

# Some recent turbulence modeling at GISS

## Part 1

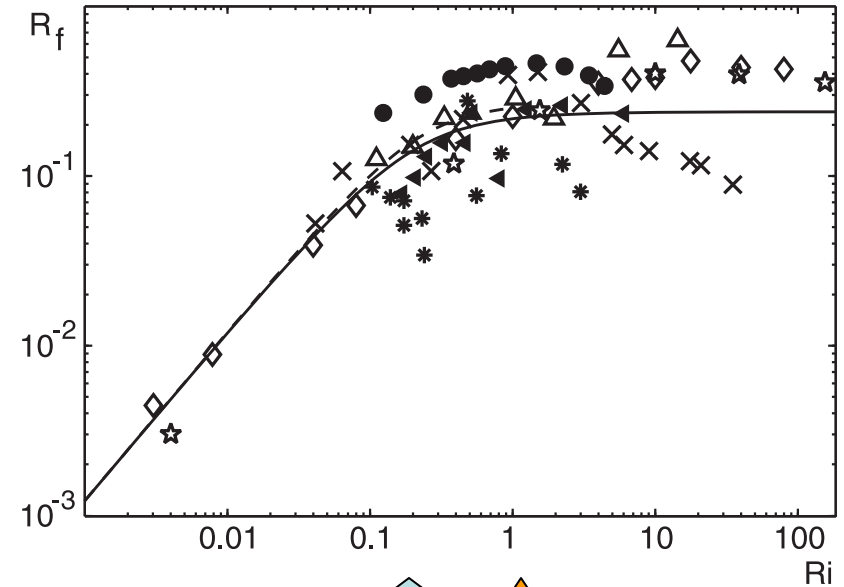
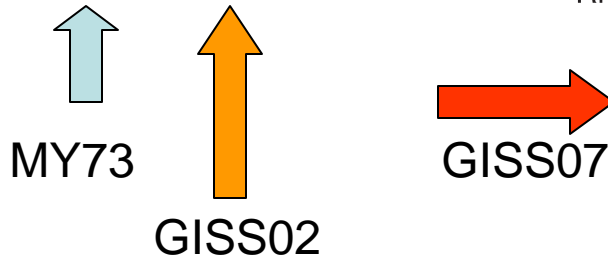
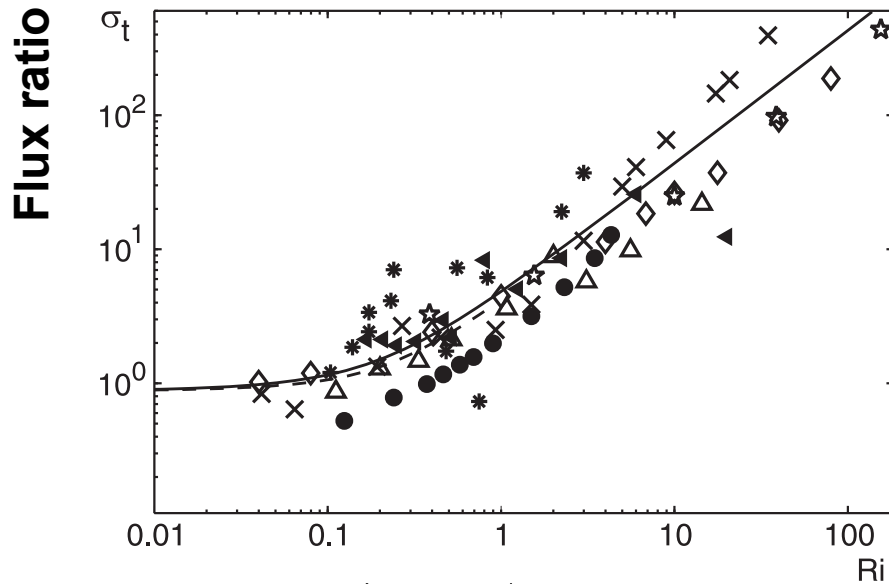
Ye Cheng

