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Fig. 2. 200-mb isobars (or see solid lines) over the
 (b) and (c) isobars (C, dashed lines; light numbers)
 of April 12, 1963, 00 GMT. Areas with winds > 30 m/s
 are shaded. Jet area is indicated by heavy dashed
 lines. Regions of severe CAT within 50 hr of map time
 are enclosed with thin black circles. Reports of moderate
 CAT with ball-blast circles. Reports of light CAT have
 been omitted.

Turbulence in an unstable atmosphere
 This type of turbulence will be found within the tropo-
 sphere. The atmosphere near the ground will undergo
 in near convective cloud systems. Although this type of
 turbulence may occur in clear air, it usually is excluded from
 clear-air turbulence considerations, mainly because it is
 turbulence is expected by the conventional pilot.

Turbulence in a stable atmosphere
 It is believed that this type of turbulence is responsible for
 most of the reported high-level severe turbulence seen in
 clear air in a region of strong horizontal temperature
 gradient and vertical wind shear, indicating the presence
 of a strong jet stream and temperature inversion or other
 in the region of strong horizontal temperature gradient
 and vertical wind shear.

Nature and Observation of High-Level Turbulence, Especially in Clear Air

ELMAR R. REITER*
 Colorado State University, Fort Collins, Colo.

Introduction

EVER since the development of fast-flying jet aircraft
 there has been increasing concern about clear-air tur-
 bulence (CAT). The importance of research in this field may
 be stressed by various considerations:

- 1) First of all, the aircraft engineer would like to have as
 detailed information as possible on gust loads to be expected
 with specific types of aircraft under design. From these data
 he will be able to compute stresses as well as aerodynamic behav-
 ior under average and extreme atmospheric conditions.

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* Associate Professor of Atmospheric Sciences. Member
 AIAA.

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3) Of an order of magnitude as high as the "average"
 comfort. It can be considered a function inversely related to
 frequency and amplitude of oscillations, and to length of
 the exposure to turbulent conditions. Crew performance is
 also decreasing with similar correlation. This factor has
 also been reported in other operations than in
 regular flight.

Observational Evidence of CAT
 Quite to the contrary of earlier assumptions, evidence from
 aviation and research shows that the stratosphere is not
 nearly so "stilled" as its name might lead us to believe.
 Although some statistical evidence exists from U.S. data
 indicates that the frequency of severe gust encounters de-
 creases as we go beyond the tropopause, as by no means can
 be certain of the absence of turbulence at high levels of
 supersonic transport routes. According to these sta-
 tistical findings a frequency maximum of CAT occur-
 rences will have to be expected near tropopause level. It
 will have to be borne in mind that the U.S. data has
 severe turbulence reports - it results to a different portion of
 the spectrum of turbulence which might exist at those
 altitudes than does a supersonic transport. Therefore, we
 must be cautious in generalizing the behavior presented in
 Fig. 1 to other aircraft types.

From data accumulated so far it may be seen that cases of
 severe turbulence may occur above and very
 altitudes of 30,000 ft which contained in-
 creases in wind speed with height of 10-15
 knots per 1000 ft. These are not 2-3 knot
 wind shear, in connection with mountain waves
 or other local effects. Turbulence observed in flight
 may be of the same magnitude. Severe to ex-
 treme turbulence may cause the loss of control over the
 aircraft and may even result in structural damage.
 In addition to statistical evidence, most turbulence reports
 are of a nature which indicate that the turbulence is
 of a non-convective nature. This is confirmed by recent
 observations of Project TOPCAT over South America.
 The observations of CAT indicate that over the ocean the
 frequency of CAT occurrence is at least one order of magnitude
 less over the continent being approximately 0.2% of
 the other side. On the other hand, however, the average
 horizontal extent of turbulence is
 several orders greater by the
 the continent.

Nature of Clear-Air Turbulence
 In searching for mechanisms that might cause
 what we will have to be aware of the
 dynamic and static properties of the
 fluid may, under certain circumstances, set of
 which may appear as CAT, although the
 there may be only partly responsible
 possibly, we will concern ourselves
 program of turbulence
 into two categories: convective
 motions and perturbation



2) Of no little concern to airlines is the "passenger comfort." It can be considered a function inversely related to frequency and amplitude of accelerations, and to length of time exposed to turbulent conditions. Crew performance is also decreasing with similar correlations. This factor, however, may be of more concern in missile operations than in regular aircraft flights.¹

Observational Evidence of CAT

Quite to the contrary of earlier assumptions, experience from aviation and research shows that the stratosphere is not nearly so "stratified" as its name might lead us to believe. Although some statistical evidence gained from U-2 data indicates that the frequency of severe gust encounter decreases as we go beyond the tropopause,¹⁴ we by no means can be certain of the absence of turbulence at flight levels of supersonic transport aircraft. According to these statistical findings a frequency maximum of CAT occurrence will have to be expected near tropopause level. It will have to be borne in mind that the U-2 does not acquire supersonic speeds. It reacts to a different portion of the spectrum of disturbances which might exist at these altitudes than does a supersonic transport. Therefore, we must be cautious in generalizing the findings presented in Fig. 1 to other aircraft types.

