





Substitute
$$u = \frac{\partial \psi}{\partial z}, w = -\frac{\partial \psi}{\partial x}$$
 into $\eta = \frac{\partial u}{\partial z} - \frac{\partial w}{\partial x}$
 $\longrightarrow \qquad \eta = \frac{\partial^2 \psi}{\partial x^2} + \frac{\partial^2 \psi}{\partial z^2}$
In the case of irrotational flow, $\eta = 0$ and ψ satisfies
Laplace's equation:
 $\frac{\partial^2 \psi}{\partial x^2} + \frac{\partial^2 \psi}{\partial z^2} = 0$
Boundary conditions:
On a solid boundary, the normal velocity must be zero.
 $\implies \qquad u \cdot n = 0$ on the boundary.
Let $n = (n_1, 0, n_3) \implies \qquad n_1 \frac{\partial \psi}{\partial z} - n_3 \frac{\partial \psi}{\partial x} = 0$ or $n \wedge \nabla \psi = 0$



$$\mathbf{u} = (\cos \theta, 0, \sin \theta)$$

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It remains to show that ψ satisfies $\frac{\partial^2 \psi}{\partial x^2} + \frac{\partial^2 \psi}{\partial z^2} = 0$ To do this one can use $\frac{\partial \psi}{\partial x} = \frac{\partial \psi}{\partial r} \frac{\partial r}{\partial x} + \frac{\partial \psi}{\partial \theta} \frac{\partial \theta}{\partial x} \quad \text{and} \quad \frac{\partial \psi}{\partial z} = \frac{\partial \psi}{\partial r} \frac{\partial r}{\partial z} + \frac{\partial \psi}{\partial \theta} \frac{\partial \theta}{\partial z}$ to transform Laplace's equation to cylindrical polar coordinates: $\frac{\partial}{\partial r} \left(r \frac{\partial \psi}{\partial r} \right) + \frac{1}{r} \frac{\partial^2 \psi}{\partial z^2} = 0$ It is now easy to verify that $\psi = U \left(r - \frac{a^2}{r} \right) \sin \theta$ satisfies Laplace's equation and it is therefore the solution for steady

irrotational flow past a cylinder.

Note that the solution for ψ is unique only to within a constant value.

If we add any constant to it, it will satisfy equation

$$\frac{\partial^2 \psi}{\partial x^2} + \frac{\partial^2 \psi}{\partial z^2} = 0 \qquad \text{or} \qquad \frac{\partial}{\partial r} \left(r \frac{\partial \psi}{\partial r} \right) + \frac{1}{r} \frac{\partial^2 \psi}{\partial z^2} = 0$$

but the velocity field would be unchanged.



- > We seem to have by-passed Newton's second law, and have obviously avoided dealing with the nonlinear nature of the momentum equations.
- Looking back we will see that the trick was to use the vorticity equation, a derivative of the momentum equations.
- > For a homogeneous fluid, the vorticity equation does not involve the pressure since $\nabla \wedge \nabla p \equiv 0$.

We infer from the vorticity constraint

$$\eta = \frac{\partial^2 \psi}{\partial x^2} + \frac{\partial^2 \psi}{\partial z^2}$$

that the flow must be irrotational everywhere

We use this, together with the continuity constraint (which is automatically satisfied when we introduce the streamfunction) to infer the flow field.

If desired, the pressure field can be determined, for example, by integrating the momentum equations, or by using Bernoulli's equation along streamlines.

What does the solution look like?



d'Alembert's Paradox

- > In other words, the net pressure force on the cylinder is zero!
- This result, which is a general one for irrotational inviscid flow past a body of any shape, is known as d'Alembert's Paradox.
- > It is not in accord with our experience as you know when you try to cycle against a strong wind!
- > What then is wrong with the theory?
- > What does the flow round a cylinder look like in reality?
- > The reasons for the breakdown of the theory help us to understand the limitations of inviscid flow theory in general and help us to see the circumstances under which it may be applied with confidence.