with V.M. Canuto and A. Howard

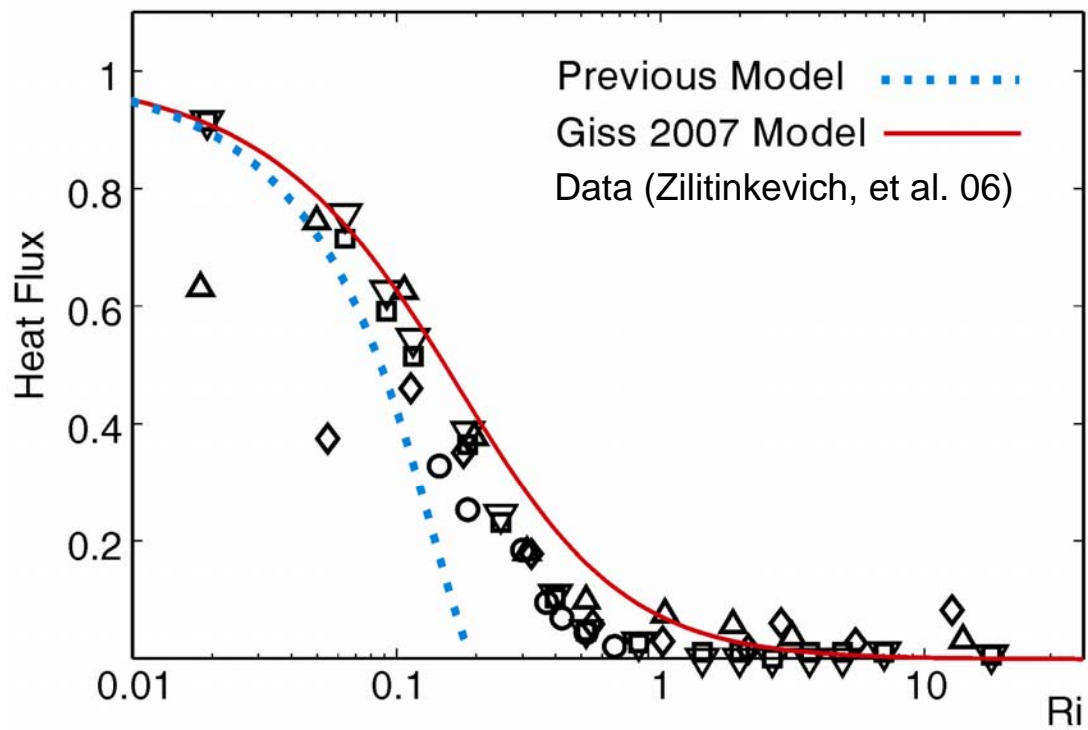
**New model for stably stratified flow:  
prevents turbulence from dying too early  
by eliminating  $Ri(cr)$**

*J. Atmos. Sci.* , 2002, 2008.  
*GRL*, 2008

# Turbulence response to large scale forcing



Large scale forcing :  $Ri = \frac{\text{stable buoyancy}}{\text{shear}}$



## Summary of ideas

- **Several time scales floating around in turbulence models**
- **Are they all constant multiples of each other? No**
- **A simple parameterization of one time scale yields much better results**

$$\tau_{p\theta} \sim \frac{\tau_\varepsilon}{1 + Ri}$$

# Some recent turbulence modeling at GISS

## Part 2

Ye Cheng

with V.M. Canuto and A. Howard

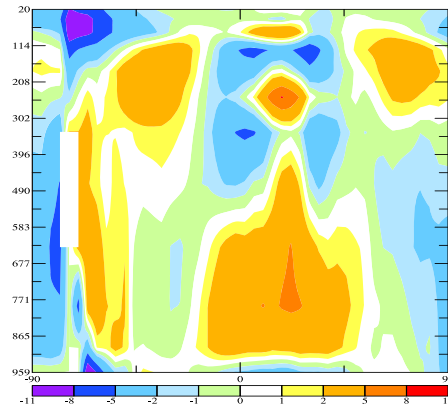
**New model in unstably and stably stratified flows:  
includes non-locality via new 4th-order moments**

