

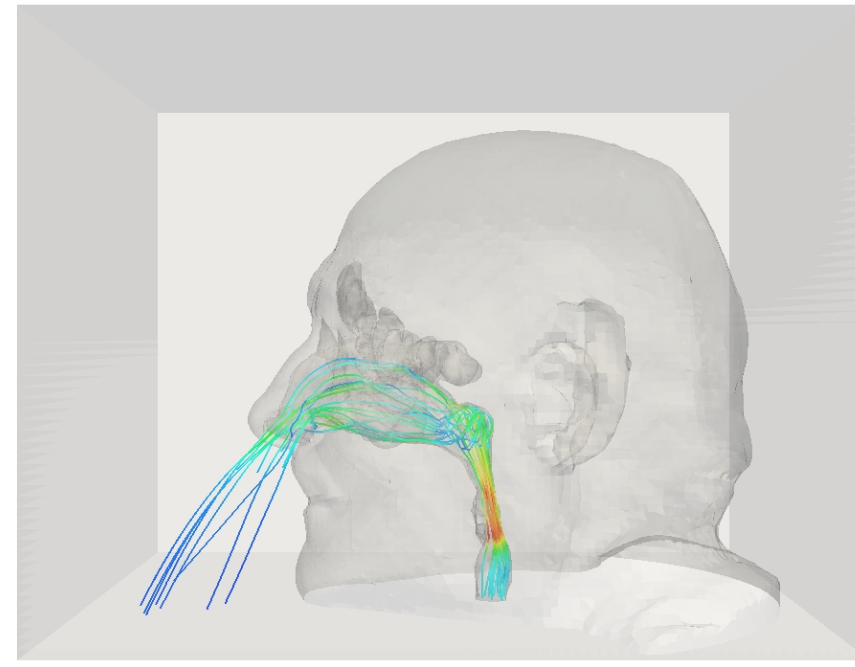
INTRODUCTION

- Predicting flow patterns in nasal cavities by CFD can provide essential information on the relationship between patient-specific geometrical characteristics and health problems.
- Understanding must improve further for CFD to become a reliable tool in clinical use.

OBJECTIVES

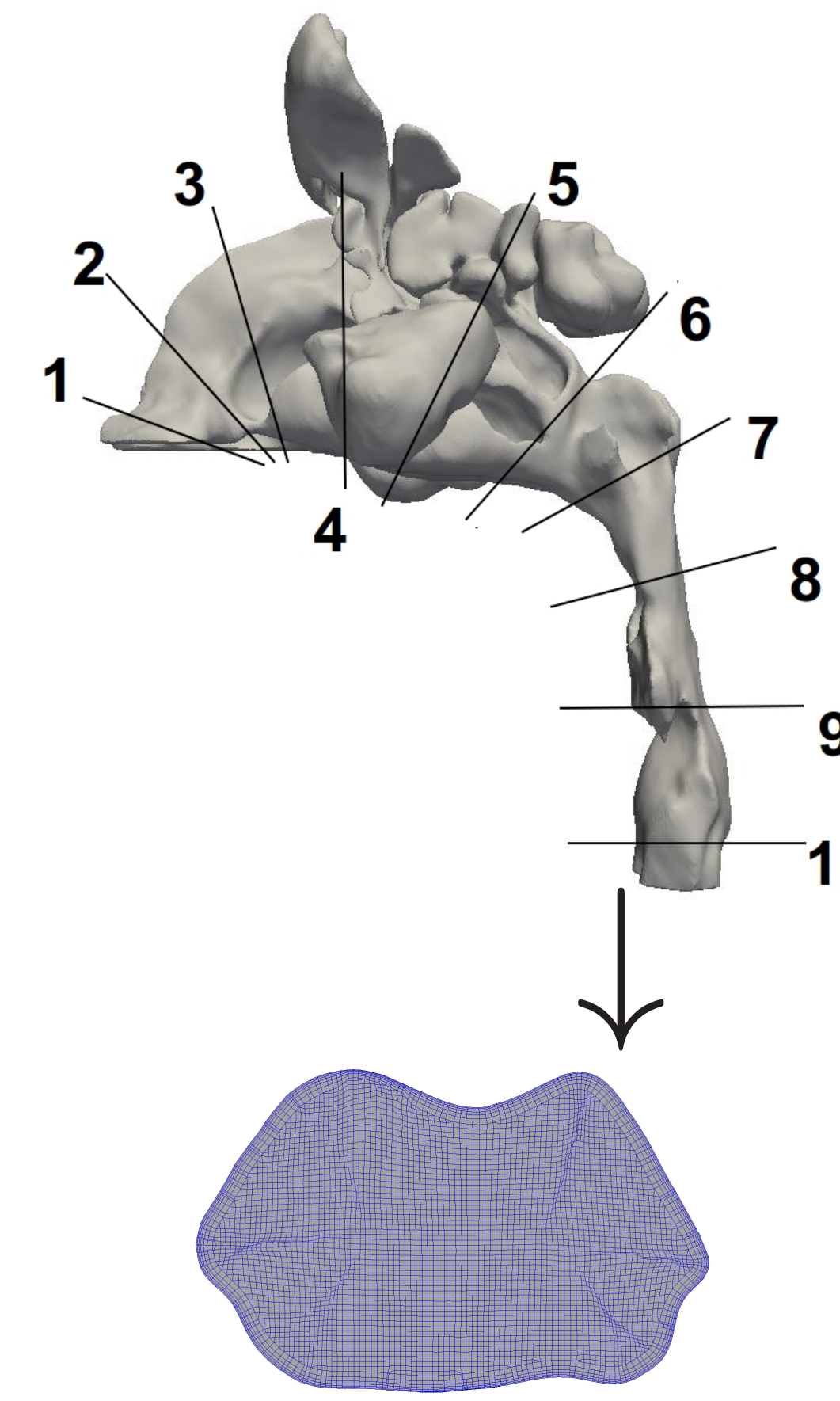
Evaluate the effect of:

