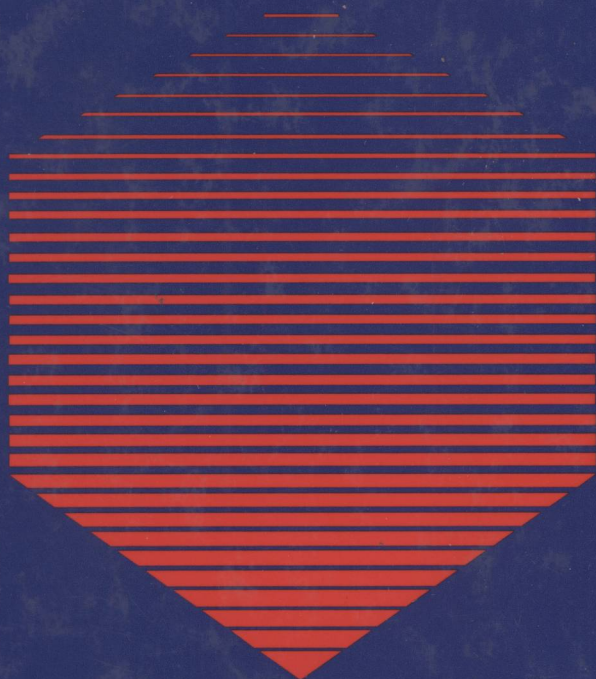


CAMBRIDGE SERIES IN CHEMICAL ENGINEERING

# Advanced Transport Phenomena

Fluid Mechanics and Convective Transport Processes



L. Gary Leal

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# Advanced Transport Phenomena

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Fluid Mechanics and Convective Transport  
Processes

L. Gary Leal



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## ADVANCED TRANSPORT PHENOMENA

*Advanced Transport Phenomena* is ideal as a graduate textbook. It contains a detailed discussion of modern analytic methods for the solution of fluid mechanics and heat and mass transfer problems, focusing on approximations based on scaling and asymptotic methods, beginning with the derivation of basic equations and boundary conditions and concluding with linear stability theory. Also covered are unidirectional flows, lubrication and thin-film theory, creeping flows, boundary-layer theory, and convective heat and mass transport at high and low Reynolds numbers. The emphasis is on basic physics, scaling and nondimensionalization, and approximations that can be used to obtain solutions that are due either to geometric simplifications, or large or small values of dimensionless parameters. The author emphasizes setting up problems and extracting as much information as possible short of obtaining detailed solutions of differential equations. The book also focuses on the solutions of representative problems. This reflects the author's bias toward learning to think about the solution of transport problems.

L. Gary Leal is professor of chemical engineering at the University of California in Santa Barbara. He also holds positions in the Materials Department and in the Department of Mechanical Engineering. He has taught at UCSB since 1989. Before that, from 1970 to 1989 he taught in the chemical engineering department at Caltech. His current research interests are focused on fluid mechanics problems for complex fluids, as well as the dynamics of bubbles and drops in flow, coalescence, thin-film stability, and related problems in rheology. In 1987, he was elected to the National Academy of Engineering. His research and teaching have been recognized by a number of awards, including the Dreyfus Foundation Teacher-Scholar Award, a Guggenheim Fellowship, the Allan Colburn and Warren Walker Awards of the AIChE, the Bingham Medal of the Society of Rheology, and the Fluid Dynamics Prize of the American Physical Society. Since 1995, Professor Leal has been one of the two editors of the AIP journal *Physics of Fluids* and he has also served on the editorial boards of numerous journals and the Cambridge Series in Chemical Engineering.

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# Preface

This book represents a major revision of my book *Laminar Flow and Convective Transport Processes* that was published in 1992 by Butterworth-Heinemann. As was the case with the previous book, it is about fluid mechanics and the convective transport of heat (or any passive scalar quantity) for simple Newtonian, incompressible fluids, treated from the point of view of classical continuum mechanics. It is intended for a graduate-level course that introduces students to fundamental aspects of fluid mechanics and convective transport processes (mainly heat transfer and some single solute mass transfer) in a context that is relevant to applications that are likely to arise in research or industrial applications. In view of the current emphasis on small-scale systems, biological problems, and materials, rather than large-scale classical industrial problems, the book is focused more on viscous phenomena, thin films, interfacial phenomena, and related topics than was true 14 years ago, though there is still significant coverage of high-Reynolds-number and high-Peclet-number boundary layers in the second half of the book. It also incorporates an entirely new chapter on linear stability theory for many of the problems of greatest interest to chemical engineers.