*J. Atmos. Sci.* , 1994, 2001, 2002, 2005a,b

# Unstable stratification

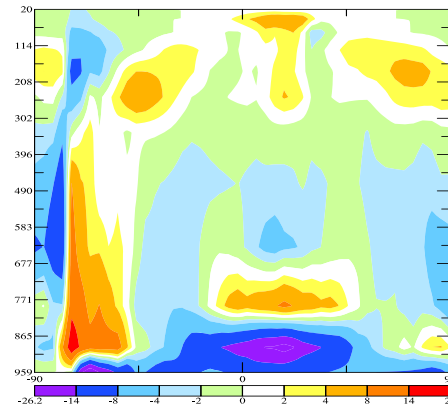
large eddies → non-local models

**RH**



**Nonlocal-local**

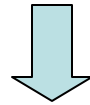
**Could Cover**



**Nonlocal-local**

# Turbulence closure hierarchy

$$\frac{\partial T}{\partial t} = -\frac{\partial \overline{w\theta}}{\partial z} \quad \text{SOM}$$
$$\frac{\partial \overline{w\theta}}{\partial t} = -\frac{\partial \overline{w^2\theta}}{\partial z} + \dots \quad \text{TOM}$$
$$\frac{\partial \overline{w^2\theta}}{\partial t} = -\frac{\partial \overline{w^3\theta}}{\partial z} + \dots \quad \text{FOM}$$



