

# The Entrainment Interface Layer in a DYCOMS-II Stratocumulus LES

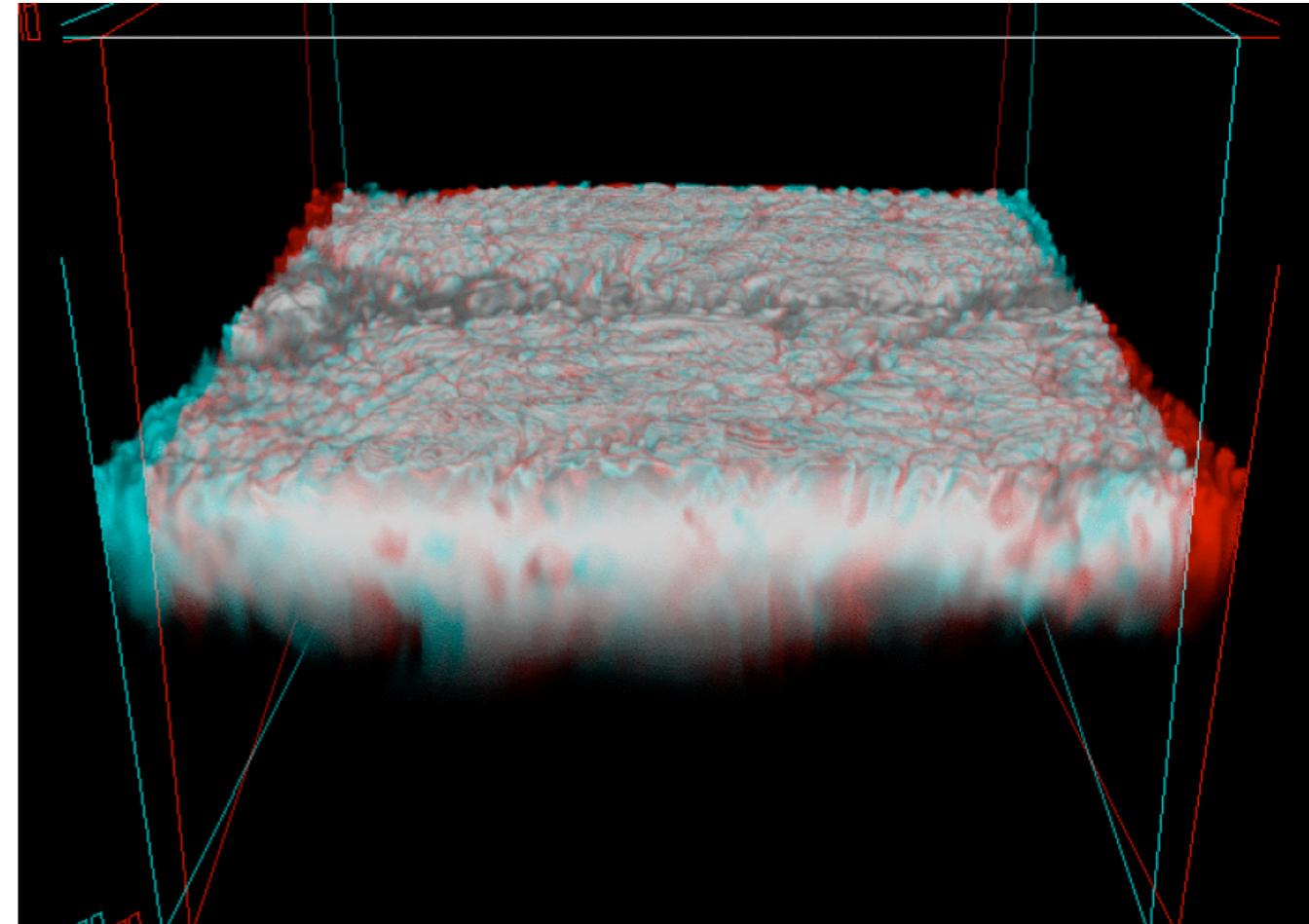
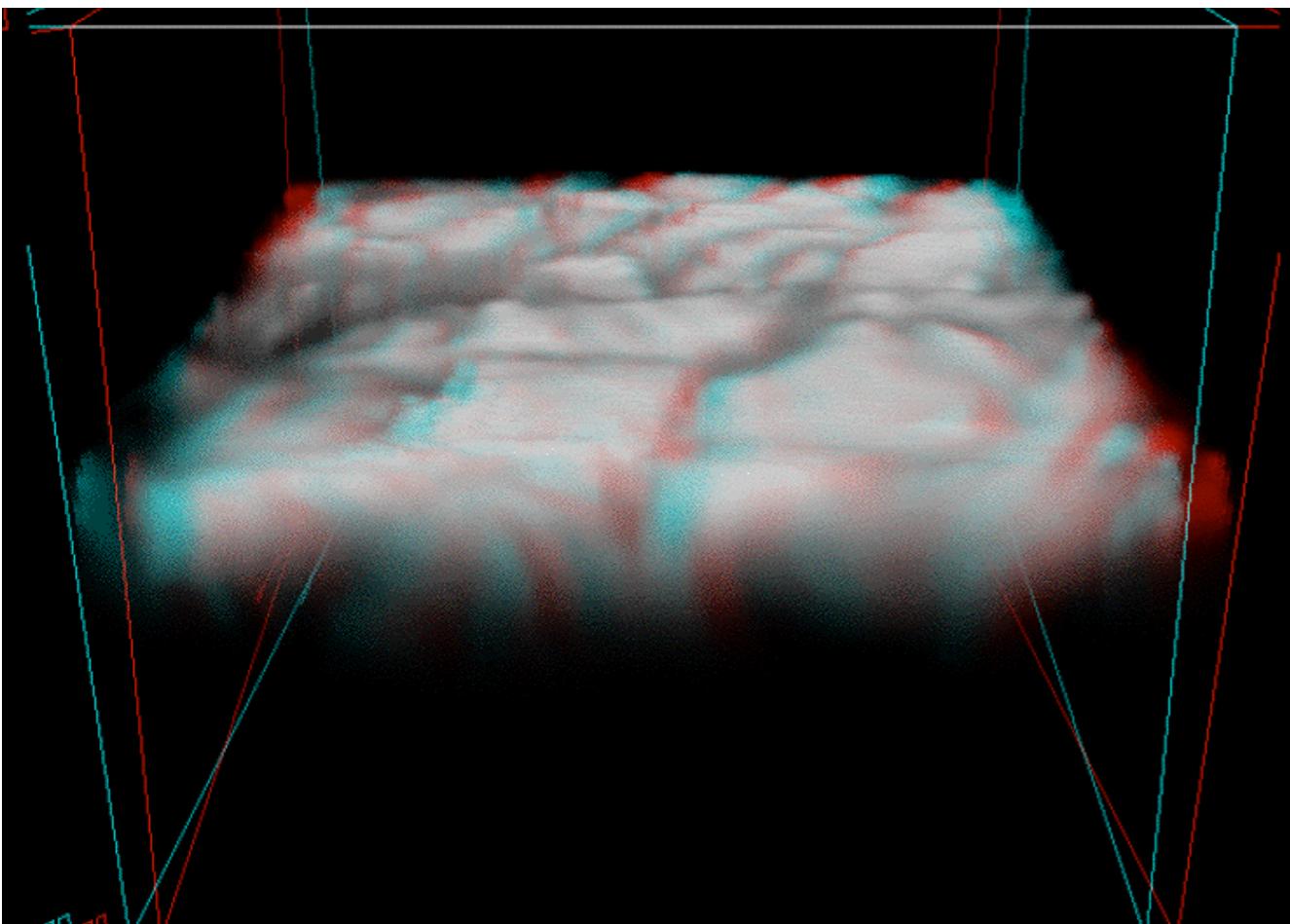
Steve Krueger, Pete Bogenschutz, and Mike Zulauf  
University of Utah

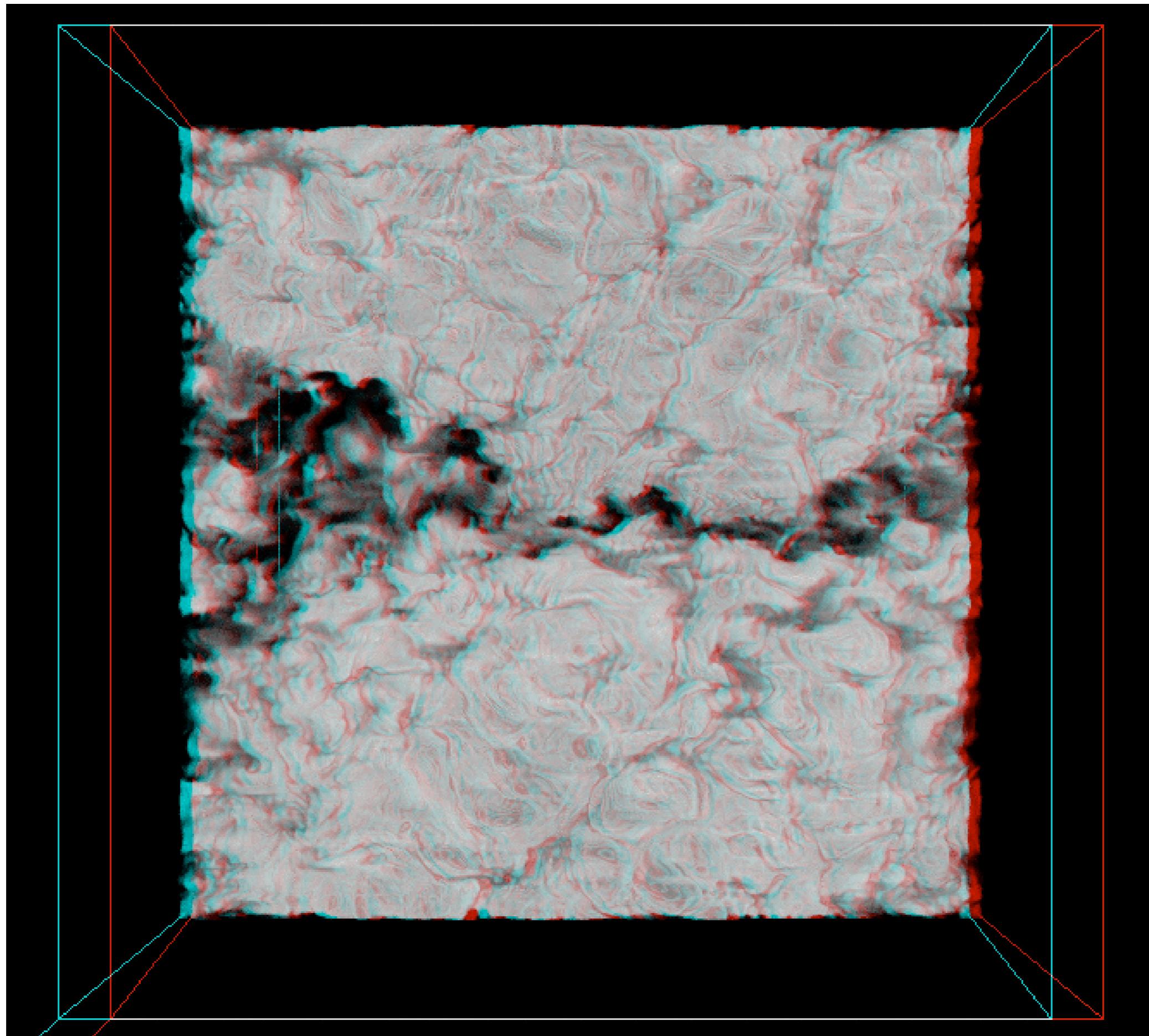
# outline

- LES description and visualization
- LES vs aircraft
  - pdfs
  - cloud holes
- entrainment interface layer characteristics
- summary