The material in this book is the basis of an introductory (two-term) graduate course on transport phenomena. It starts with a derivation of all of the necessary governing equations and boundary conditions in a context that is intended to focus on the underlying fundamental principles and the connections between this topic and other topics in continuum physics and thermodynamics. Some emphasis is also given to the limitations of both equations and boundary conditions (for example “non-Newtonian” behavior, the “no-slip” condition, surfactant and thermocapillary effects at interfaces, etc.). It should be noted, however, that though this course starts at the very beginning by deriving the basic equations from first principles, and thus can be taken successfully even without an undergraduate transport background, there are important topics from the undergraduate curriculum that are *not* included, especially macroscopic balances, friction factors, correlations for turbulent flow conditions, etc. The remainder of the book is concerned with how to solve transport and fluids problems analytically; but with a lot of emphasis on basic physics, scaling, nondimensionalization, and approximations that can be used to obtain solutions that are due either to geometric simplifications or large or small values of dimensionless parameters.

## THE SCOPE OF THIS BOOK

No single book can encompass all topics, and the present book is no exception. We consider only laminar flows and transport processes involving laminar flows, for incompressible, Newtonian fluids. Specifically, we do not consider turbulent flows. We do not consider compressibility effects, nor do we consider numerical methods, except by means of a brief

## Preface

introduction to boundary integral techniques for creeping flows. Further, we do not consider non-Newtonian flows, except for a few limited homework examples, nor even the basic constitutive equations for non-Newtonian fluids except briefly in the introductory chapter, Chapter 2, primarily in the context of thinking about why fluids may exhibit non-Newtonian behavior and hence what the limitations of the Newtonian fluid approximation may be. We do consider both flow and convective transport processes, but with the latter generally posed as a heat transfer problem. We shall see, however, that much of the same analysis and principles apply to mass transfer when there is a single solute. Finally, multicomponent mass transfer is not considered, and in the graduate transport sequence of classes would often be taught as a separate class.

The goal of this book is to provide a fundamental understanding of the governing principles for flow and convective transport processes in Newtonian fluids, and some of the modern tools and methods for “analysis” of this class of problems. By “analysis,” I mean both what one can achieve from a qualitative point of view without actually solving differential equations and boundary conditions, as well as detailed analytic solutions obtained generally from an asymptotic point of view. There is a strong emphasis on the derivation of basic equations and boundary conditions, including those relevant to a fluid interface. I also focus on complete descriptions of the solutions of representative problems rather than an exhaustive summary of all possible problems. This is because of the importance that I place on learning how to think about transport problems, and how to actually solve them, rather than just being told that some problem exists with a certain solution, but without adequate details to really understand how to achieve that solution or to generalize from the current problem to a related but presently unanticipated extension.

An important tool that we develop in this book is the use of characteristic scales, nondimensionalization, and asymptotic techniques, in the analysis and understanding of transport processes. At the most straightforward level, asymptotic methods provide a systematic framework to generate approximate solutions of the nonlinear differential equations of fluid mechanics, as well as the corresponding thermal energy (or species transport) equations. Perhaps more important than the detailed solutions enabled by these methods, however, is that they demand an extremely close interplay between the mathematics and the physics, and in this way contribute a very powerful understanding of the physical phenomena that characterize a particular problem or process. The presence of large or small dimensionless parameters in appropriately nondimensionalized equations or boundary conditions is indicative of the relative magnitudes of the various physical mechanisms in each case, and is thus a basis for approximation via retention of the dominant terms.

There is, in fact, an element of truth in the suggestion that asymptotic approximation methods are nothing more than a sophisticated version of dimensional analysis. Certainly it is true, as we shall see, that successful application of scaling/nondimensionalization can provide much of the information and insight about the nature of a given fluid mechanics or transport process without the need either to solve the governing differential equations or even be concerned with a detailed geometric description of the problem. The latter determines the magnitude of numerical coefficients in the correlations between dependent and independent dimensionless groups, but usually does not determine the form of the correlations. In this sense, asymptotic theory can reduce a whole class of problems, which differ only in the geometry of the boundaries and in the nature of the undisturbed flow, to the evaluation of a single coefficient. When the body or boundary geometry is simple, this can be done by means of detailed solutions of the governing equations and boundary conditions. Even when the geometry is too complex to obtain analytic solutions, however, the general asymptotic framework is unchanged, and the correlation between dimensionless groups is still reduced to determination of a single constant, which can now be done (in principle) by means of a single experimental measurement.