1. RANS/LES models
2. Boundary conditions
3. Numerical schemes



MATERIALS & METHODS

1. Geometry:
 - Carefully selected anatomy
 - Paranasal sinuses included
2. Mesh:
 - Number of cells 7M
 - 6 near-wall layers
 - y^+ first cell between 4 and 5
3. Boundary conditions at inlet/outlet:
 - External boundary moved away from the nostrils
 - Section 10 is critical: inlet during inspiration and outlet during expiration
 - Two tests: $p_{tot} = p + \frac{1}{2}\rho|\mathbf{U}|^2$ and constant velocity realized with a fringe region with body forces.



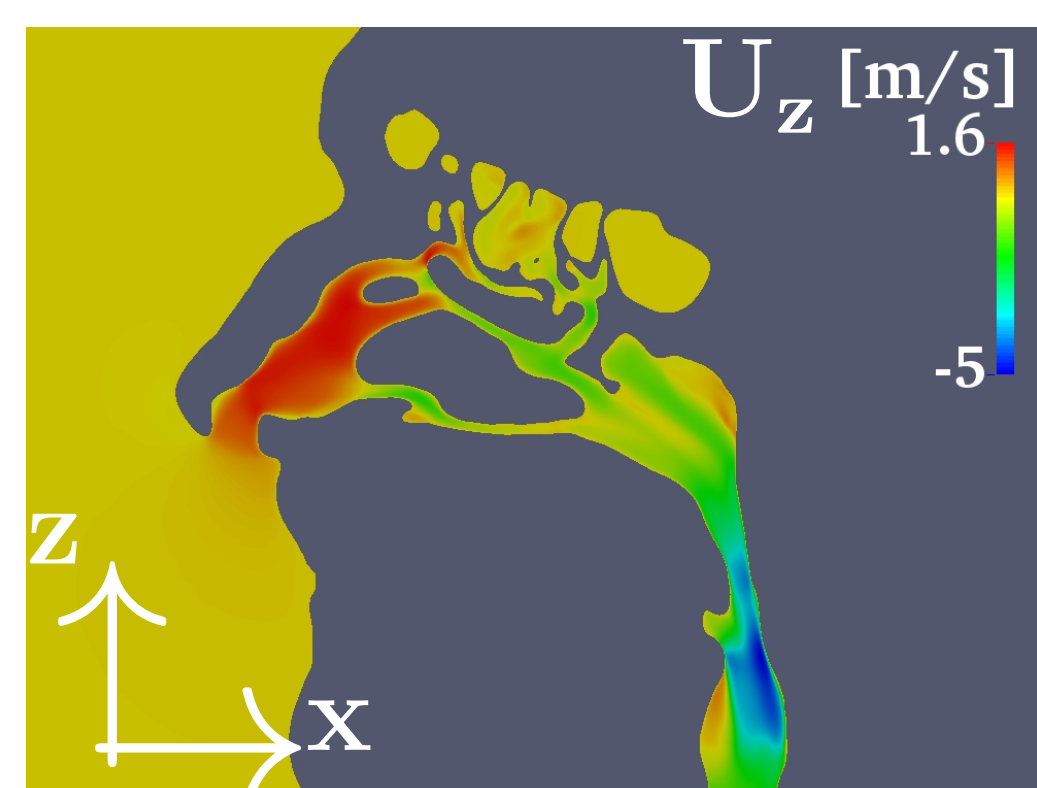
4. Solver: OpenFOAM finite volume method