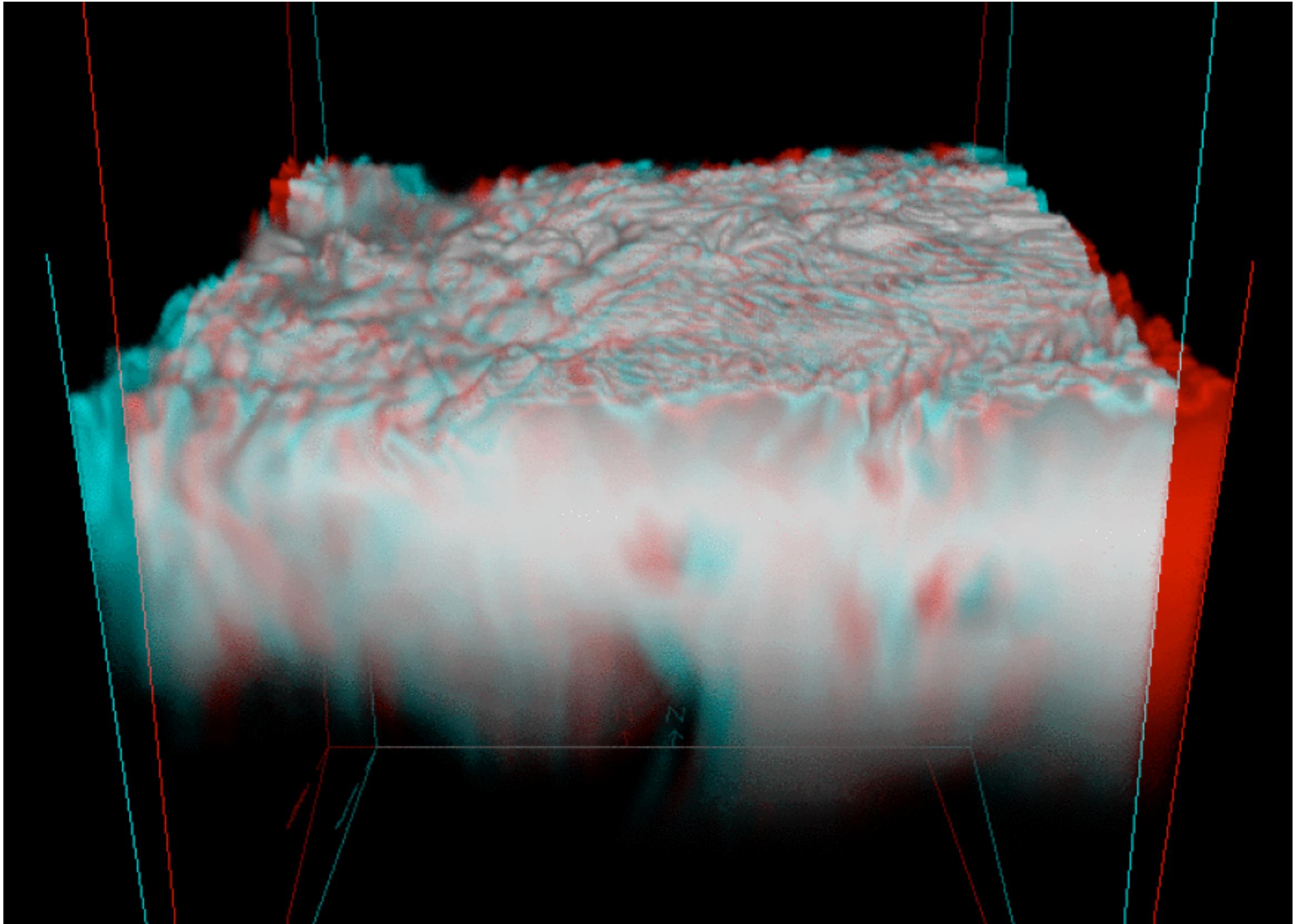
# UU LES DYCOMS-II Sc LES

- standard setup except spun-up to a horizontal grid size = 6.25 m for a short time