From data accumulated so far it may be seen that cases of extremely severe turbulence may occur, albeit not very frequently. Accelerations of 0.25 g will be considered uncomfortable when lasting over some length of time; 0.5 g already constitutes heavy turbulence. Cases with 2-3 g have been reported, usually in connection with mountain waves when observed in clear air. Turbulence observed in thunder storms may be of the same magnitude. Needless to say, such heavy turbulence may cause the loss of control over the aircraft and may even result in structural damages.⁸

According to statistical evidence, most turbulent regions show a rather small horizontal and vertical extent. Most of the turbulent patches observed over continents extend less than 30 miles horizontally. This is confirmed by recent measurement flights of Project TOPCAT over South Australia.¹²

A study by Clodman et al.² shows that over the oceans the frequency of CAT occurrence is at least one order of magnitude less than over the continents, being approximately 0.2% of the miles flown. On the other hand, however, the average horizontal extent of turbulence regions of about 100 km observed over oceans exceeds by far what has been reported over the continents.

Nature of Clear-Air Turbulence

In searching for mechanisms that might cause bumpiness in flight, we will have to be aware of the fact that the aerodynamic and elastic properties of the traveling vehicle in itself may, under certain circumstances, set off vibrations which may appear as CAT, although the ambient atmosphere may be only partly responsible for the observed effects. Presently, we will concern ourselves only with possible atmospheric causes of turbulence. These may be classified into two categories: convective motions in an unstable atmosphere, and perturbation motions in a stable atmosphere.

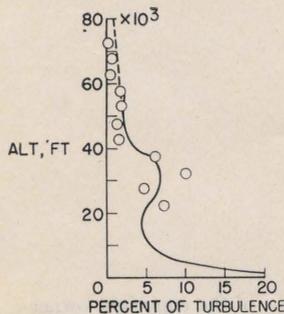


Fig. 1 Turbulence occurrence from U-2 data: Coleman and Steiner³ (circles), and from data presented by Press and Steiner⁶ (solid line), and by Coleman and Stickle⁴ (dashed line).¹⁴

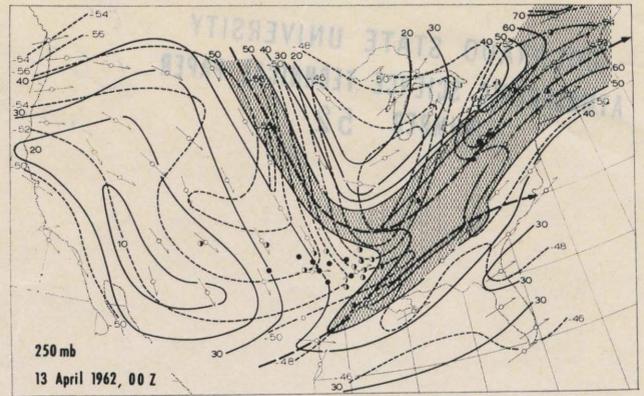


Fig. 2 250-mb isotachs (m/sec, solid lines, heavy numbers) and isotherms (°C, dashed lines, light numbers) of April 13, 1962, 00 GCT. Areas with winds > 50 m/sec are shaded. Jet axes are indicated by heavy dashed lines. Reports of severe CAT within ±6 hr of map time are entered with fully black circles, reports of moderate CAT with half-black circles. Reports of light CAT have been omitted.

Turbulence in an unstable atmosphere

This type of turbulence will be found within the friction layer of the atmosphere near the ground, and underneath, in, or near convective cloud systems. Although this type of turbulence may occur in clear air, it usually is excluded from clear-air turbulence considerations, mainly because its occurrence is expected by the experienced pilot.

Turbulence in a stable atmosphere

It is believed that this type of turbulence is responsible for most CAT cases observed in the upper troposphere and in the stratosphere.^{9, 10, 13}

Most of the cases of moderate and severe turbulence seem to occur either in a region of strong horizontal temperature gradients and vertical wind shears, indicating the intersection of a sloping stable zone with this pressure surface, or they occur in the region of merging between two jet branches, or over mountainous terrain.

With this evidence in mind, we will have to look for a physical process that may result in bumpiness in flight. This can be found easily in gravity-wave-type disturbances on stable interfaces. Cloud studies by Conover⁵ as well as aircraft measurements⁷ reveal the existence of helical vortices in air-particle trajectories as they travel through such disturbances. These wave motions may be visible at times in a rather spectacular way in cirrus-cloud patterns. Gravity waves in a shearing current do possess the correct wavelength to which an aircraft of present design would respond with typical CAT accelerations.

