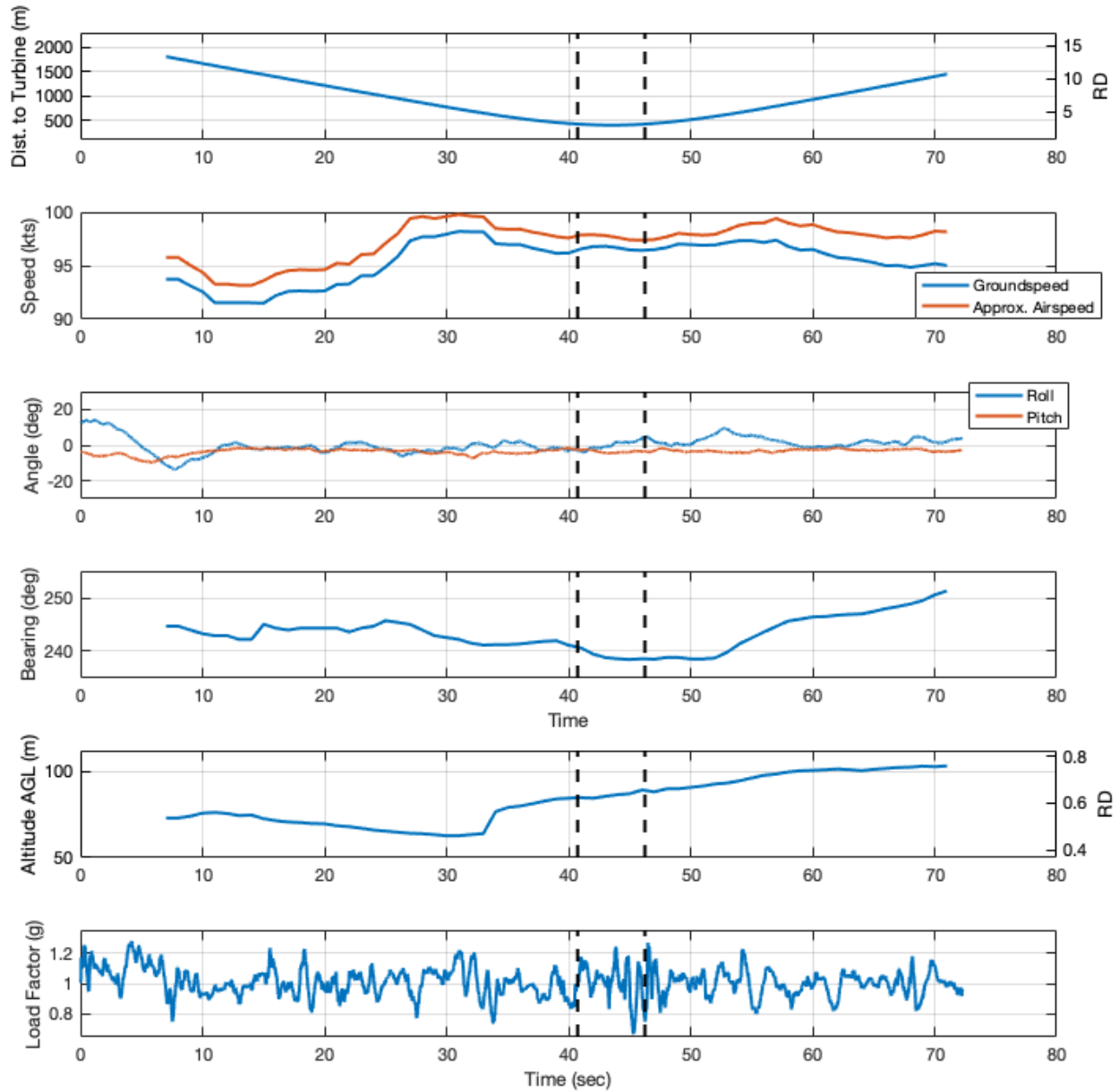


Figure S3: Sensor Data from Wake Pass 4 (closest distance of approach is 2.9 RD). Dashed lines indicate the time period during which the aircraft was present in the estimated wake region of turbine T1.