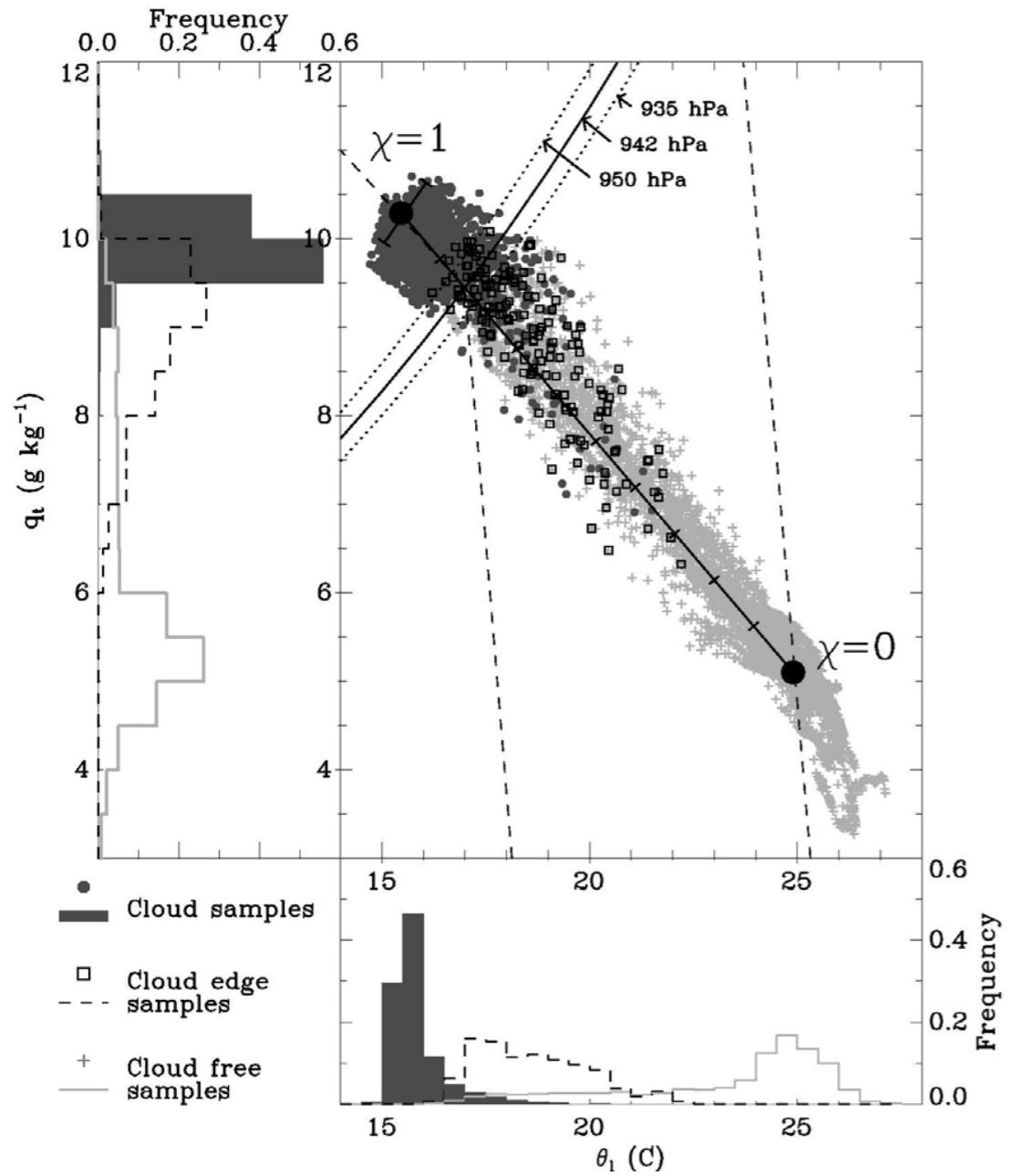




a quarter of the domain



## Aircraft obs (10-m avg)



## LES ( $dx=6$ m)

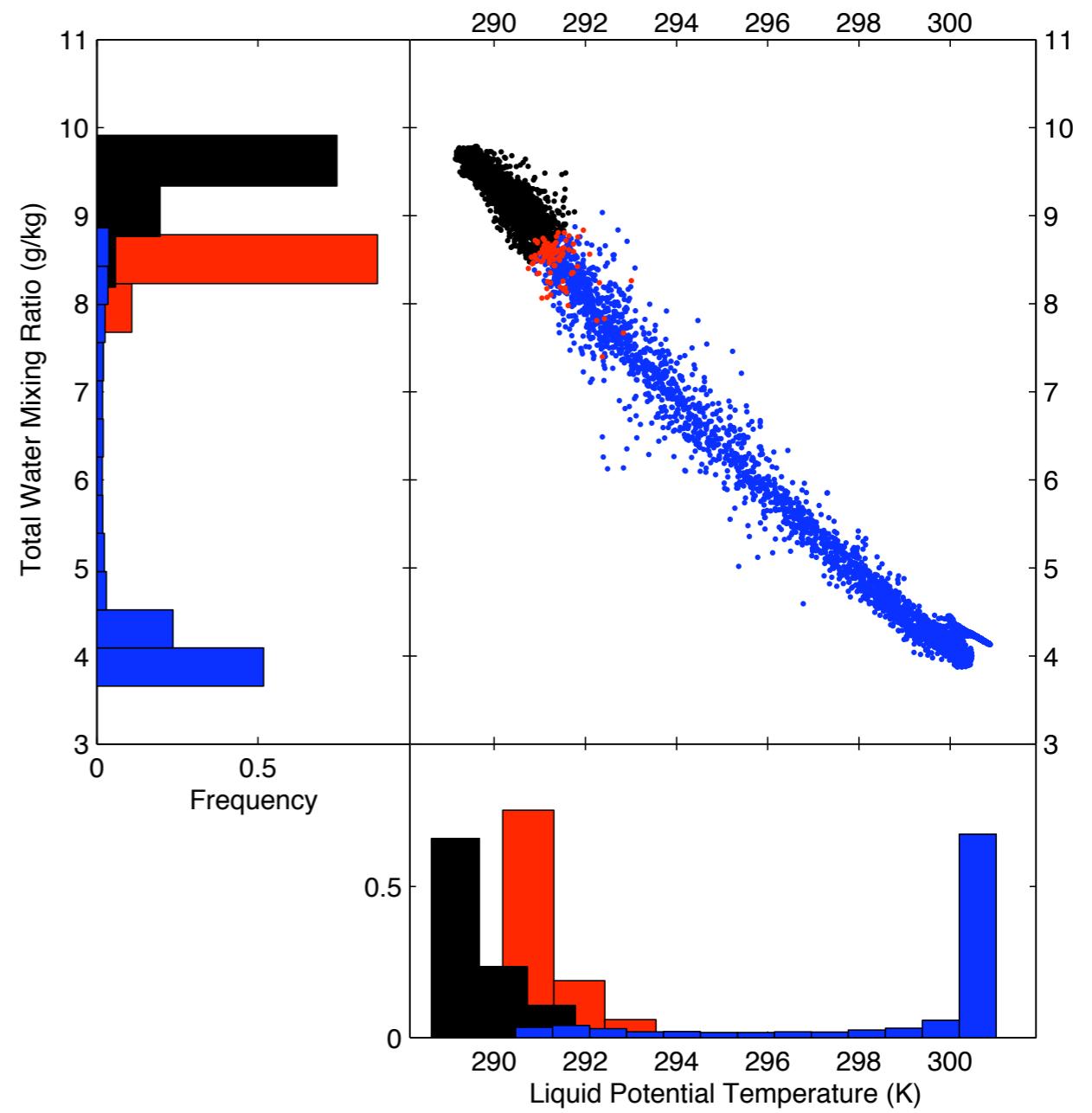
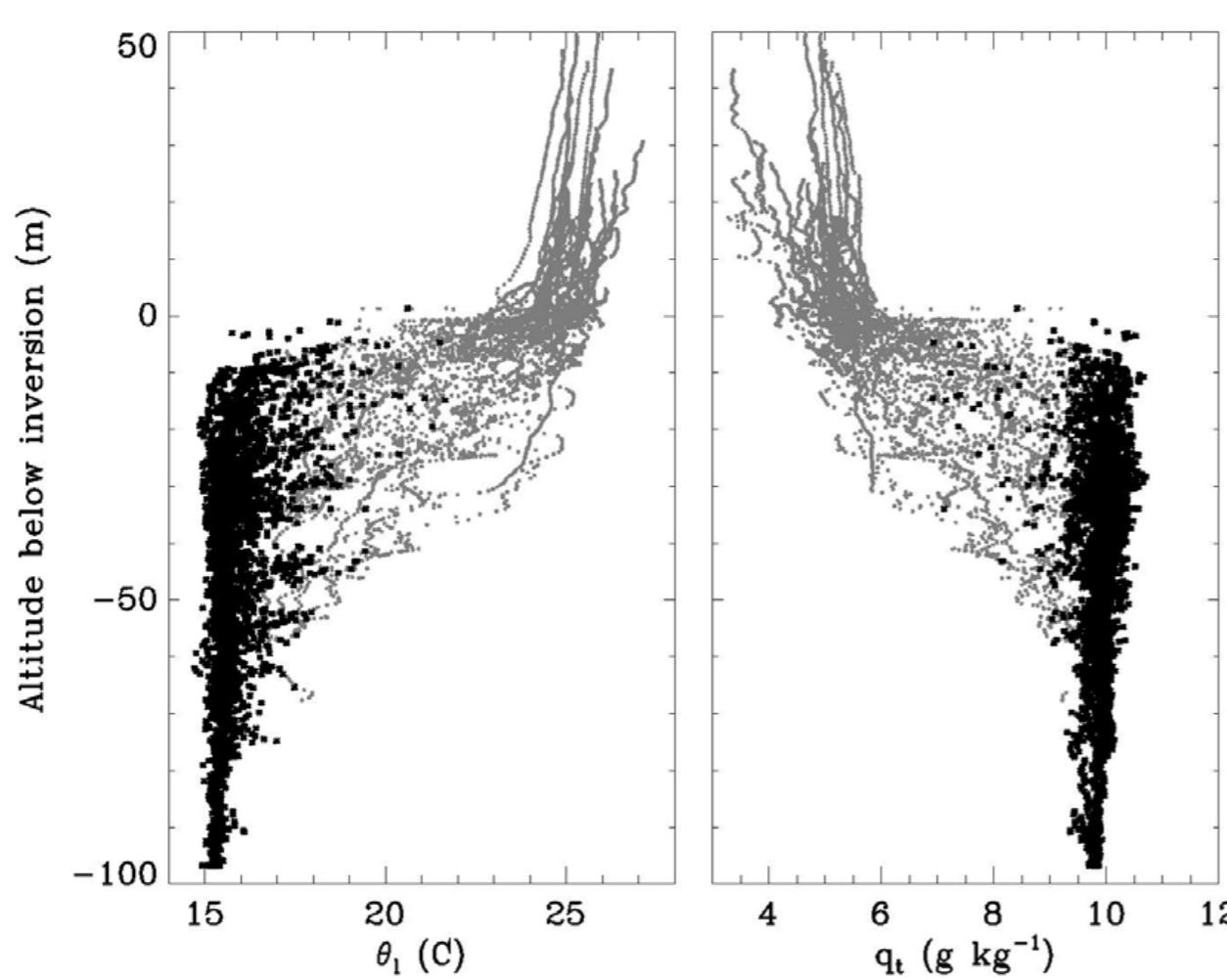
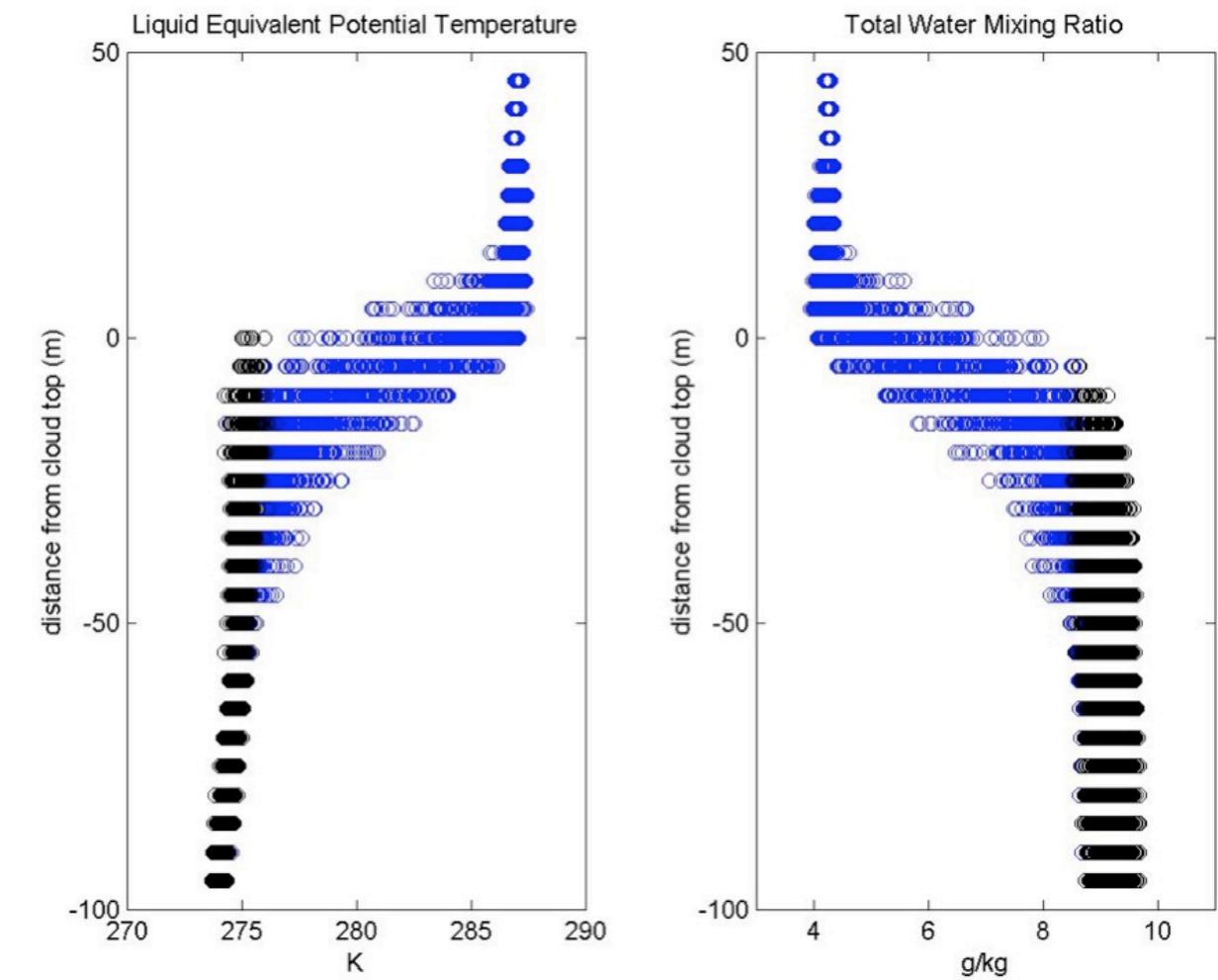


Figure 3a : Scatterplot of  $q_t$  vs.  $\theta_i$  for the DYCOMS-II case (same data set as in Fig. 1). Different symbols are used for cloud, clear air and clear air samples adjacent to cloudy samples (edge samples), as indicated in the legend. Three saturation curves are drawn for 935, 942 and 950 hPa, as indicated by the labels. Isobaric mixing at 942 hPa between air from the free troposphere ( $\chi=0$ ,  $\theta_{le}=24.9$  C,  $q_{ve}=5.1$  g kg $^{-1}$ ) and from adiabatic cloudy air ( $\chi=1$ ,  $\theta_{li}=15.5$  C,  $q_{ti}=10.3$  g kg $^{-1}$ ) is represented by the solid straight line. This mixing line is graduated from 0 to 1 every 0.1. The error bar of the adiabatic cloud reference corresponds to an error of  $\pm 0.5$  C on the estimation of the cloud base temperature. The two dashed lines are the constant virtual temperature lines corresponding to the free troposphere and to the adiabatic cloudy air. Frequency distributions of  $\theta_i$  and  $q_t$  are shown along the two axis for cloud, clear air and cloud edge samples separately.