Forever and ever

Previous **FOM** models:  $\overline{w^3 \theta} = \text{QNA}$

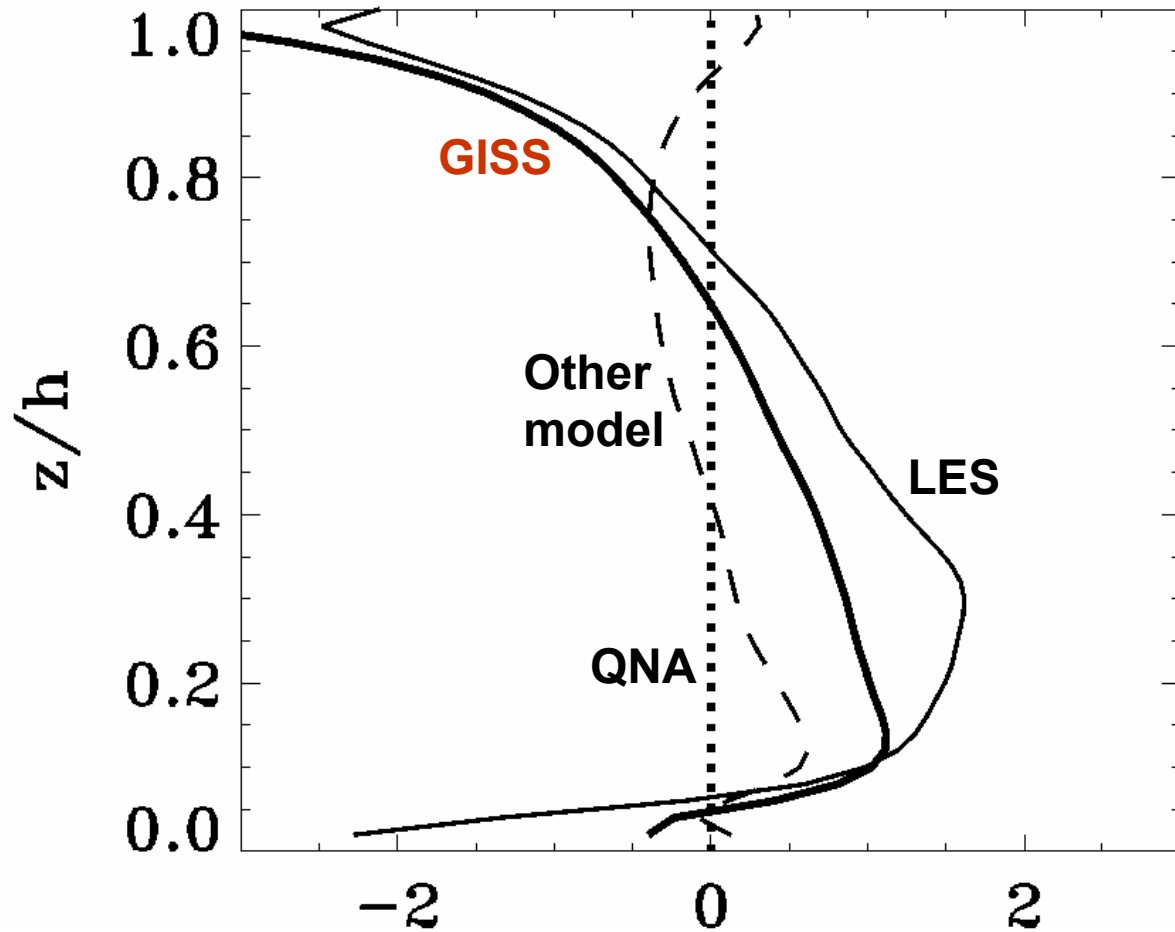
**Problems:**

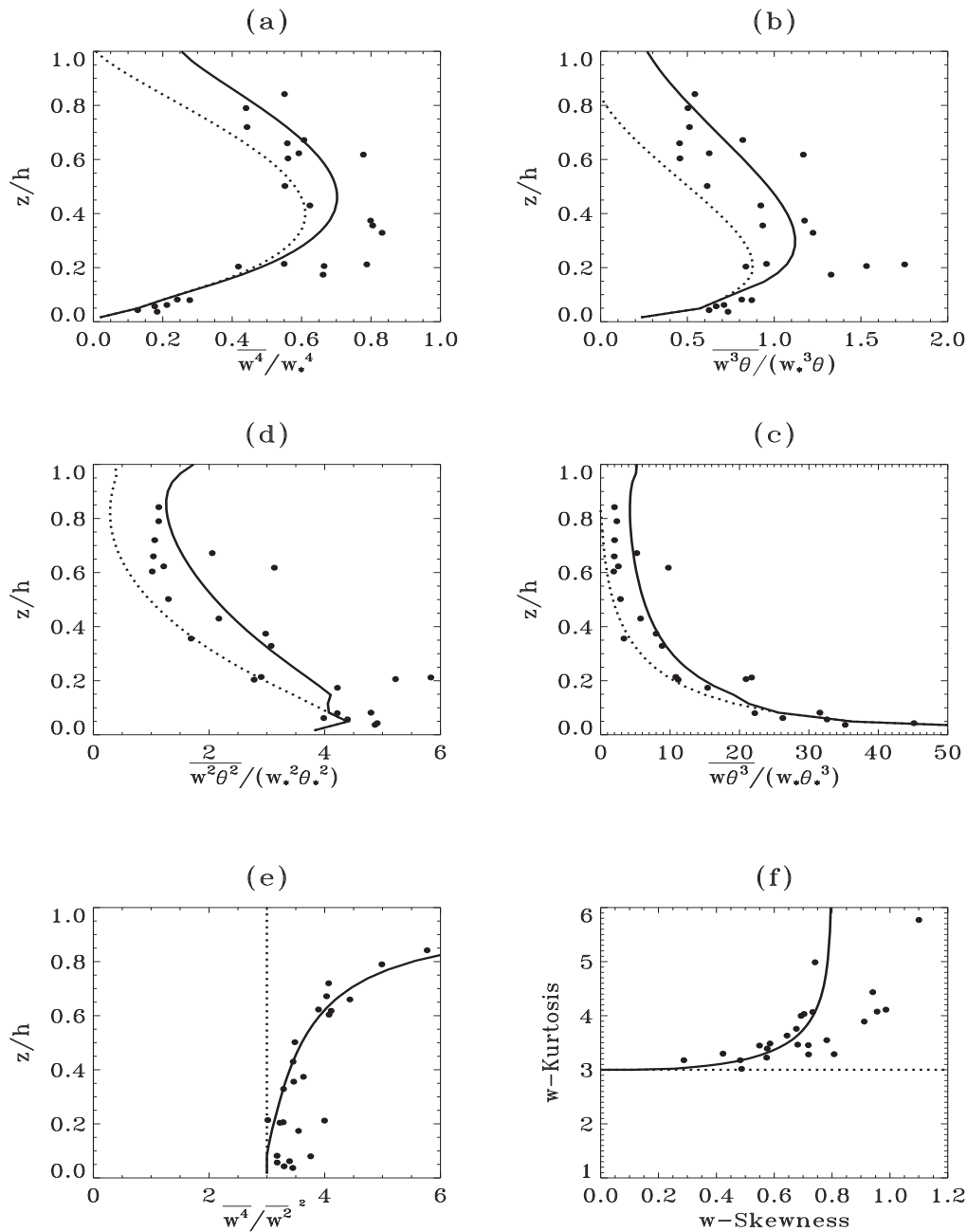
- **Blow-up at typical forcing in unstable case**
- **Spurious oscillations in stable case**
- **Complicated**

**GISS model addressed them at once**



$$\frac{\partial}{\partial z} \left( \overline{w^3 \theta} - \text{QNA} \right)$$