From the foregoing it appears that we will have to keep a watchful eye on stable regions in the atmosphere which, at the same time, show a vertical wind shear. (This is equivalent to their being "baroclinic.") We know of three processes that tend to stabilize an atmospheric layer: 1) differential sinking motion, 2) differential temperature advection, and 3) decrease of absolute vorticity.

Referring to Fig. 2 we find that the streamline and isotherm configuration suggests strong sinking motion in the confluent region between the two "jet fingers" over northern Texas and Oklahoma. Offhand, this would qualify mechanism 1 to be effective. Figure 3 shows a rapid turning of winds with height which indicates differential temperature advection to be active.¹⁵ Therefore, process 2 will also play a role in the generation of the observed CAT. Young and Corwin¹⁹ report on the occurrence of CAT in a weakly rising current off the U. S. Northeast Coast, near the inflection point upstream from a high-pressure ridge. Since in these cases the vorticity

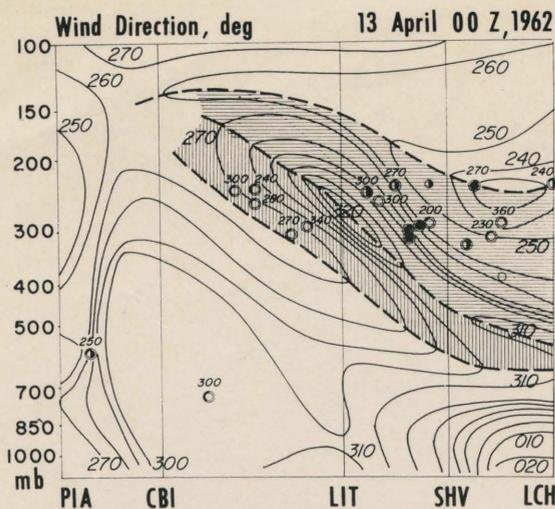


Fig. 3 Cross section of wind directions (deg) through the CAT area of Fig. 2 from Peoria, Ill. (PIA) to Lake Charles, La. (LCH). Aircraft reports of severe CAT, fully black circles; of moderate CAT, half-black circles; of light CAT, open circles. The blacked-in outer portions of the circles indicate time of observation: black half-circle to left or right—6 hr before or after map time. Areas of sharp turning of wind with height are shaded. The cases of moderate and severe CAT seem to be concentrated where winds are backing rapidly with height. Aircraft reports on wind direction have been entered numerically.

of the current seemed to be decreasing, mechanism 3 might have been prevalent. More detailed research will be needed, however, to make any definite statements on this point.

Clodman's² findings indicate that standing gravity waves are one of the main reasons for CAT occurrence over mountains and hill ranges. The cases of severe CAT reported in Fig. 2 over the Allegheny Mountains may qualify in this category. Over level terrain, as well as over oceans, traveling wave disturbances might be the dominating feature.

The information contained in Fig. 1 for supersonic transport flight levels has been obtained mainly from U-2 aircraft and should not be extrapolated to aircraft flying at supersonic speeds. In order to estimate the impact of atmospheric gusts upon vehicles that are still in the planning stage, we would have to know more about the atmospheric structure on a horizontal scale of about 2000 m, rather than 200 m to which our present jet aircraft are reaching. None of our present aircraft-instrument packages provide adequate information in this range of resolution.

Turbulence problems in supersonic transport operations

A further problem arises from the fact that temperature discontinuities affect the speed of sound and thereby the Mach number at which a supersonic aircraft is flying. This, in turn, influences the drag coefficient. A supersonic aircraft might therefore experience CAT by "skimming" along a temperature discontinuity that is "warped" into waves, without any direct action of atmospheric gusts. Some of this detailed structure of the upper atmosphere is slowly emerging from acoustic and other research,¹⁸ but we are still far from being able to estimate all effects that this structure might have, and far from understanding the processes that lead to the formation of this microstructure.

Turbulence problems in missile operations

Detailed wind measurements with the smoket-rail photographic technique and with the FPS-16 radar reveal details of vertical wind shears that have not been known before.^{16, 17} A vertically rising vehicle, in passing through these shears of alternating sign and/or magnitude, might respond with vibrations, especially if these shears are spaced at critical response frequencies.

Preliminary studies of such detailed wind shears show that at times they may persist for several hours, thus indicating a rather stable and by no means random nature. They also seem to be reflected, to a certain degree, by the thermal stratification of the atmosphere.¹¹ More research will have to be done in this field before forecast of these wind shears can be attempted.

Conclusions

CAT for horizontally flying as well as for vertically rising vehicles is a small-scale phenomenon. Our large-scale radiosonde network at best permits an estimate of gross flow conditions in the upper-wind field. In order to arrive at reliability forecasts of CAT, much more will have to be known about the detailed structure of the atmosphere. This means primarily better instrumentation for more special measurement programs. Once we know precisely which factors are responsible for the formation of microstructural details, even our routine radiosonde data will help us in assessing CAT probabilities more accurately than is presently possible.

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