## Aircraft obs (10-m avg)



## LES (dx=6 m)

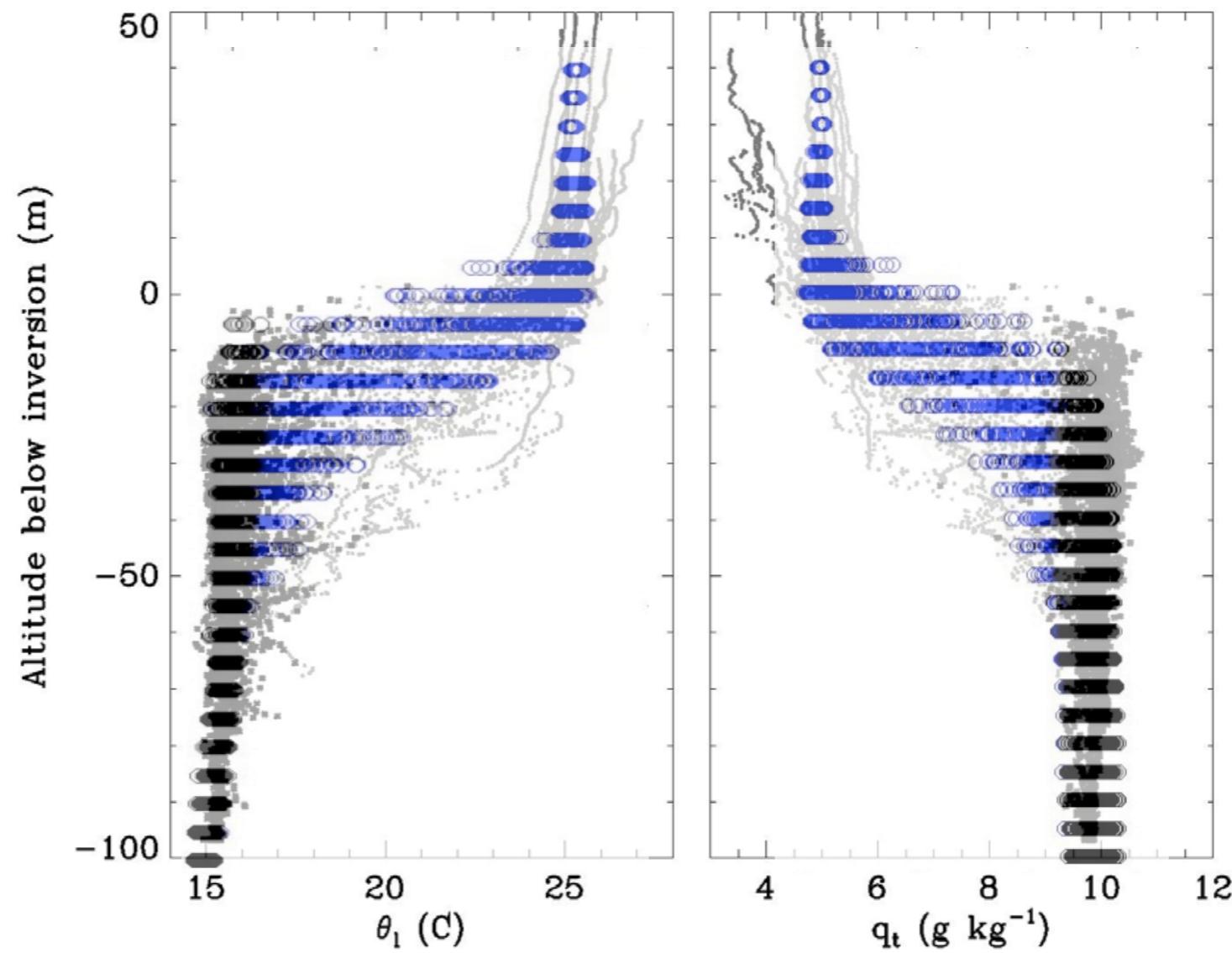


from Burnet and Brenguier (2006)

Figure 1 : Vertical profiles of  $\theta_l$  (left) and  $q_t$  (right) for the 14 traverses of the cloud top profiling circle of the DYCOMS-II RF03 flight between 11:45 and 12:17 UTC. Cloudy samples ( $N > 3 \text{ cm}^{-3}$ ) are in black and clear air samples are in grey. The altitude is relative to the height of the inversion determined for each profile separately.

# Aircraft obs (10-m avg)

LES ( $\Delta x = 6$  m)

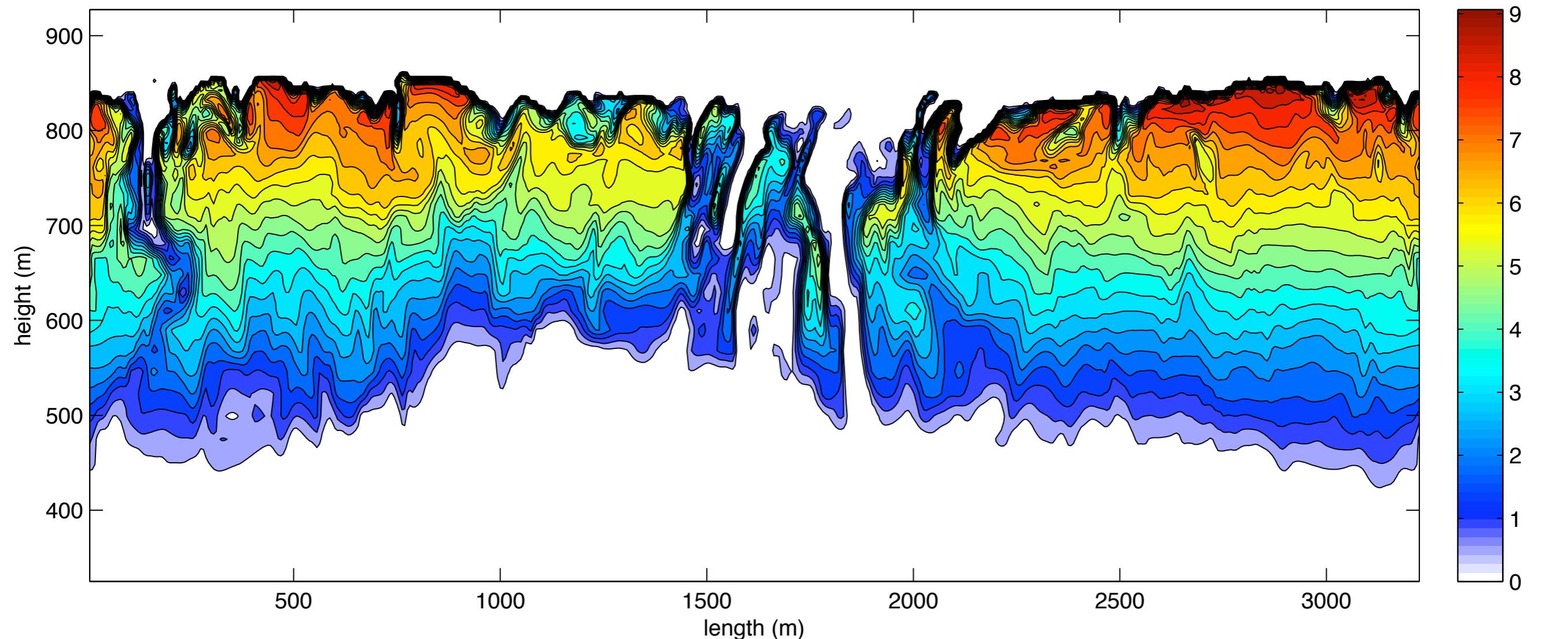


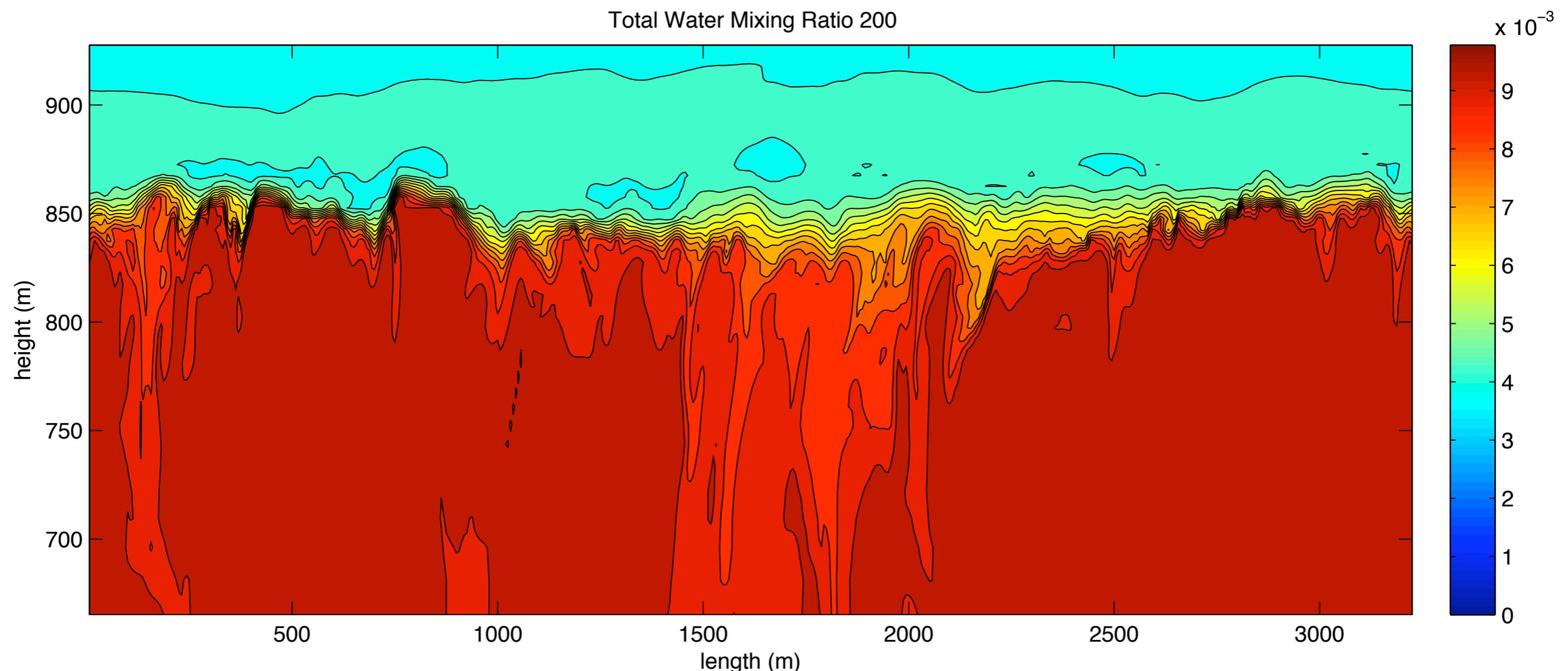
from Burnet and Brenguier (2006)