## Preface

It is important, however, not to overstate what can be accomplished by asymptotic (and related analytic) techniques applied either to fluid mechanics or heat (and mass) transfer processes. At most, these methods can treat limited regimes of the overall parameter domain for any particular problem. Furthermore, the approximate solutions obtained can be no more general than the framework allowed in the problem statement; that is, if we begin by seeking a steady axisymmetric solution, an asymptotic analysis will produce only an approximation for this class of solutions and, by itself, can guarantee neither that the solution is unique within this class nor that the limitation to steady and axisymmetric solutions is representative of the actual physical situation. For example, even if the geometry of the problem is completely axisymmetric, there is no guarantee that an axisymmetric solution exists for the velocity or temperature field, or if it does, that it corresponds to the motion or temperature field that would be realized in the laboratory. The latter may be either time dependent or fully three dimensional or both. In this case, the most that we may hope is that these more complex motions may exist as a consequence of instabilities in the basic, steady, axisymmetric solution, and thus that the conditions for departure from this basic state can be predicted within the framework of classical stability theories. The important message is that analytic techniques, including asymptotic methods, are not sufficient by themselves to understand fluid mechanics or heat transfer processes. Such techniques would almost always need to be supplemented by some combination of stability analysis or, more generally, by experimental or computational studies of the full problem.

I want to thank my many colleagues and students who have contributed to this work for many years. I would also like to thank the users of the first edition who made substantial suggestions for improvement. I look forward to the reader's reaction to this new version.

L. Gary Leal  
*Santa Barbara*



# Acknowledgments

I want to thank a number of people who contributed to this book. Most important among these were Professor G. M. Homsy, and several years of graduate students from my own classes at the University of California at Santa Barbara, who used this book in preprint form and provided much useful input on topics that required better explanation, typos, etc. In addition, these students had the first “opportunity” to work many of the problems at the end of each chapter, and this led to a number of important changes in the problem statements. I specifically appreciate their patience in this latter endeavor. I also owe a major debt of gratitude to number of faculty around the country, who had taught graduate transport classes from my previous book and provided detailed comments on the proposed contents and format of this new book. In addition, several of these individuals also contributed problems from their own classes, which they kindly allowed me to use in this new book. For this major contribution, I thank David Leighton from Notre Dame, John Brady from the California Institute of Technology, Roger Bonnecaze from the University of Texas at Austin, and James Oberhauser from the University of Virginia. In addition, Professor Howard Stone from Harvard University provided very useful notes on the dynamics of thin films from his own class, and also kindly read several of the new sections. Finally, I thank Cambridge University Press, and particularly Peter Gordon, for their patience in waiting for me to finish this book. The last 10 percent took at least 50 percent of the time! I take full responsibility for the contents of this book.

# Contents

Preface	<b>page</b> xv
Acknowledgments	xix
<b>1 A Preview</b>	<b>I</b>
A A Brief Historical Perspective of Transport Phenomena in Chemical Engineering	I
B The Nature of the Subject	2
C A Brief Description of the Contents of This Book	4
Notes and References	11
<b>2 Basic Principles</b>	<b>13</b>
A The Continuum Approximation	13
1 Foundations	14
2 Consequences	15
B Conservation of Mass – The Continuity Equation	18
C Newton’s Laws of Mechanics	25
D Conservation of Energy and the Entropy Inequality	31
E Constitutive Equations	36
F Fluid Statics – The Stress Tensor for a Stationary Fluid	37
G The Constitutive Equation for the Heat Flux Vector – Fourier’s Law	42
H Constitutive Equations for a Flowing Fluid – The Newtonian Fluid	45
I The Equations of Motion for a Newtonian Fluid – The Navier–Stokes Equation	49
J Complex Fluids – Origins of Non-Newtonian Behavior	52
K Constitutive Equations for Non-Newtonian Fluids	59
L Boundary Conditions at Solid Walls and Fluid Interfaces	65
1 The Kinematic Condition	67
2 Thermal Boundary Conditions	68
3 The Dynamic Boundary Condition	69
M Further Considerations of the Boundary Conditions at the Interface Between Two Pure Fluids – The Stress Conditions	74
1 Generalization of the Kinematic Boundary Condition for an Interface	75
2 The Stress Conditions	76
3 The Normal-Stress Balance and Capillary Flows	79
4 The Tangential-Stress Balance and Thermocapillary Flows	84