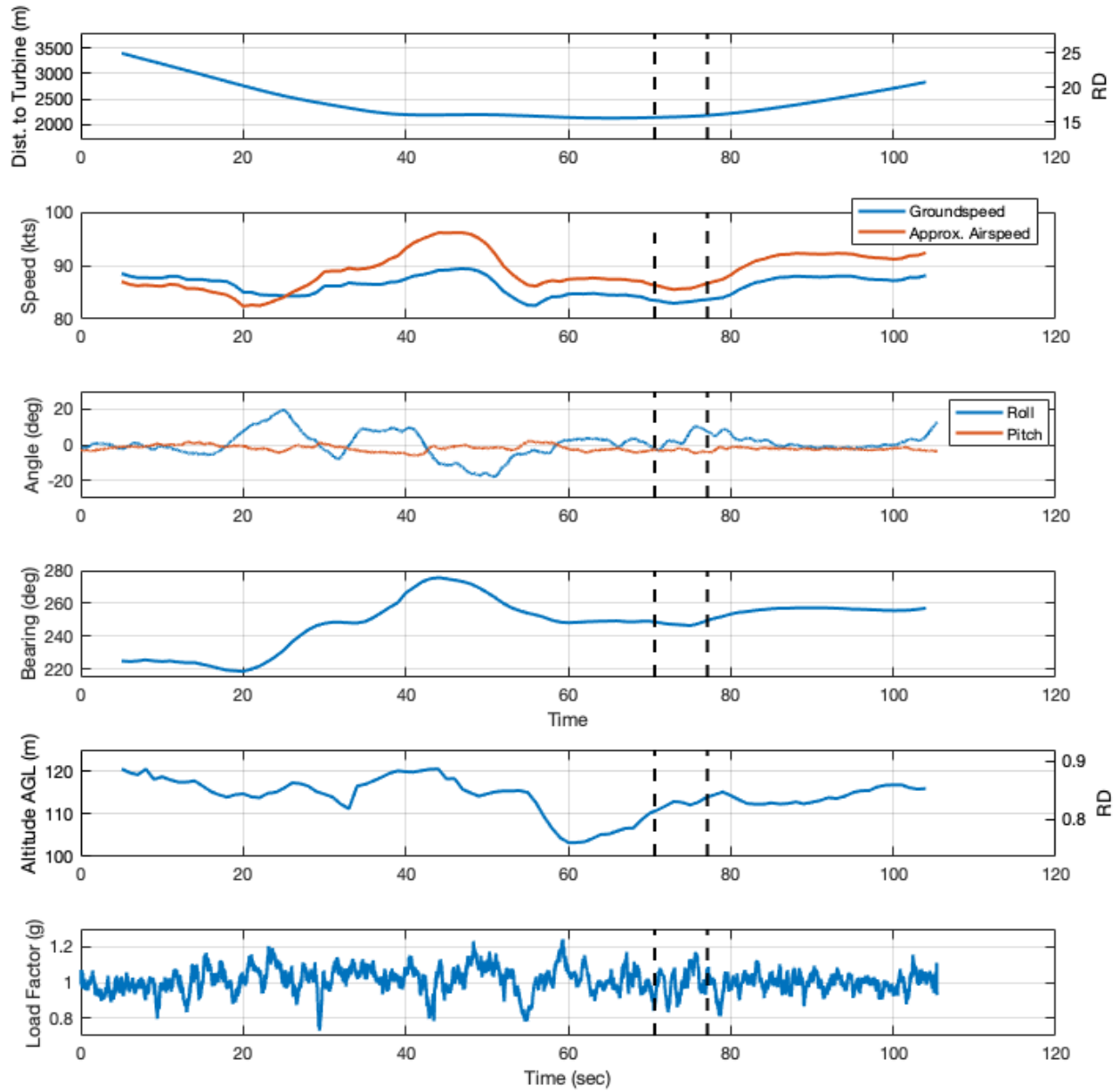


Figure S4: Sensor Data from Wake Pass 5 (closest distance of approach is 15.6 RD). Dashed lines indicate the time period during which the aircraft was present in the estimated wake region of turbine T1.

