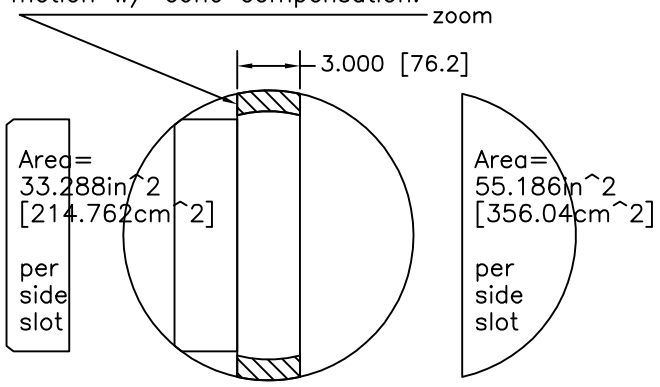
For B&C 15NW100:

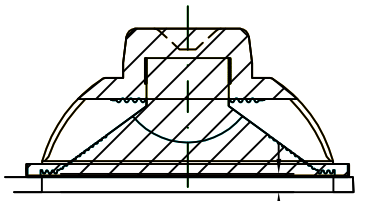
Sd=855cm^2
Compression 4:1
S2=Sd/4 = 213.75cm^2 [33.131in^2]
H_eq.=5.213cm [2.052in]

Maximum excursion ~22.5mm to horn path if cone compensation is applied all the way accross the duct.
Provide cutouts (relief) for the rim of the cone/surround in the cone compensation to prevent bottoming of the driver, or use thicker baffle. Thicker baffle will increase area @ S2, and decrease S4.

Typical relief for maximum cone motion w/ cone compensation.

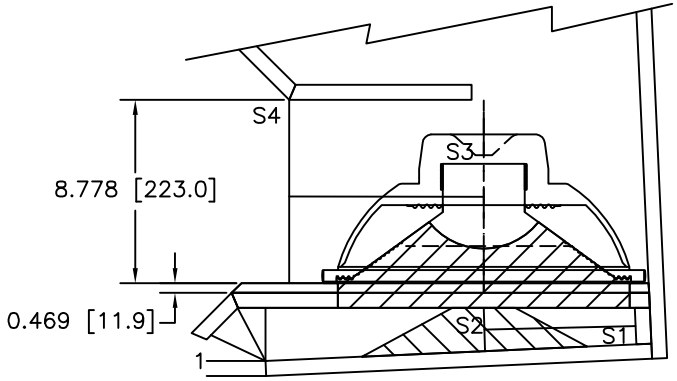


B&C
15NW100



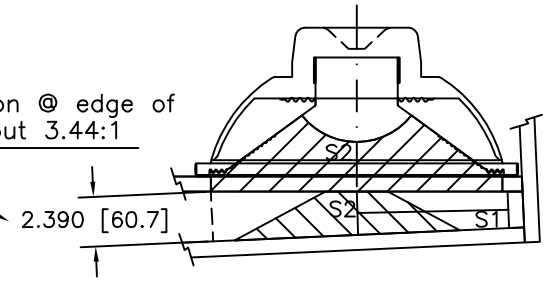
Area=
56.148in^2 [362.24cm^2]
Height eq. (@S4) = 3.478" [8.83cm]

Example, added 15/32" (.469") layer:



Area=
39.347in^2 [253.85cm^2]
Height eq. (@S2) = 2.438" [6.19cm]
Compression ratio @ S2 = 3.37:1

Compression @ edge of baffle cutout 3.44:1



Area=
32.799in^2 [211.61cm^2]
Height eq. (@S2) = 2.032" [5.16cm]
Compression ratio @ S2 = 4.04:1
Internal duct width = 16.142" [41.0cm]

THAM15_Forsman_Mod_2_martina.dwg – here: Additional notes and driver areas as per drawing provided by NEO Dan
by tb46, Jan 17, 2017