## Contents

N	The Role of Surfactants in the Boundary Conditions at a Fluid Interface	89
	Notes and Reference	96
	Problems	99
<b>3</b>	<b>Unidirectional and One-Dimensional Flow and Heat Transfer Problems</b>	<b>110</b>
A	Simplification of the Navier–Stokes Equations for Unidirectional Flows	113
B	Steady Unidirectional Flows – Nondimensionalization and Characteristic Scales	115
C	Circular Couette Flow – A One-Dimensional Analog to Unidirectional Flows	125
D	Start-Up Flow in a Circular Tube – Solution by Separation of Variables	135
E	The Rayleigh Problem – Solution by Similarity Transformation	142
F	Start-Up of Simple Shear Flow	148
G	Solidification at a Planar Interface	152
H	Heat Transfer in Unidirectional Flows	157
	1 Steady-State Heat Transfer in Fully Developed Flow through a Heated (or Cooled) Section of a Circular Tube	158
	2 Taylor Diffusion in a Circular Tube	166
I	Pulsatile Flow in a Circular Tube	175
	Notes	183
	Problems	185
<b>4</b>	<b>An Introduction to Asymptotic Approximations</b>	<b>204</b>
A	Pulsatile Flow in a Circular Tube Revisited – Asymptotic Solutions for High and Low Frequencies	205
	1 Asymptotic Solution for $R_\omega \ll 1$	206
	2 Asymptotic Solution for $R_\omega \gg 1$	209
B	Asymptotic Expansions – General Considerations	216
C	The Effect of Viscous Dissipation on a Simple Shear Flow	219
D	The Motion of a Fluid Through a Slightly Curved Tube – The Dean Problem	224
E	Flow in a Wavy-Wall Channel – “Domain Perturbation Method”	232
	1 Flow Parallel to the Corrugation Grooves	233
	2 Flow Perpendicular to the Corrugation Grooves	237
F	Diffusion in a Sphere with Fast Reaction – “Singular Perturbation Theory”	242
G	Bubble Dynamics in a Quiescent Fluid	250
	1 The Rayleigh–Plesset Equation	251
	2 Equilibrium Solutions and Their Stability	255
	3 Bubble Oscillations Due to Periodic Pressure Oscillations – Resonance and “Multiple-Time-Scale Analysis”	260
	4 Stability to Nonspherical Disturbances	269
	Notes	282
	Problems	284
<b>5</b>	<b>The Thin-Gap Approximation – Lubrication Problems</b>	<b>294</b>
A	The Eccentric Cylinder Problem	295
	1 The Narrow-Gap Limit – Governing Equations and Solutions	297