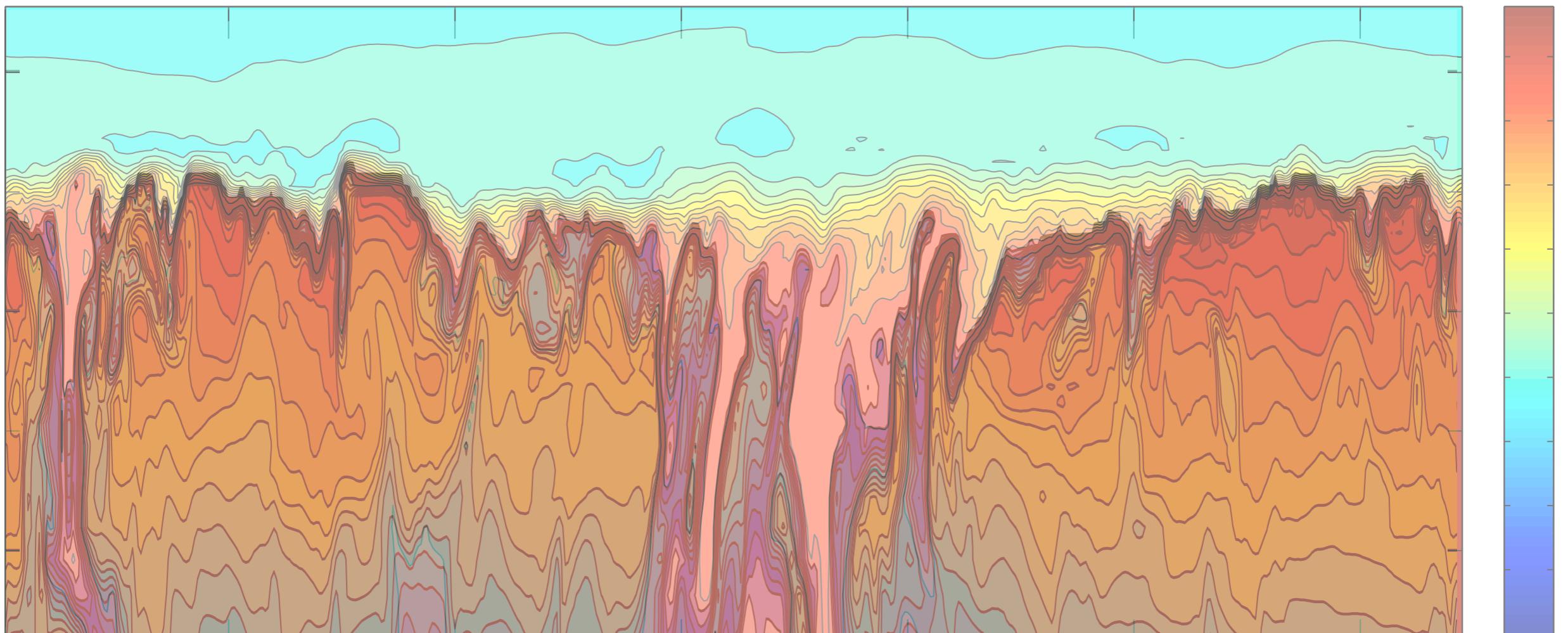
Figure 1 : Vertical profiles of  $\theta_l$  (left) and  $q_t$  (right) for the 14 traverses of the cloud top profiling circle of the DYCOMS-II RF03 flight between 11:45 and 12:17 UTC. Cloudy samples ( $N > 3 \text{ cm}^{-3}$ ) are in black and clear air samples are in grey. The altitude is relative to the height of the inversion determined for each profile separately.