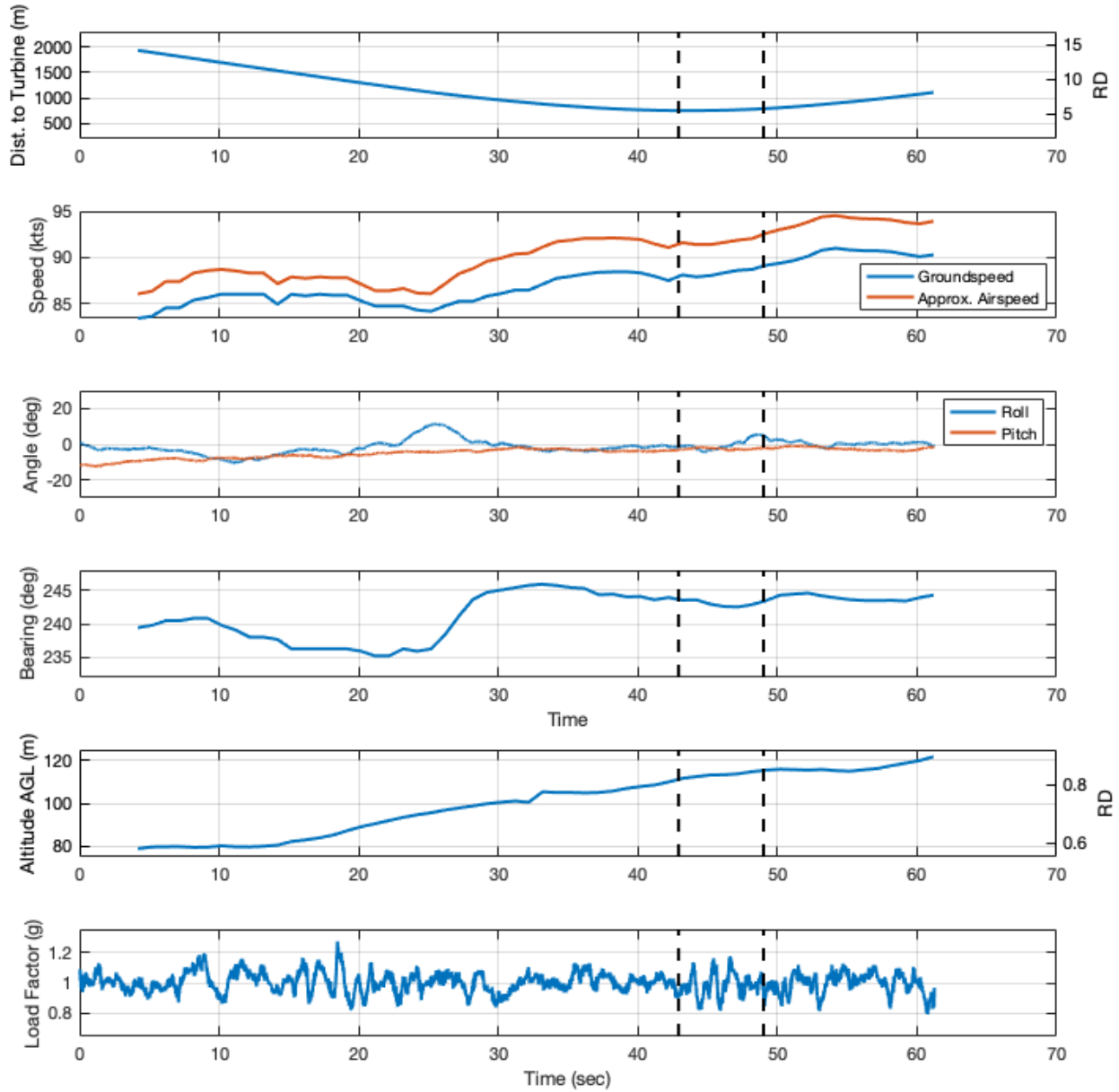


Figure S5: Sensor Data from Wake Pass 8 (closest distance of approach is 5.5 RD). Dashed lines indicate the time period during which the aircraft was present in the estimated wake region of turbine T1.