## Contents

2	Lubrication Forces	303
B	Derivation of the Basic Equations of Lubrication Theory	306
C	Applications of Lubrication Theory	315
1	The Slider-Block Problem	315
2	The Motion of a Sphere Toward a Solid, Plane Boundary	320
D	The Air Hockey Table	325
1	The Lubrication Limit, $\tilde{Re} \ll 1$	328
2	The Uniform Blowing Limit, $p_R^* \gg 1$	332
a	$\tilde{Re} \ll 1$	334
b	$\tilde{Re} \gg 1$	336
c	Lift on the Disk	345
	Notes	346
	Problems	347
<b>6</b>	<b>The Thin-Gap Approximation – Films with a Free Surface</b>	<b>355</b>
A	Derivation of the Governing Equations	355
1	The Basic Equations and Boundary Conditions	355
2	Simplification of the Interface Boundary Conditions for a Thin Film	359
3	Derivation of the Dynamical Equation for the Shape Function, $h(\mathbf{x}_s, t)$	360
B	Self-Similar Solutions of Nonlinear Diffusion Equations	362
C	Films with a Free Surface – Spreading Films on a Horizontal Surface	367
1	Gravitational Spreading	367
2	Capillary Spreading	371
D	The Dynamics of a Thin Film in the Presence of van der Waals Forces	376
1	Linear Stability	378
2	Similarity Solutions for Film Rupture	381
E	Shallow-Cavity Flows	385
1	The Horizontal, Enclosed Shallow Cavity	386
2	The Horizontal Shallow Cavity with a Free Surface	391
a	Solution by means of the classical thin-film analysis	392
b	Solution by means of the method of domain perturbations	396
c	The end regions	401
3	Thermocapillary Flow in a Thin Cavity	404
a	Thin-film solution procedure	410
b	Solution by domain perturbation for $\delta = 1$	413
	Notes	418
	Problems	418
<b>7</b>	<b>Creeping Flow – Two-Dimensional and Axisymmetric Problems</b>	<b>429</b>
A	Nondimensionalization and the Creeping-Flow Equations	430
B	Some General Consequences of Linearity and the Creeping-Flow Equations	434
1	The Drag on Bodies That Are Mirror Images in the Direction of Motion	434
2	The Lift on a Sphere That is Rotating in a Simple Shear Flow	436
3	Lateral Migration of a Sphere in Poiseuille Flow	438
4	Resistance Matrices for the Force and Torque on a Body in Creeping Flow	439

## Contents

C	Representation of Two-Dimensional and Axisymmetric Flows in Terms of the Streamfunction	444
D	Two-Dimensional Creeping Flows: Solutions by Means of Eigenfunction Expansions (Separation of Variables)	449
1	General Eigenfunction Expansions in Cartesian and Cylindrical Coordinates	449
2	Application to Two-Dimensional Flow near Corners	451
E	Axisymmetric Creeping Flows: Solution by Means of Eigenfunction Expansions in Spherical Coordinates (Separation of Variables)	458
1	General Eigenfunction Expansion	459
2	Application to Uniform Streaming Flow past an Arbitrary Axisymmetric Body	464
F	Uniform Streaming Flow past a Solid Sphere – Stokes' Law	466
G	A Rigid Sphere in Axisymmetric, Extensional Flow	470
1	The Flow Field	470
2	Dilute Suspension Rheology – The Einstein Viscosity Formula	473
H	Translation of a Drop Through a Quiescent Fluid at Low $Re$	477
I	Marangoni Effects on the Motion of Bubbles and Drops	486
J	Surfactant Effects on the Buoyancy-Driven Motion of a Drop	490
1	Governing Equations and Boundary Conditions for a Translating Drop with Surfactant Adsorbed at the Interface	493
2	The Spherical-Cap Limit	497
3	The Limit of Fast Adsorption Kinetics	503
	Notes	510
	Problems	512
<b>8</b>	<b>Creeping Flow – Three-Dimensional Problems</b>	<b>524</b>
A	Solutions by Means of Superposition of Vector Harmonic Functions	525
1	Preliminary Concepts	525
a	Vector “equality” – pseudo-vectors	525
b	Representation theorem for solution of the creeping-flow equations	526
c	Vector harmonic functions	527
2	The Rotating Sphere in a Quiescent Fluid	528
3	Uniform Flow past a Sphere	529
B	A Sphere in a General Linear Flow	530
C	Deformation of a Drop in a General Linear Flow	537
D	Fundamental Solutions of the Creeping-Flow Equations	545
1	The “Stokeslet”: A Fundamental Solution for the Creeping-Flow Equations	545
2	An Integral Representation for Solutions of the Creeping-Flow Equations due to Ladyzhenskaya	547
E	Solutions for Solid Bodies by Means of Internal Distributions of Singularities	550
1	Fundamental Solutions for a Force Dipole and Other Higher-Order Singularities	551
2	Translation of a Sphere in a Quiescent Fluid (Stokes' Solution)	554
3	Sphere in Linear Flows: Axisymmetric Extensional Flow and Simple Shear	555