- RANS:
 - $k - \omega$ SST turbulence model
 - SimpleFoam steady incompressible solver
- LES:
 - Smagorinsky turbulence model
 - PimpleFoam unsteady incompressible solver
 - $\mathbf{U}_{Mean} = \sum_{i=1}^n \frac{1}{N} \mathbf{U}_i$

RESULTS

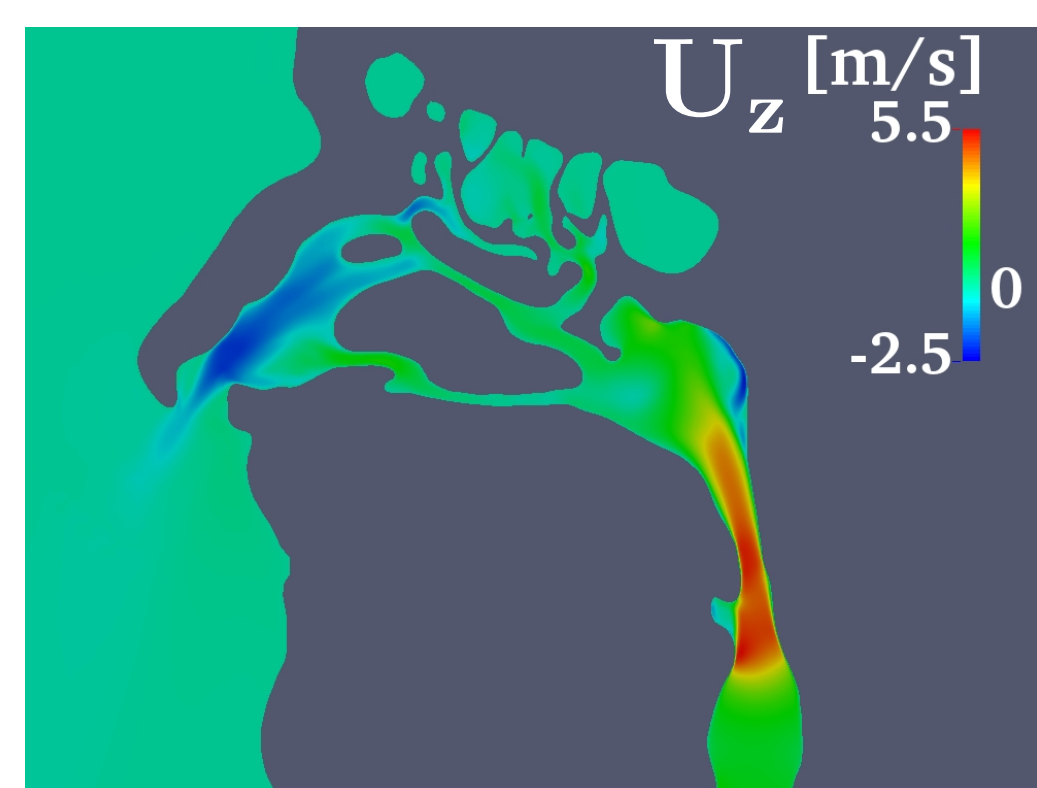
1. General trend

LES, steady inspiration:



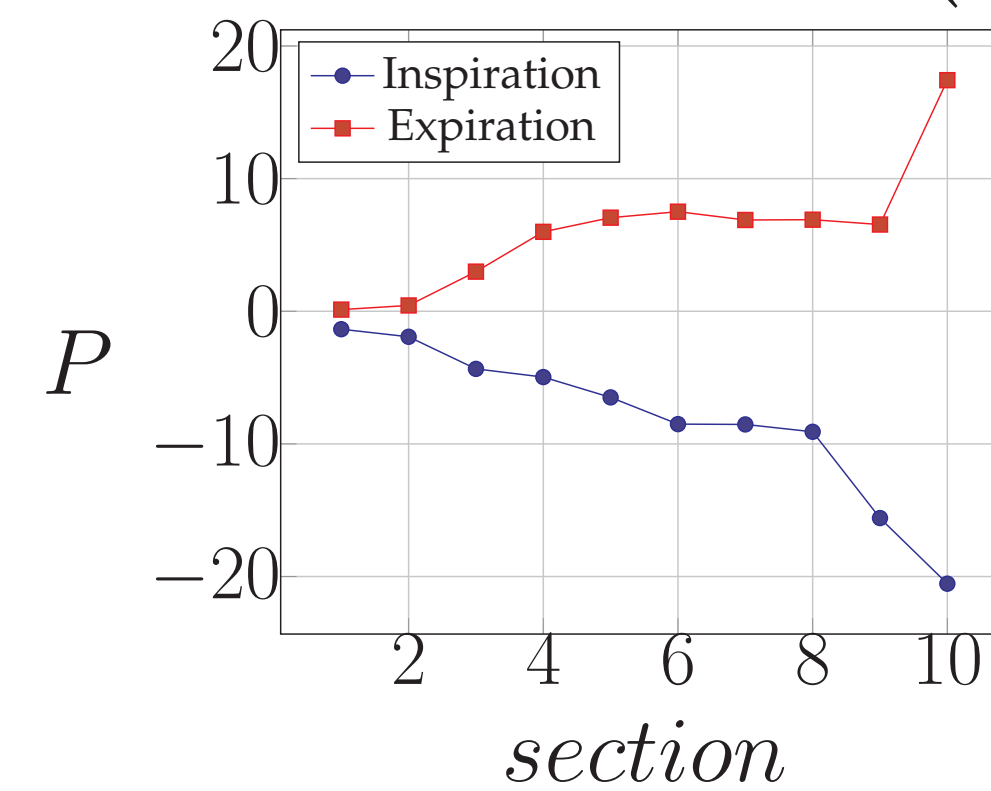
Separation below larynx

LES, steady expiration:



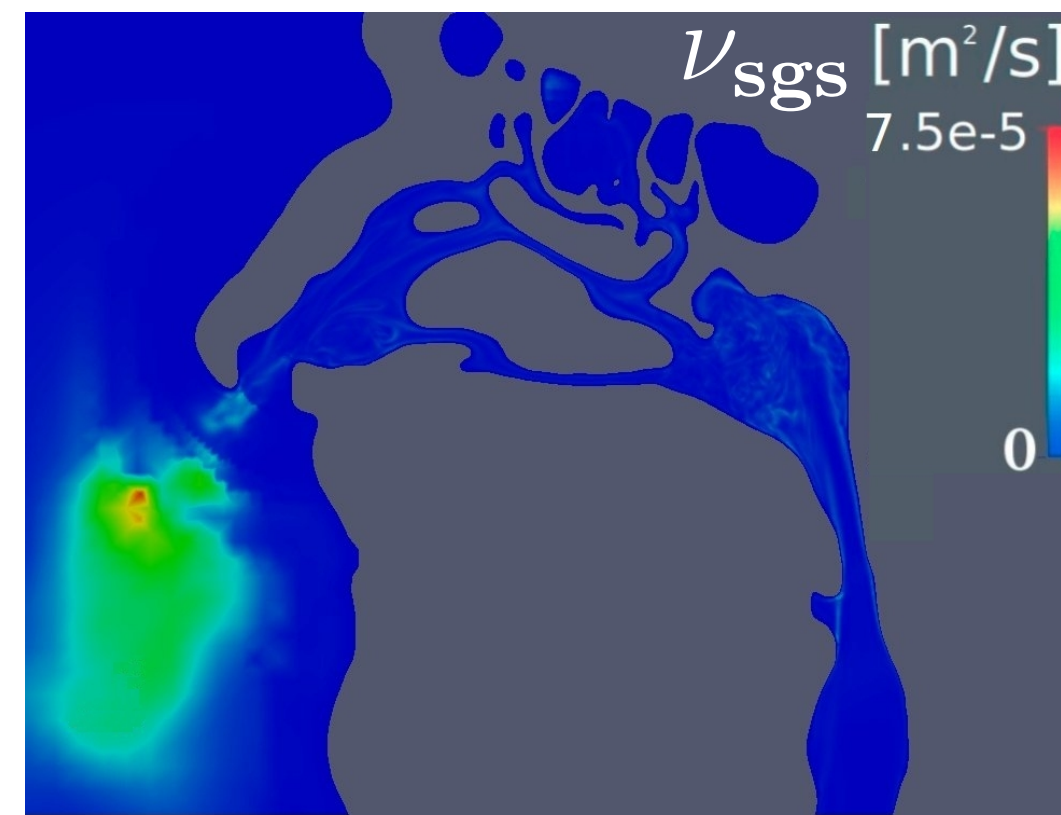
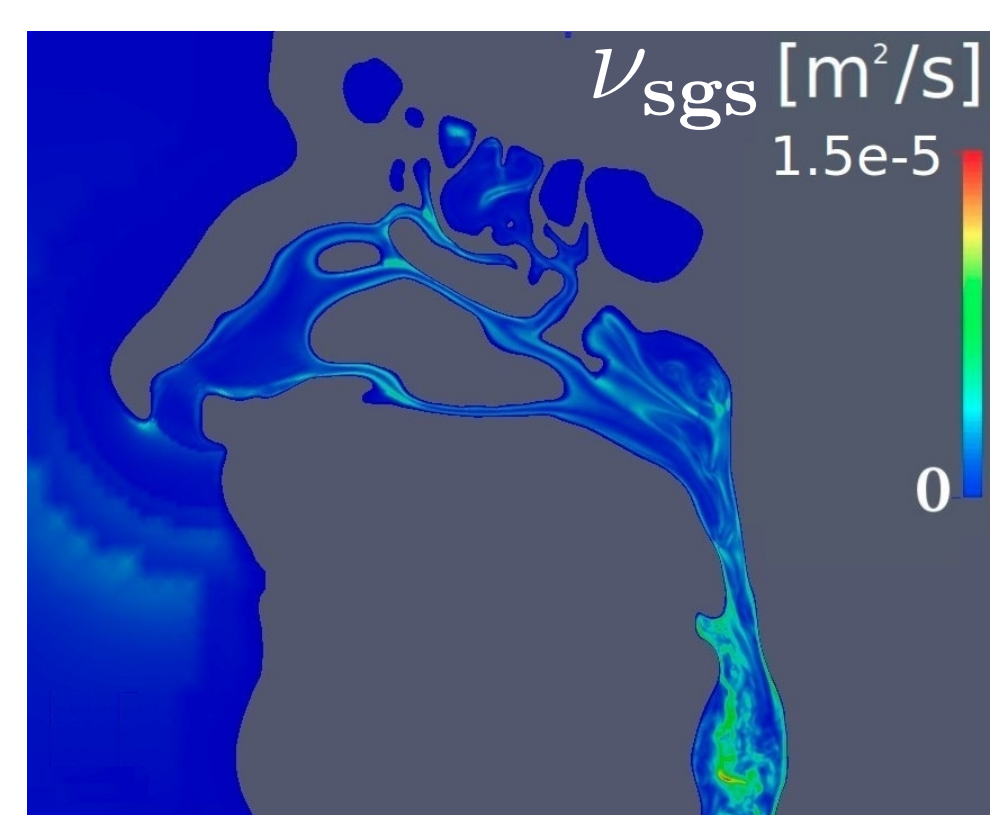
Strong laryngeal jet

Flow rate: 20 l/min (mild)



