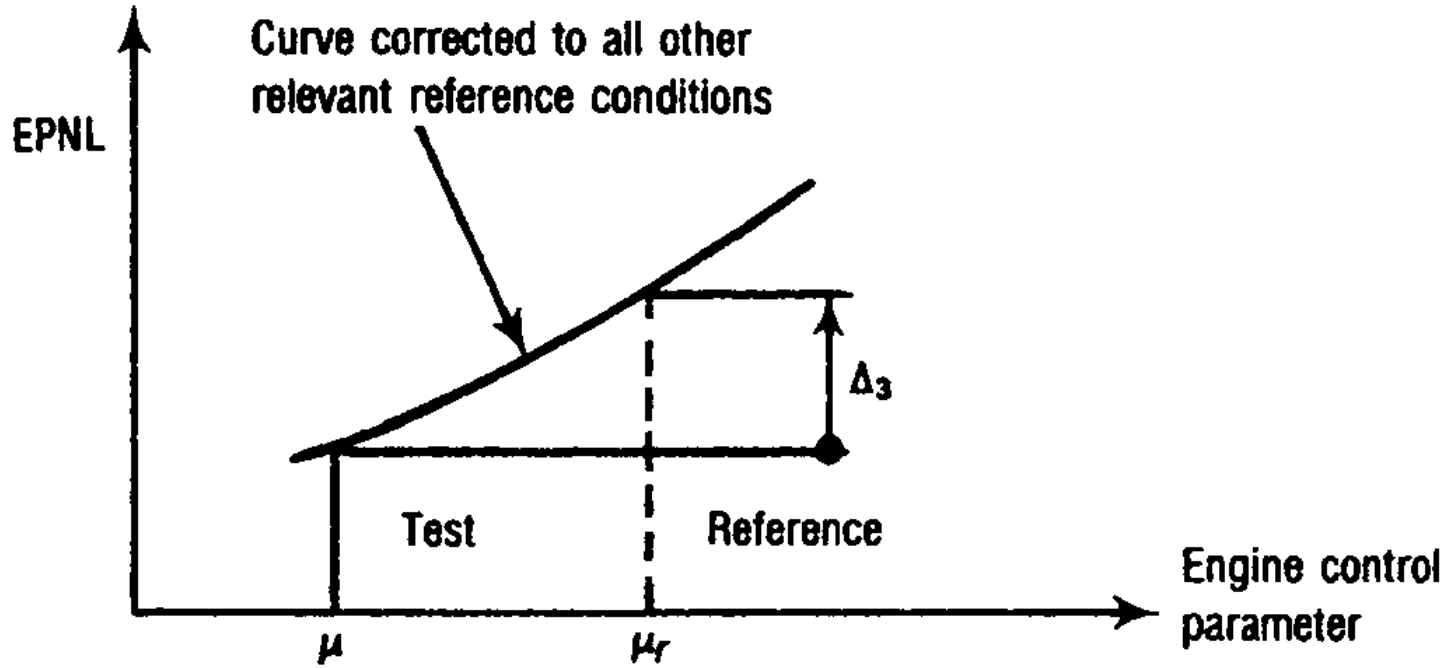

Figure A36-8. Noise thrust correction