**LES profiles shifted downwards by 10 m. LES values  
scaled to match aircraft obs at +50 m and -100 m.**

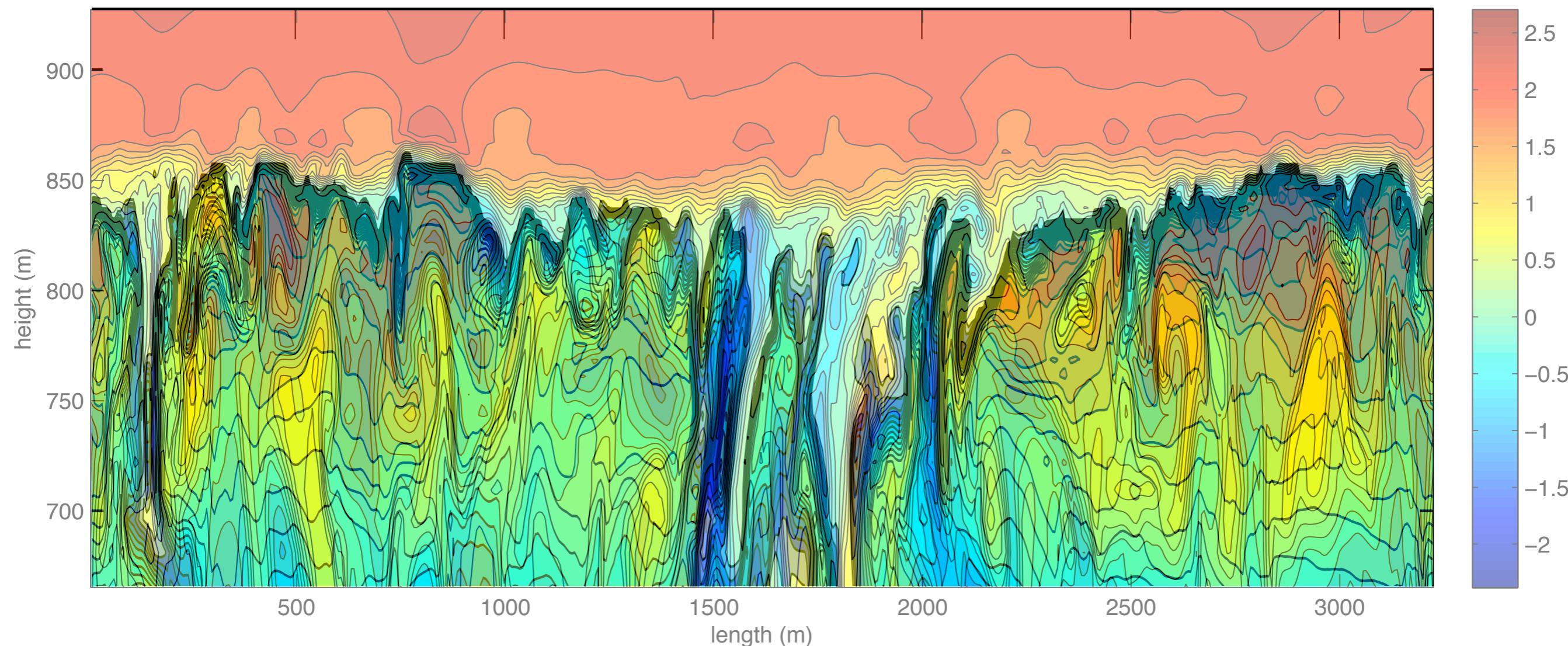
Cloud Water Mixing Ratio 200

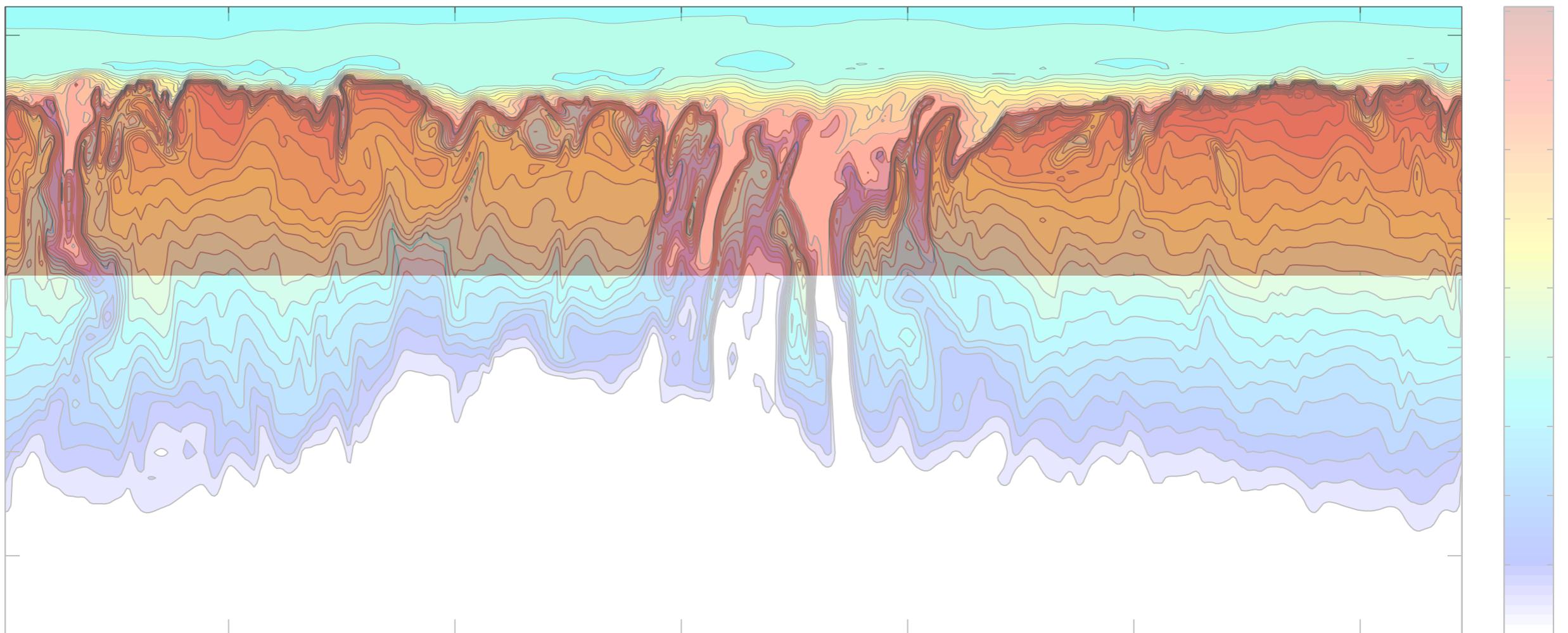






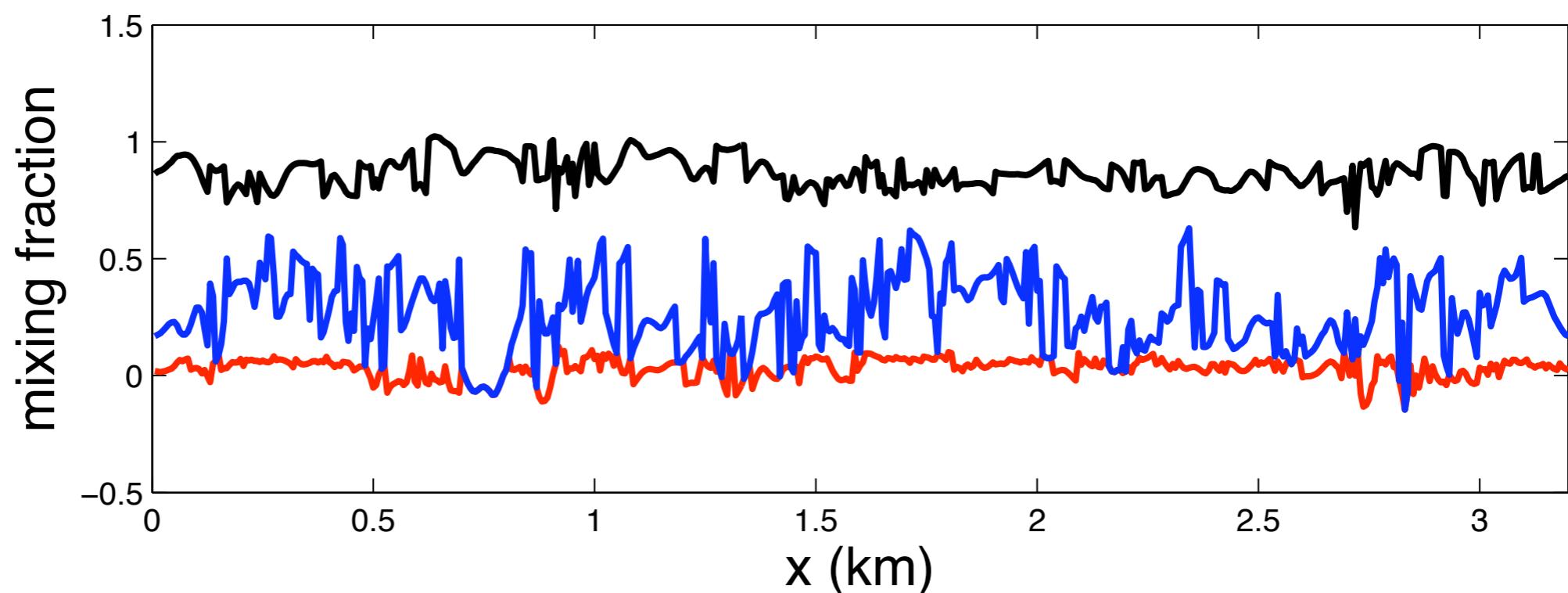
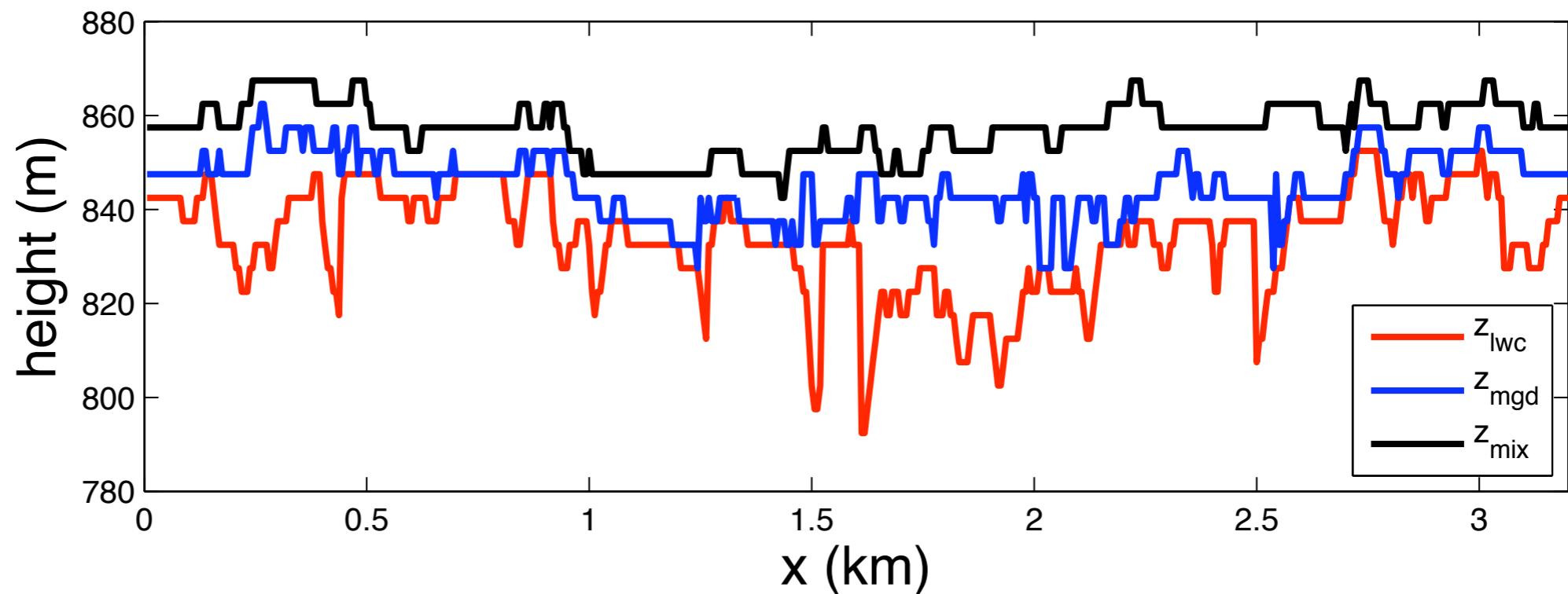
U-wind Component 200