Main pressure drop at larynx

2. LES or DNS ?



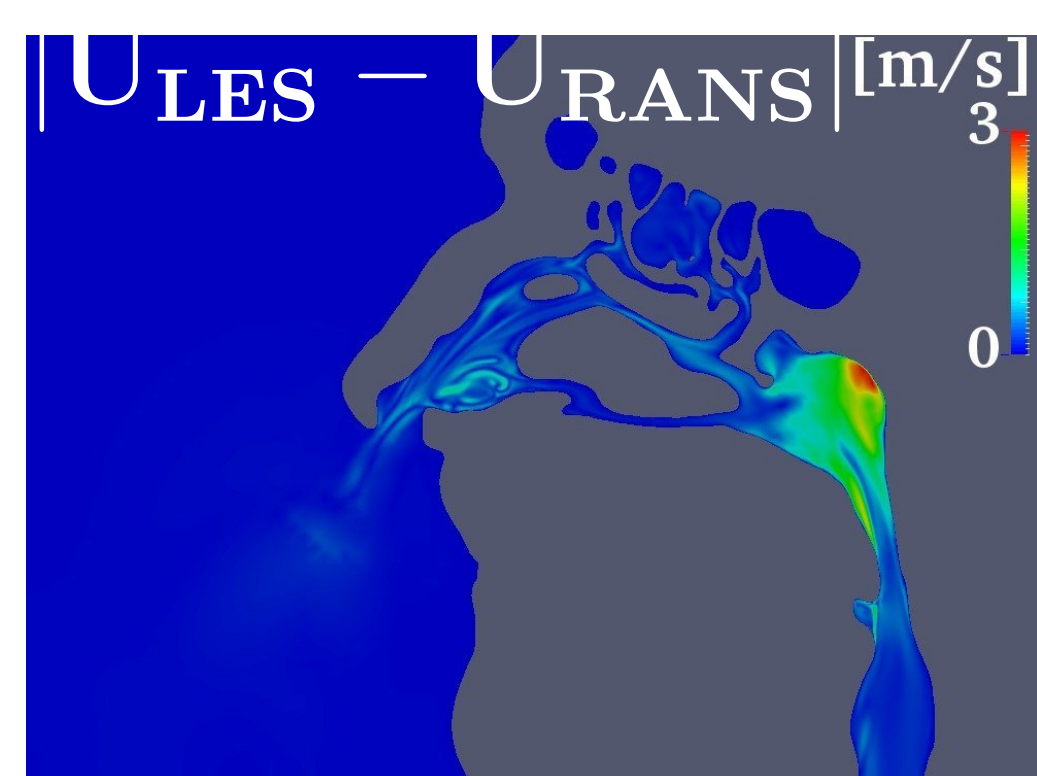
$$\nu = 1.45 \cdot 10^{-5} \text{ m}^2/\text{s}$$