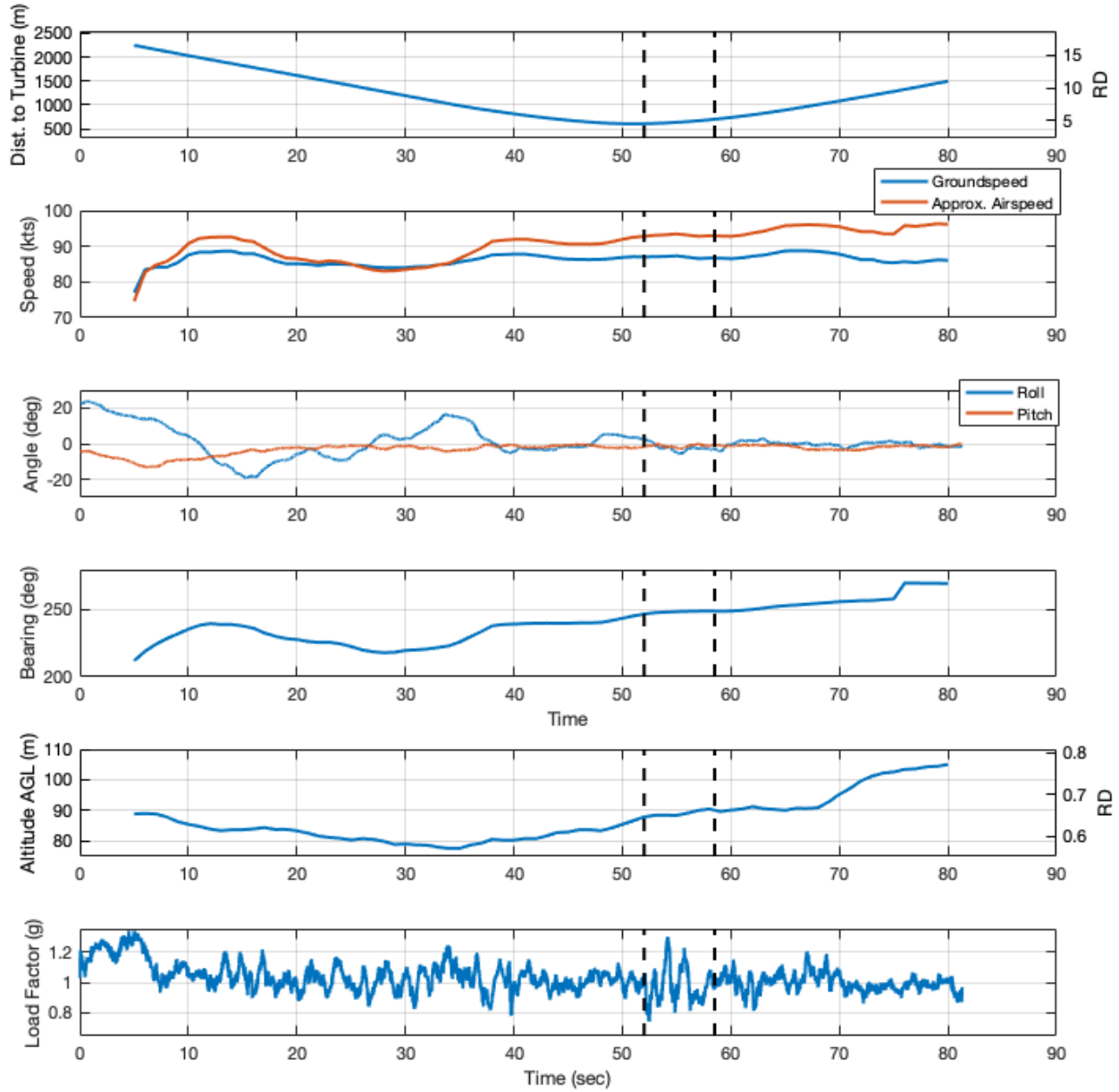


Figure S6: Sensor Data from Wake Pass 10 (closest distance of approach is 4.5 RD). Dashed lines indicate the time period during which the aircraft was present in the estimated wake region of turbine T1.