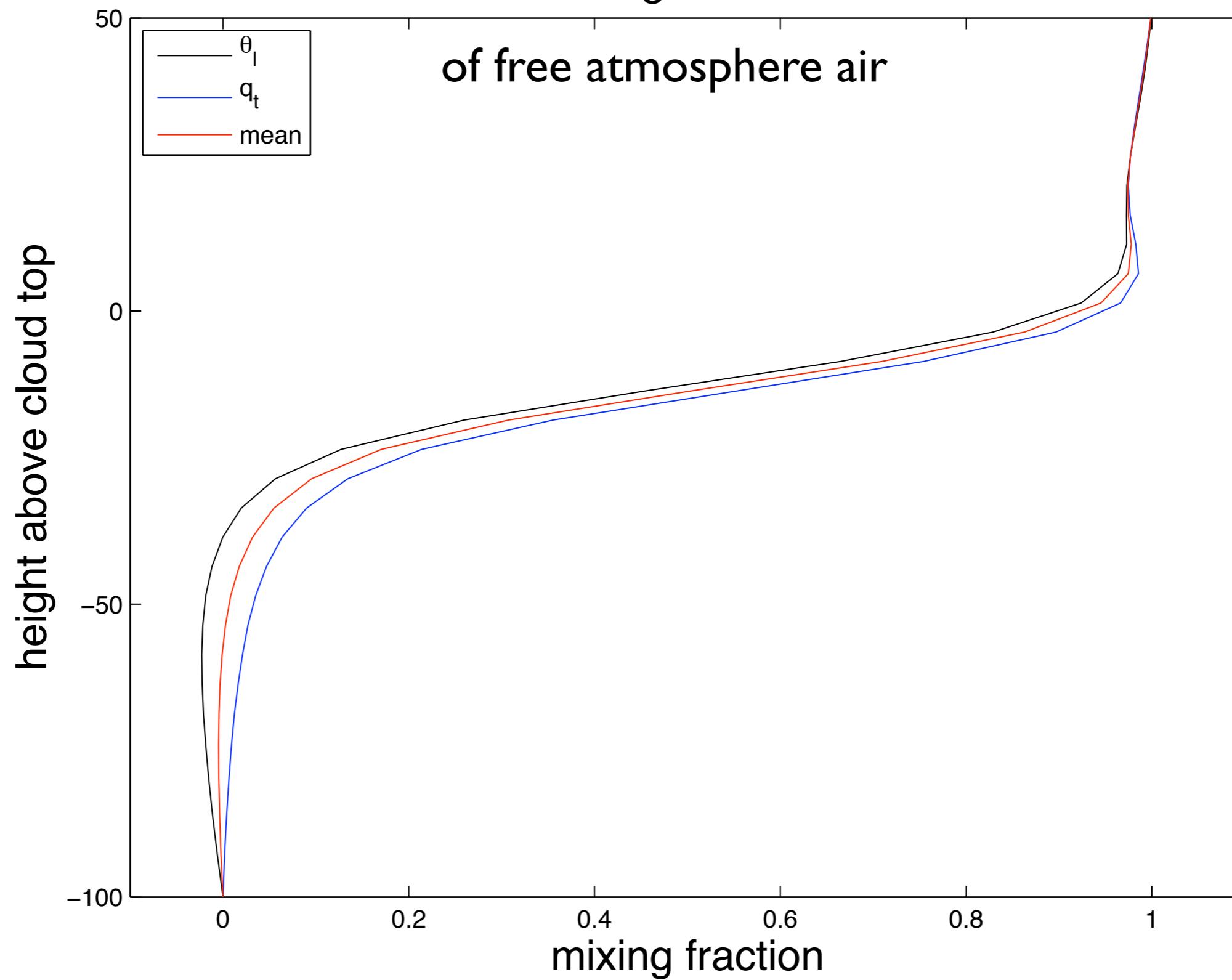
# Interface heights

- mixing top
- maximum gradient level
- cloud top



# Mixing Fraction

of free atmosphere air

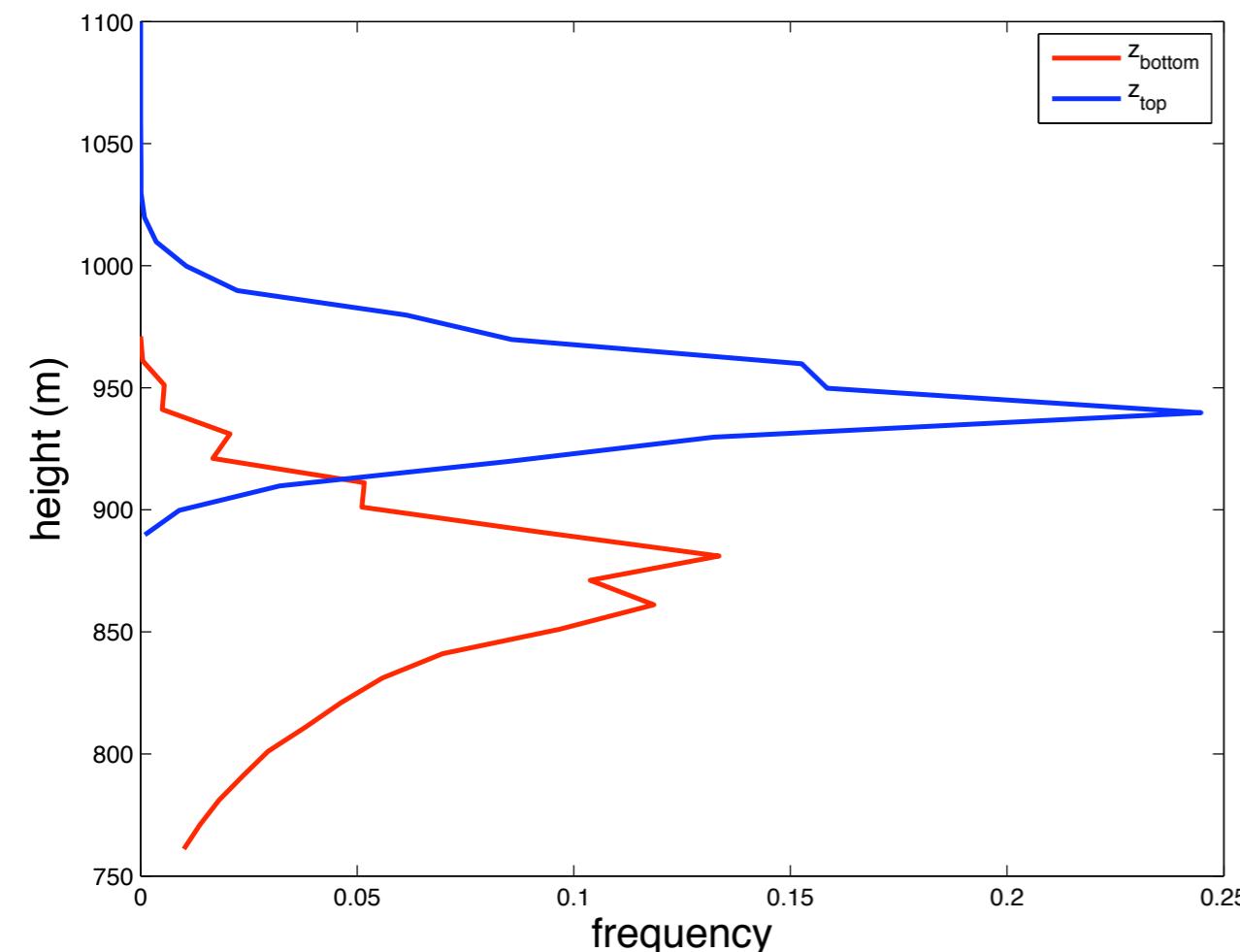


# Define EIL by mixture fraction of free atmosphere:

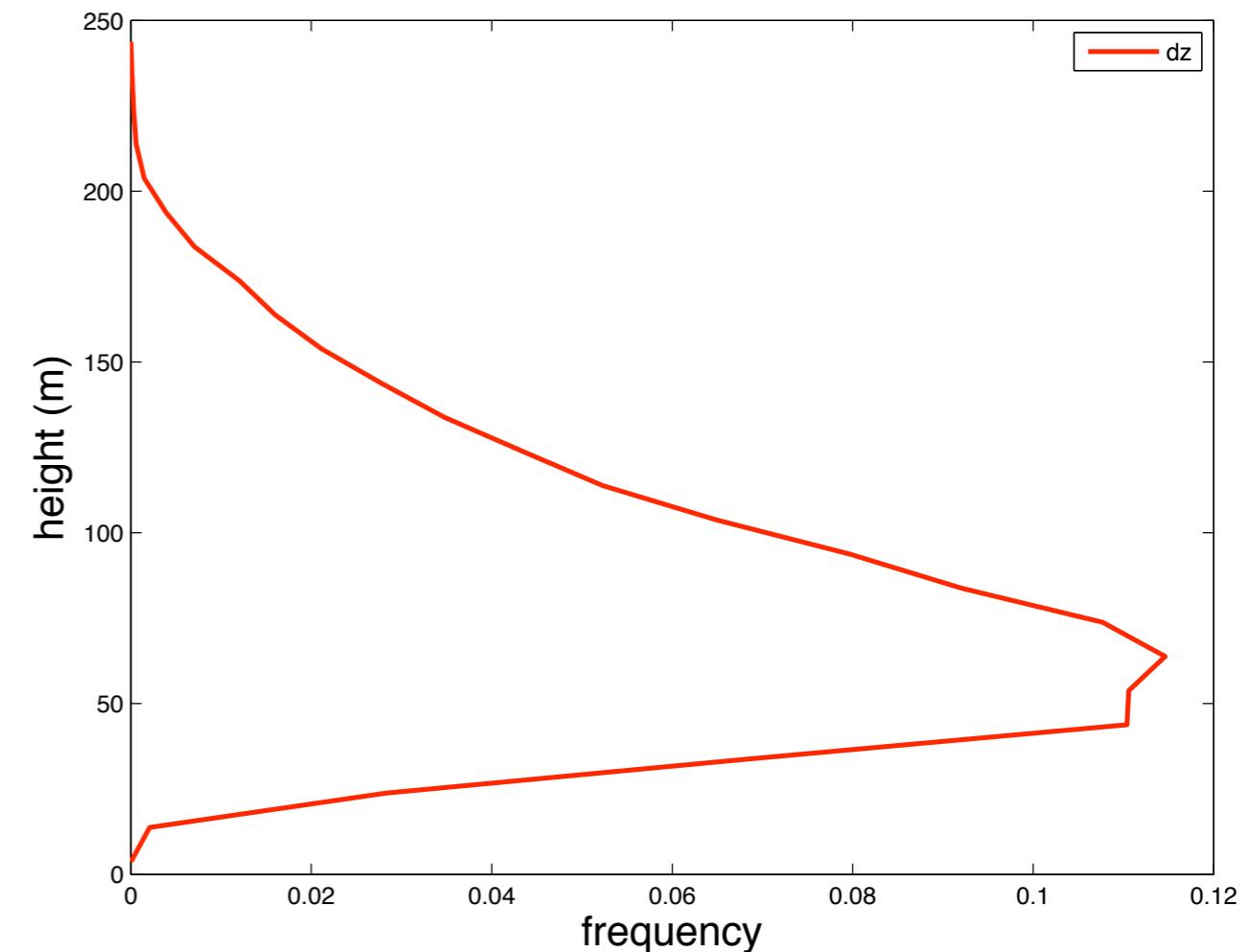
top = 0.9

bottom = 0.1

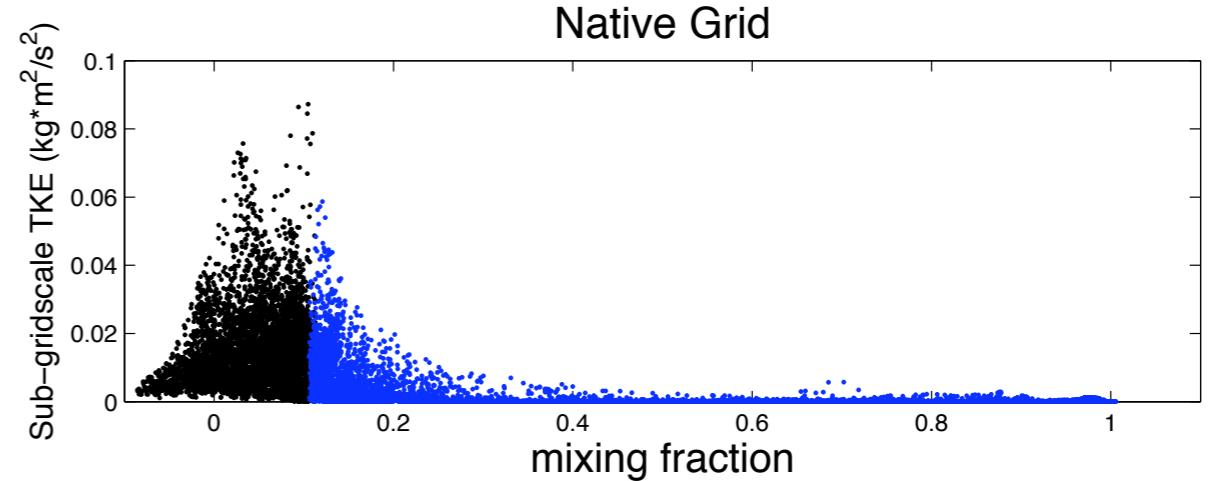
