Correction


Jae-Ki Byun 1,*, Young-Don Choi 1,*, Jong-Keun Shin 2, Myung-Ho Park 3 and Dong-Kurl Kwak 4

1 State Key Laboratory of Renewable Energy System and Turbulent Flow Control, Department of Mechanical Engineering, Korea University, Seoul 136-713, Korea
2 Department of Automotive Engineering, Hanzhong University, Gangwondo 240-713, Korea; E-Mail: jkshin@hanzhong.ac.kr
3 Department of Mechanical Engineering, Kangwon National University, Gangwondo 245-711, Korea; E-Mail: parkmh@kangwon.ac.kr
4 Department of Electrical & Control Engineering, Kangwon National University, Gangwondo 245-711, Korea; E-Mail: dkkwak@kangwon.ac.kr

* Authors to whom correspondence should be addressed; E-Mails: bjky21@korea.ac.kr (J.-K.B.); ydchoi@korea.ac.kr (Y.-D.C.); Tel.: +82-2-3290-3355; Fax: +82-2-928-1607.

Received: 4 June 2012 / Published: 4 June 2012

The authors would like to introduce an acknowledgement section in [1]:

Acknowledgements

This research was supported by Grant No. 2008EBD11P081000 from the Korea Institute of Energy and Resources Technology Evaluation and Planning.

We apologize for any inconvenience caused to the readers.
References


© 2012 by the authors; licensee MDPI, Basel, Switzerland. This article is an open access article distributed under the terms and conditions of the Creative Commons Attribution license (http://creativecommons.org/licenses/by/3.0/).