## Contents

4	Uniform Flow past a Prolate Spheroid	557
5	Approximate Solutions of the Creeping-Flow Equations by Means of Slender-Body Theory	560
F	The Boundary Integral Method	564
1	A Rigid Body in an Unbounded Domain	565
2	Problems Involving a Fluid Interface	565
3	Problems in a Bounded Domain	568
G	Further Topics in Creeping-Flow Theory	570
1	The Reciprocal Theorem	571
2	Faxen's Law for a Body in an Unbounded Fluid	571
3	Inertial and Non-Newtonian Corrections to the Force on a Body	573
4	Hydrodynamic Interactions Between Widely Separated Particles – The Method of Reflections	576
	Notes	580
	Problems	582
<b>9</b>	<b>Convection Effects in Low-Reynolds-Number Flows</b>	<b>593</b>
A	Forced Convection Heat Transfer – Introduction	593
1	General Considerations	594
2	Scaling and the Dimensionless Parameters for Convective Heat Transfer	596
3	The Analogy with Single-Solute Mass Transfer	598
B	Heat Transfer by Conduction ( $Pe \rightarrow 0$ )	600
C	Heat Transfer from a Solid Sphere in a Uniform Streaming Flow at Small, but Nonzero, Peclet Numbers	602
1	Introduction – Whitehead's Paradox	602
2	Expansion in the Inner Region	605
3	Expansion in the Outer Region	606
4	A Second Approximation in the Inner Region	611
5	Higher-Order Approximations	613
6	Specified Heat Flux	615
D	Uniform Flow past a Solid Sphere at Small, but Nonzero, Reynolds Number	616
E	Heat Transfer from a Body of Arbitrary Shape in a Uniform Streaming Flow at Small, but Nonzero, Peclet Numbers	627
F	Heat Transfer from a Sphere in Simple Shear Flow at Low Peclet Numbers	633
G	Strong Convection Effects in Heat and Mass Transfer at Low Reynolds Number – An Introduction	643
H	Heat Transfer from a Solid Sphere in Uniform Flow for $Re \ll 1$ and $Pe \gg 1$	645
1	Governing Equations and Rescaling in the Thermal Boundary-Layer Region	648
2	Solution of the Thermal Boundary-Layer Equation	652
I	Thermal Boundary-Layer Theory for Solid Bodies of Nonspherical Shape in Uniform Streaming Flow	656
1	Two-Dimensional Bodies	659
2	Axisymmetric Bodies	661
3	Problems with Closed Streamlines (or Stream Surfaces)	662
J	Boundary-Layer Analysis of Heat Transfer from a Solid Sphere in Generalized Shear Flows at Low Reynolds Number	663

## Contents

K	Heat (or Mass) Transfer Across a Fluid Interface for Large Peclet Numbers	666
1	General Principles	666
2	Mass Transfer from a Rising Bubble or Drop in a Quiescent Fluid	668
L	Heat Transfer at High Peclet Number Across Regions of Closed-Streamline Flow	671
1	General Principles	671
2	Heat Transfer from a Rotating Cylinder in Simple Shear Flow	672
	Notes	680
	Problems	681
<b>10</b>	<b>Laminar Boundary-Layer Theory</b>	<b>697</b>
A	Potential-Flow Theory	698
B	The Boundary-Layer Equations	704
C	Streaming Flow past a Horizontal Flat Plate – The Blasius Solution	713
D	Streaming Flow past a Semi-Infinite Wedge – The Falkner–Skan Solutions	719
E	Streaming Flow past Cylindrical Bodies – Boundary-Layer Separation	725
F	Streaming Flow past Axisymmetric Bodies – A Generalization of the Blasius Series	733
G	The Boundary-Layer on a Spherical Bubble	739
	Notes	754
	Problems	756
<b>11</b>	<b>Heat and Mass Transfer at Large Reynolds Number</b>	<b>767</b>
A	Governing Equations ( $Re \gg 1$ , $Pe \gg 1$ , with Arbitrary $Pr$ or $Sc$ numbers)	769
B	Exact (Similarity) Solutions for $Pr$ (or $Sc$ ) $\sim O(1)$	771
C	The Asymptotic Limit, $Pr$ (or $Sc$ ) $\gg 1$	773
D	The Asymptotic Limit, $Pr$ (or $Sc$ ) $\ll 1$	780
E	Use of the Asymptotic Results at Intermediate $Pe$ (or $Sc$ )	787
F	Approximate Results for Surface Temperature with Specified Heat Flux or Mixed Boundary Conditions	788
G	Laminar Boundary-Layer Mass Transfer for Finite Interfacial Velocities	793
	Notes	797
	Problems	797
<b>12</b>	<b>Hydrodynamic Stability</b>	<b>800</b>
A	Capillary Instability of a Liquid Thread	801
1	The Inviscid Limit	804
2	Viscous Effects on Capillary Instability	808
3	Final Remarks	811
B	Rayleigh–Taylor Instability (The Stability of a Pair of Immiscible Fluids That Are Separated by a Horizontal Interface)	812
1	The Inviscid Fluid Limit	816
2	The Effects of Viscosity on the Stability of a Pair of Superposed Fluids	818
3	Discussion	822