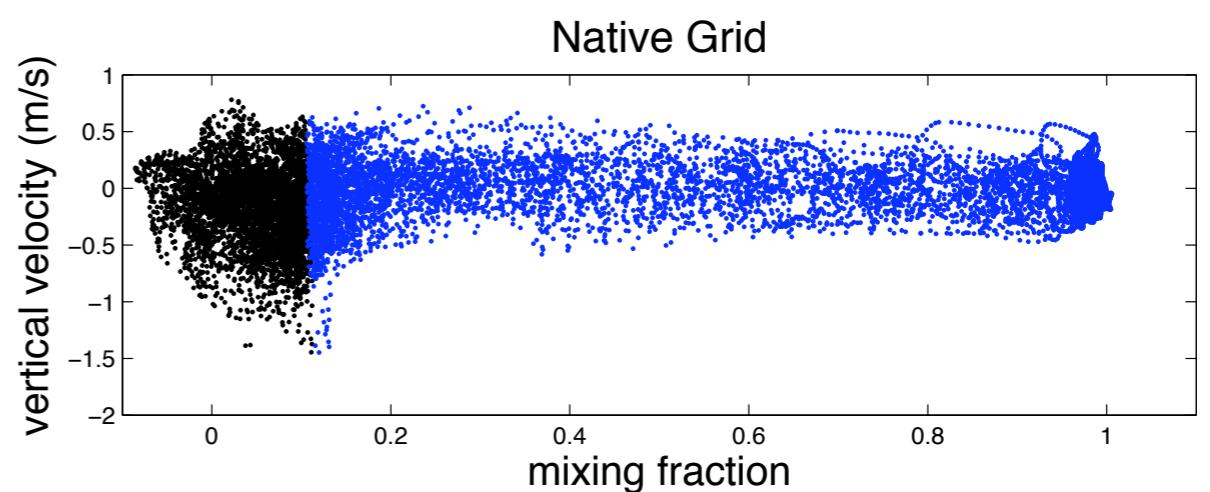
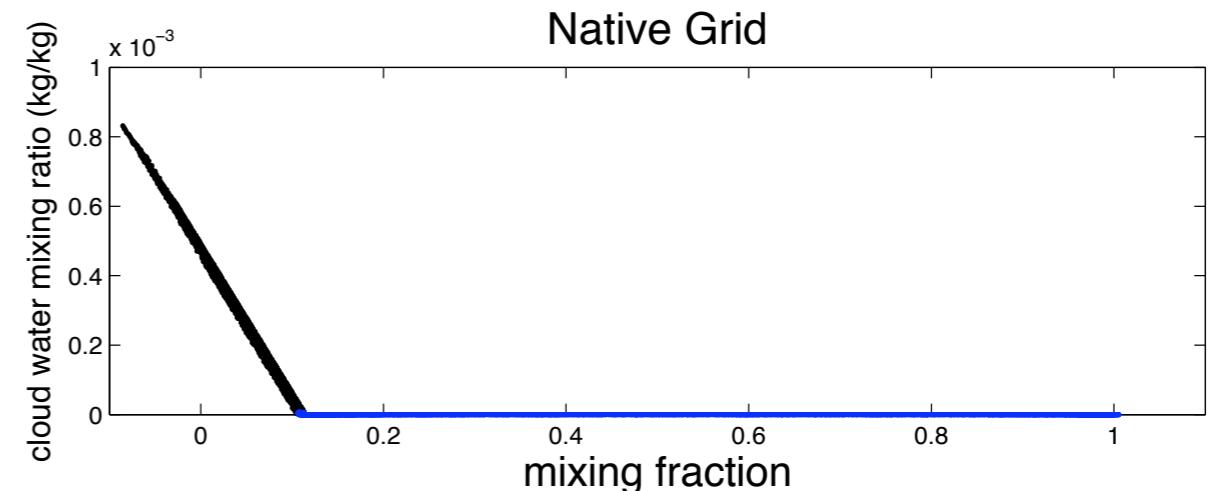
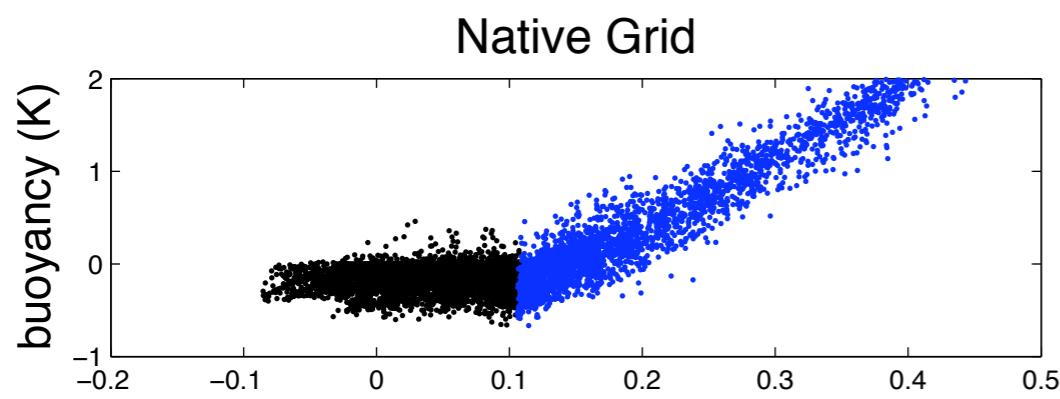
top, bottom height frequencies



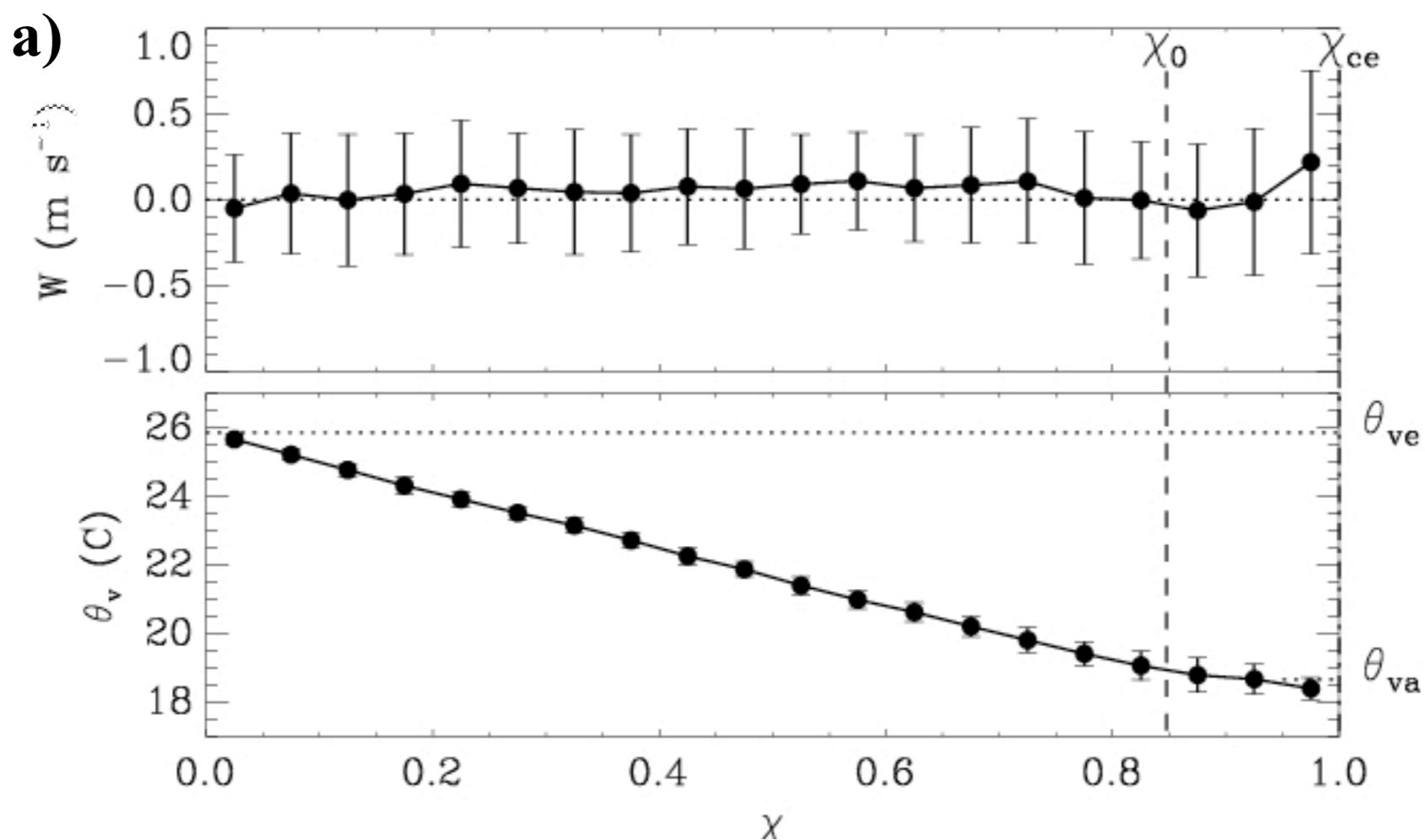
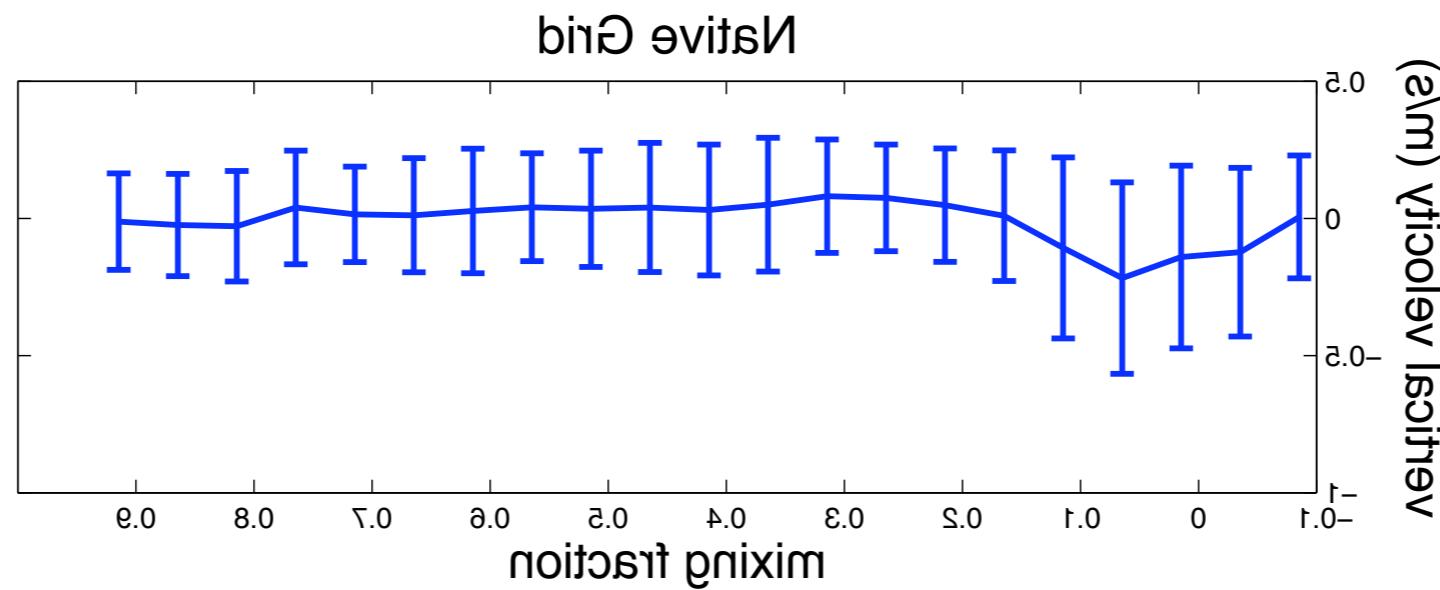
EIL thickness frequency



# EIL properties vs mixing fraction



# Vertical velocity vs mixture fraction



Burnet & Brenguier 2006



# **Summary**