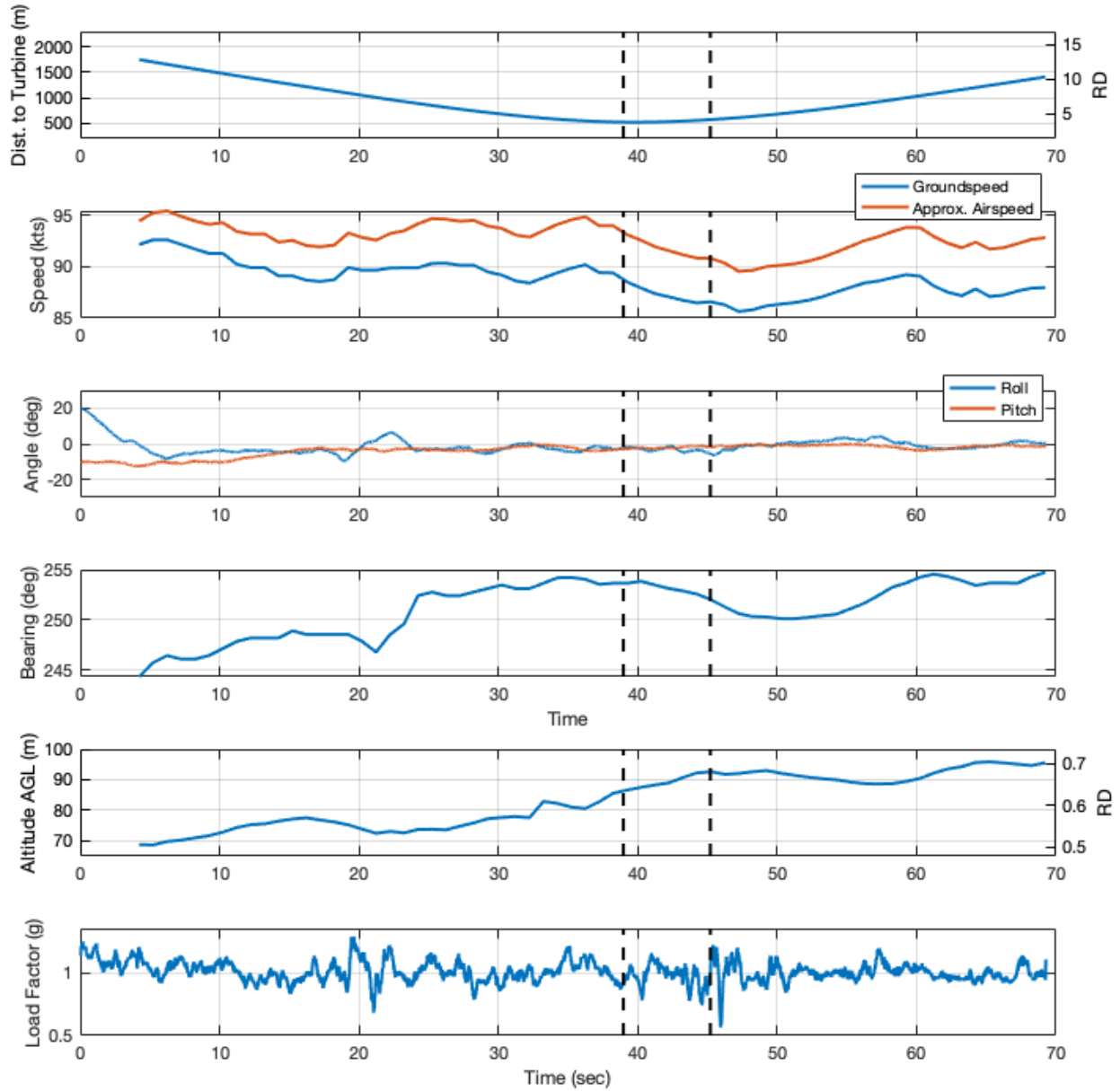


Figure S7: Sensor Data from Wake Pass 11 (closest distance of approach is 3.8 RD). Dashed lines indicate the time period during which the aircraft was present in the estimated wake region of turbine T1.