## Contents

C	Saffman–Taylor Instability at a Liquid Interface	823
1	Darcy's Law	823
2	The Taylor–Saffman Instability Criteria	826
D	Taylor–Couette Instability	829
1	A Sufficient Condition for Stability of an Inviscid Fluid	832
2	Viscous Effects	835
E	Nonisothermal and Compositionally Nonuniform Systems	840
F	Natural Convection in a Horizontal Fluid Layer Heated from Below – The Rayleigh–Benard Problem	845
1	The Disturbance Equations and Boundary Conditions	845
2	Stability for Two Free Surfaces	851
3	The Principle of Exchange of Stabilities	853
4	Stability for Two No-Slip, Rigid Boundaries	855
G	Double-Diffusive Convection	858
H	Marangoni Instability	867
I	Instability of Two-Dimensional Unidirectional Shear Flows	872
1	Inviscid Fluids	873
a	The Rayleigh stability equation	873
b	The Inflection-point theorem	875
2	Viscous Fluids	876
a	The Orr–Sommerfeld equation	876
b	A sufficient condition for stability	877
	Notes	878
	Problems	880
	Appendix A: Governing Equations and Vector Operations in Cartesian, Cylindrical, and Spherical Coordinate Systems	891
	Appendix B: Cartesian Component Notation	897
	Index	899



# I

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## A Preview

### A. A BRIEF HISTORICAL PERSPECTIVE OF TRANSPORT PHENOMENA IN CHEMICAL ENGINEERING

“Transport phenomena” is the name used by chemical engineers to describe the subjects of fluid mechanics and heat and mass transfer. The earliest step toward the inclusion of specialized courses in fluid mechanics and heat or mass transfer processes within the chemical engineering curriculum probably occurred with the publication in 1923 of the pioneering text *Principles of Chemical Engineering* by Walker, Lewis, and McAdams.<sup>1</sup> This was the first major departure from curricula that regarded the techniques involved in the production of specific products as largely unique, to a formal recognition of the fact that certain physical or chemical processes, and corresponding fundamental principles, are common to many widely differing industrial technologies.

A natural outgrowth of this radical new view was the gradual appearance of fluid mechanics and transport in both teaching and research as the underlying basis for many of the unit operations. Of course, many of the most important unit operations take place in equipment of complicated geometry, with strongly coupled combinations of heat and mass transfer, fluid mechanics, and chemical reaction, so that the exact equations could not be solved in a context of any direct relevance to the process of interest. Hence, insofar as the large-scale industrial processes of chemical technology were concerned, even at the unit operations level, the impact of fundamental studies of fluid mechanics or transport phenomena was certainly less important than a well-developed empirical approach (and this remains true today in many cases). Indeed, the great advances and discoveries of fluid mechanics during the first half of the twentieth century took place almost entirely without the participation (or even knowledge) of chemical engineers.

Gradually, however, chemical engineers began to accept the premise that the generally “blind” empiricism of the “lumped-parameter” approach to transport processes at the unit operations scale should at least be supplemented by an attempt to understand the basic physical principles. This finally led, in 1960, to the appearance of the landmark textbook of Bird, Stewart, and Lightfoot,<sup>2</sup> which not only introduced the idea of detailed analysis of transport processes at the continuum level, but also emphasized the mathematical similarity of the governing field equations, along with the simplest constitutive approximations for fluid mechanics and heat and mass transfer. The presentation of Bird *et al.* was primarily focused on results and solutions rather than on the methods of solution or analysis. However, the combination of the more fundamental approach that it pioneered within the chemical engineering community and the appearance of chemical engineers with very strong mathematics backgrounds produced the most recent transitions in our ways of thinking about and understanding transport processes.