Control volume analysis of glottal jet dynamics using time resolved pressure and velocity field measurements in a scaled up vocal fold model

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Overview

Simultaneous temporally and spatially resolved pressure and velocity measurements permitted examination of all of the terms in the streamwise integral momentum equation. Experiments were conducted using a 10x scaled-up model in a free surface water tunnel. 2-D vocal fold models with semi-circular ends were computer driven inside a square duct with constant opening and closing speeds. The time from the start of opening to fully closed was T_0 , and the full oscillation period was $2T_{0}$. Time resolved DPIV and pressure measurements along the duct centerline were made for Reynolds numbers from 3650 to 8100 and equivalent life frequencies from 52.5 Hz to 105 Hz. It is demonstrated that transglottal pressure serves as a surrogate for vocal fold drag. As is common with flows of this type, cycle-to-cycle variations, including jet switching and modulation, even when vocal fold wall motion does not. The observed variations in jet motions were found to correlate with cycle-to-cycle variations of terms in the integral momentum equation related to sound production. The origins of these variations are discussed. 1] Lighthill, M.J., Proc. Roy. A, 211:564-587, 1952. AcGowan, R., Fluid Dynamics Res., 42:15001, 2010 McPhail, M., et al., JASA, 146:1230-1238, 2019

Motivation

Fundamental questions:

- Does the driving transglottal pressure force from the lungs serve as a surrogate for vocal fold drag?,
- Are cycle-to-cycle variations of the glottal jet acoustically significant?, if so, how?
- What causes these cycle-to-cycle variations?

Integral Momentum Equation:

 $\rho \partial/\partial t \left(\iiint_{CV} u_i dV \right) + \iint_{CS} \rho u_i u_j dS_j =$

unsteadv/inertia (forces due to changing *volume and jet acceleration)*

momentum flux (forces due to the jet)

Note that. these two terms are the 'ma' in F = ma)

 $-\iint_{CS} p \, dS_i + \iint_{CS} \tau_i$

pressure forces viscous forces (driving pressure force (forces due to friction; (drag on the vocal

Methods





from the lungs) shown to be negligible) vocal folds; sound source

We are looking at these questions through the lens of the streamwise (x) momentum equation.

Stepper motor driven vocal fold models opened and closed at constant speed over a time, T_o . They remained closed for an additional time, T_o ; the total cycle time was $2T_o$.

Dotted red line shows vocal fold opening as a function of time.

Sample instantaneous DPIV flow shown the measurements are at approximate times they were taken.

time

Key Point: We can directly measure <u>all</u> of the terms in the x-momentum equation and study precisely how the flow is coupled to the pressure forces that lead to sound production.

Results

We examined: i) four speeds (Re = 3650, 5350, 7200 & 8100) at one frequency, corresponding to 105 Hz and ii) four frequencies (corresponding to 52.5 Hz, 67.5 Hz, 82.5 Hz & 105 Hz) at one speed, Re = 7200.



Time traces of pressure differences upstream, downstream and across the glottis at Re = 7200 for the four different frequencies. Note similarity to by Deverge, et al. (2003). For quasi-steady flow, the transglottal pressure waveforms should be sawtooth shaped, decreasing from $t/2T_o = 0$ to 0.25, increasing to $t/2T_o = 0.5$ and then returning to $C_p = 1$.

Corresponding flow measurements. For quasi-steady flow, maximum jet velocity profiles should be square and volume flow should be symmetric triangles between $t/2T_o = 0$ and 0.5.





The momentum balance shows that pressure force and VF drag match to ~20%. But momentum flux from the jet and inertia from VF motions are not negligible. (Inset from coupled fluid-structure computations from Zhang's group).

cycle. Also observed in a separate experiment by Sherman, et al. (2020).



 $t/2T_{o} = 0.95$ $t/2T_{o} = 0.004$ $Re = 7200; f^* = 0.0261 (f_{life} = 97.5 Hz)$

- rate and TGP are correlated with jet switching,
- Residual jet motions during vocal folds closure influence cycle-to-cycle jet variations.