## FOMs in PBL

**Dots: Aircraft data**  
(Hartmann et al.,  
1999)

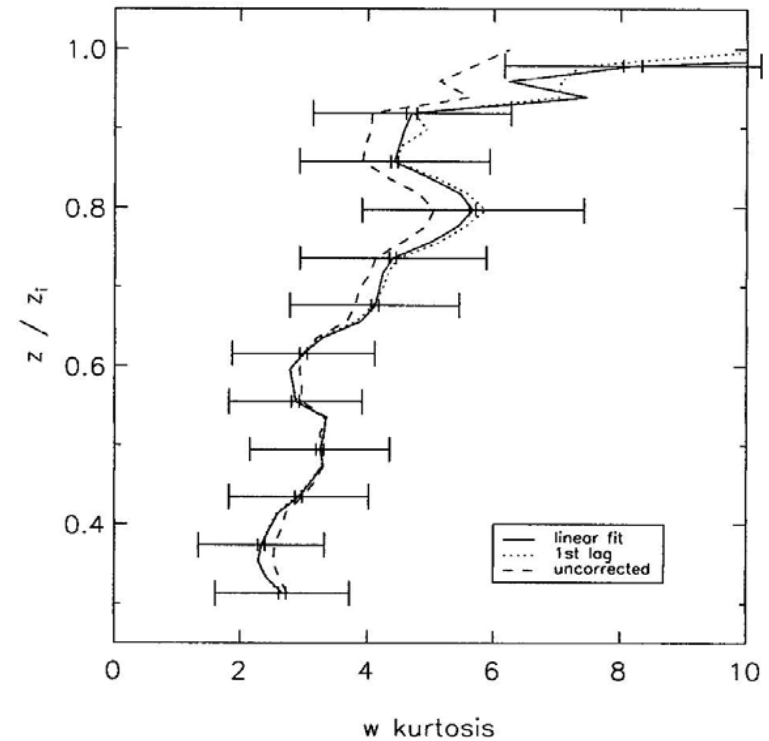
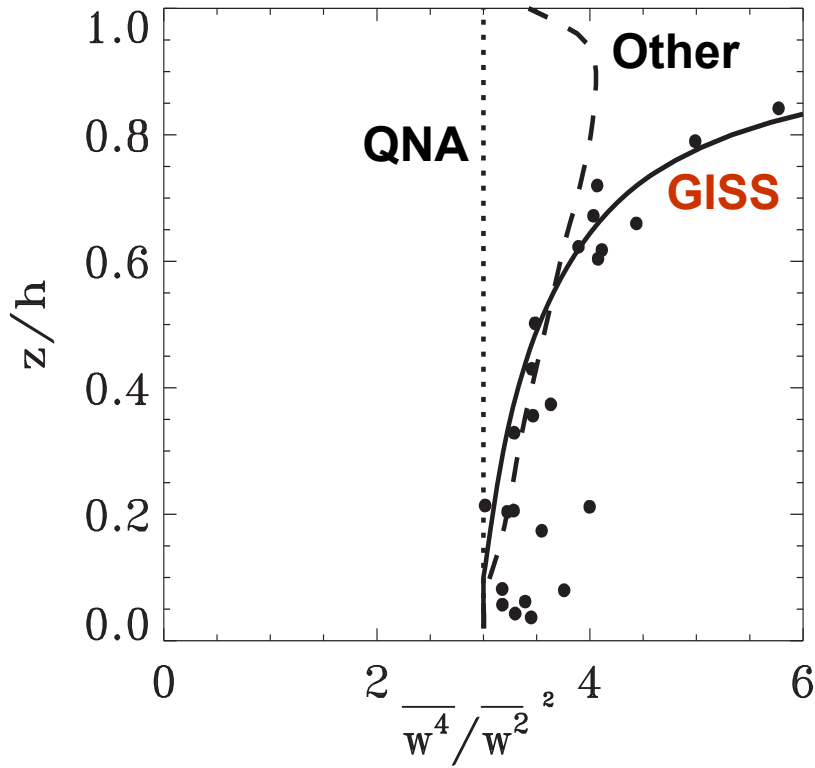
**Solid line:**  
**New model**

**Dotted line: QNA**

Fig.5

# Velocity kurtosis

$$\overline{w^4} / \overline{w^2}^2$$



**New model** (solid line)  
**Aircraft data** (dots)

## Lab measurements

Lenschow et al., *J. Atmos. Oceanic Technol.*, **17**, 1330-1347, 2000

# Summary for non-local model

- A new way to formulate Non-QN FOMs
- TOMs damp more realistically in unstable case
- No spurious oscillations in the stable case
- Simpler than the QNA
- Future work: more accuracy and simplicity