The relative importance of viscous effect is characterized by the Reynolds' number Re, a nondimensional number defined by

$$\operatorname{Re} = \frac{\operatorname{UL}}{\operatorname{v}}$$

where U and L are typical velocity and length scales.

The Reynolds' number is a measure of the ratio of the acceleration term to the viscous term in the Navier-Stokes' equation.

For many flows of interest, Re >> 1 and viscous effects are relatively unimportant.

But - viscous effects are always important near boundaries, even if only in a thin "boundary-layer" adjacent to the boundary.













$$u\frac{\partial u}{\partial x} + w\frac{\partial u}{\partial z} = -\frac{1}{\rho}\frac{\partial p}{\partial x} + v\left[\frac{\partial^2 u}{\partial x^2} + \frac{\partial^2 u}{\partial z^2}\right]$$
$$\frac{U^2}{L} \quad \frac{U^2}{L} \rightarrow \frac{\Delta P}{\rho L} \rightarrow \frac{vU}{L^2} \rightarrow \frac{vU}{H^2}$$
Assuming that the pressure gradient term is not larger than both inertial or friction terms
$$\underbrace{\frac{U^2}{L} \sim \frac{vU}{H^2} \geq \frac{\Delta P}{\rho L}}_{H \sim L \operatorname{Re}^{-1/2}}$$
Re = UL/v has the form of a Reynolds' number





The boundary-layer equations

An approximate form of the Navier-Stokes' equations for the boundary layer is

$$u\frac{\partial u}{\partial x} + w\frac{\partial u}{\partial z} = U\frac{dU}{dx} + v\frac{\partial^2 u}{\partial z^2}$$

$$\frac{\partial \mathbf{u}}{\partial \mathbf{x}} + \frac{\partial \mathbf{w}}{\partial \mathbf{z}} = \mathbf{0}$$

U = U(x) is the (possible variable) free stream velocity above the boundary layer.



It is easy to verify that a solution satisfying these conditions is

$$\psi = \left(2\nu Ux\right)^{1/2} f(\chi)$$

where $\chi = (U / 2vx)^{1/2}z$ satisfies the ODE

$$f' + ff'' = 0$$

subject to the boundary conditions: $f(0) = f'(0) = 0, f(\infty) = 1$

A prime denotes differentiation with respect to $\boldsymbol{\chi}$

It is easy to solve this equation numerically: (see e.g. Rosenhead, 1966, *Laminar Boundary Layers*, p. 222-224).



$$\chi = (U / 2\nu x)^{1/2} z$$

The dimensional boundary thickness $\delta(x)$ is

$$\delta(x) = 4(2\nu x / U)^{1/2}$$

Note that $\delta(x)$ increases like the square root of the distance from the leading edge of the plate.

We can understand the thickening of the boundary layers as due to the progressive retardation of more and more fluid as the fictional force acts over a progressively longer distance downstream.

- > Often the boundary layer is relatively thin. Consider for example the boundary layer in an aeroplane wing.
- Assume that the wing has a span of 3 m and that the aeroplane flies at 200 ms⁻¹.
- The boundary layer at the trailing edge of the wing (assuming the wing to be a flat plate) would have thickness of

$$4(2 \times 1.5 \times 10^{-5} \times 3 / 200)^{1/2} = 2.7 \times 10^{-3} \text{ m}$$

using the value $v = 1.5 \times 10^{-5} \, \text{m}^2 \text{s}^{-1}$ for the viscosity of air.

The calculation assumes that the boundary layer remains laminar; if it becomes turbulent, the random eddies in the turbulence have a much larger effect on the lateral momentum transfer than do random molecular motions, increasing the effective value of v, possibly by an order of magnitude or more, and hence the boundary layer thickness. Note that the boundary layer is rotational since $\omega = (0, \eta, 0)$, where $\partial u = \partial w$

$$\eta = \frac{\partial u}{\partial z} - \frac{\partial w}{\partial x}$$
 or approximately just $-\partial u / \partial z$.