$$\nu_{sgs} < \nu$$

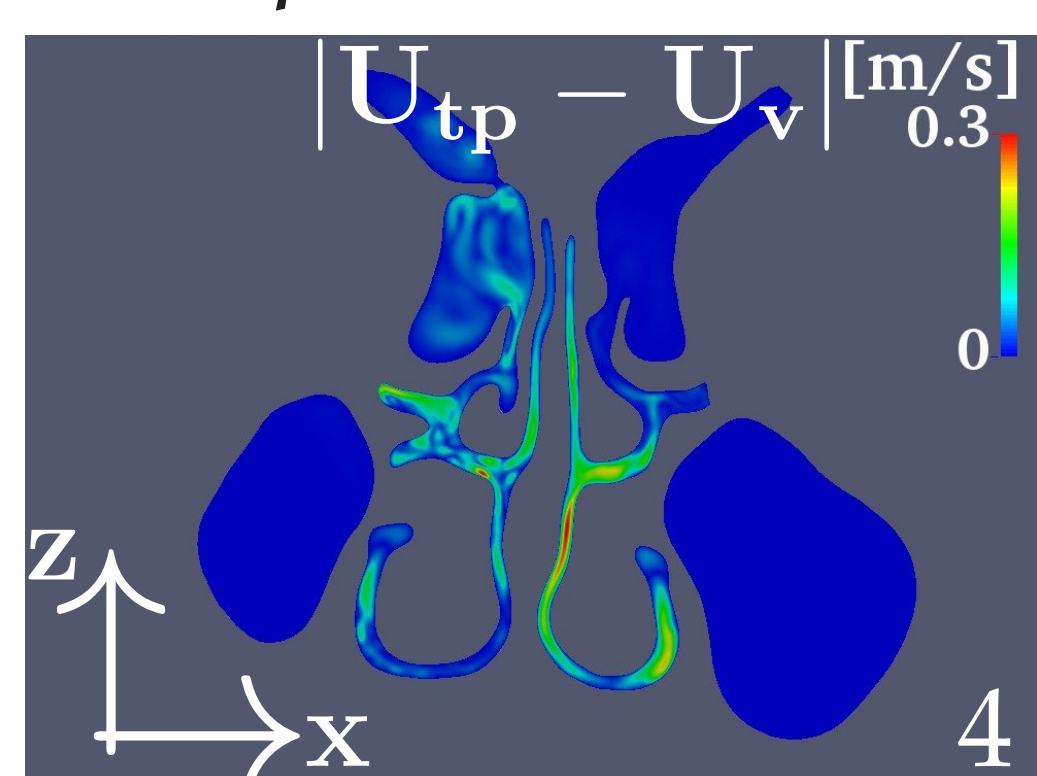
⇒ LES works as DNS

3. Differences

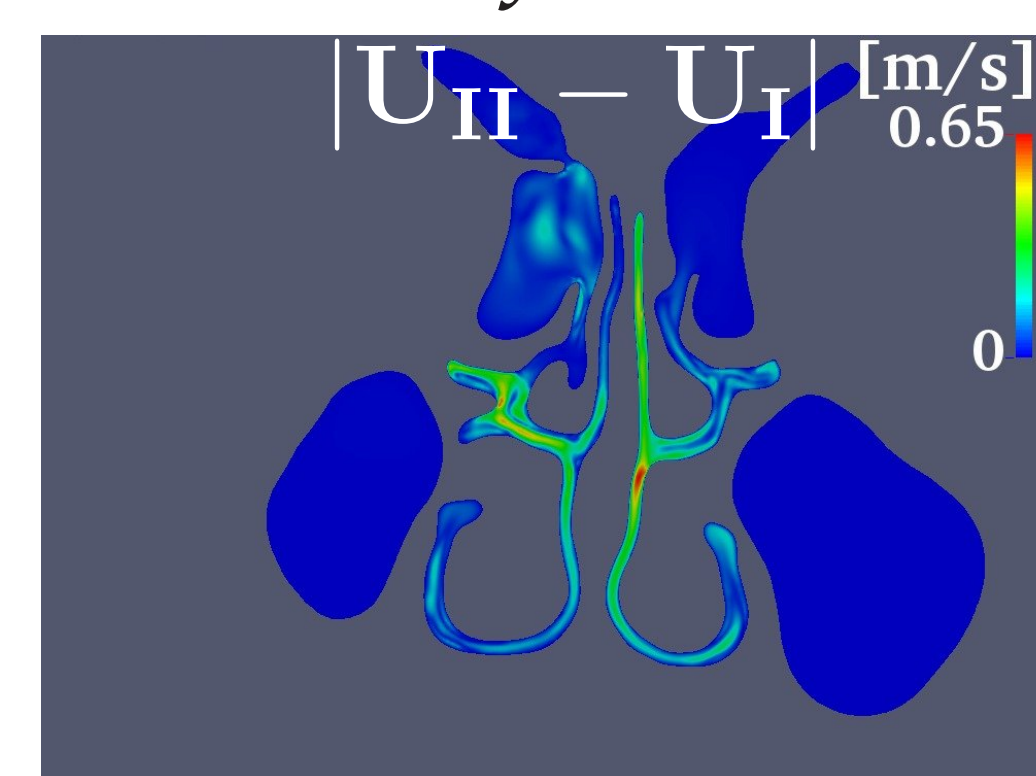
RANS/LES models:



Total pressure vs velocity:



Second vs first order:



CONCLUSION & FUTURE RESEARCH

- Once a suitable boundary condition is found its effect on the solution is small.
- High influence of numerical schemes. Difficult to find a steady second order solution with RANS equations.
- Large difference between RANS and LES simulations, mainly at the nasopharynx.

Future work:

- Ongoing *Particle Image Velocimetry* to validate CFD.
- Unsteady breathing cycle.

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