Two-point velocity correlations on the Sun's surface

Damien Fournier

Contex

Observations The forward problem Noise model

Inversion of the two-point velocity correlations on the Sun's surface

Damien Fournier

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The two-point velocity correlations R_{ij}(x₁, x₂) is a measure of convection. It converges to the Reynolds stresses when x₁ tends to x₂. Two-point velocity correlations on the Sun's surface

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- The two-point velocity correlations R_{ij}(x₁, x₂) is a measure of convection. It converges to the Reynolds stresses when x₁ tends to x₂.
- Using Reynolds's decomposition, the velocity field can be written as

 $v = v_0 + V$

where v_0 is the deterministic mean part of the velocity and V the fluctuating (turbulent) part.

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- Using Reynolds's decomposition, the velocity field can be written as

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where v_0 is the deterministic mean part of the velocity and V the fluctuating (turbulent) part.

 Supposing that the turbulent part is horizontally spatially homogeneous, the two-point velocity correlations can be written as

$$R_{ij}(\mathbf{d},z_1,z_2) = \langle V_i(\mathbf{x},z_1)V_j(\mathbf{x}+\mathbf{d},z_2)\rangle.$$

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<u>Aim:</u> recover R_{ij} from SDO/HMI observations.

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Inversion possibilities

$$\tau^{\mathbf{\Delta}}(\mathbf{x}) = \int_{V} \mathbf{K}^{\mathbf{\Delta}}(\mathbf{x}' - \mathbf{x}, z) \cdot v(\mathbf{x}', z) d^{2}\mathbf{x}' dz + \Lambda^{\mathbf{\Delta}\mathbf{\Delta}'}(\mathbf{x}')$$

$$\tau_1, ..., \tau_N$$
 Standard inversion $v_1, ..., v_N$

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Advantage: We know how to do it! Drawback: Costly! Requires *N* inversions then averaging

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Relation between products of travel times and two-points velocity correlations

Relation between travel times and velocity

$$\tau^{\mathbf{\Delta}}(\mathbf{x}) = \int_{V} \mathbf{K}^{\mathbf{\Delta}}(\mathbf{x}' - \mathbf{x}, z) \cdot v(\mathbf{x}', z) d^{2}\mathbf{x}' dz + \Lambda^{\mathbf{\Delta}\mathbf{\Delta}'}(\mathbf{x}')$$

where
$$\Lambda^{\Delta\Delta'}(\mathbf{x}') = Cov[\tau^{\Delta}(\mathbf{x}), \tau^{\Delta'}(\mathbf{x} + \mathbf{x}')].$$

 Similarly, the two-point velocity correlations are linked to a product of travel times

$$\underbrace{\langle \tau^{\Delta}(\mathbf{x}), \tau^{\Delta'}(\mathbf{x}+\mathbf{d}) \rangle - \overbrace{\Lambda^{\Delta\Delta'}(\mathbf{d})}^{\text{noise for } \tau}}_{\substack{\mathbf{x} \neq \mathbf{x} \neq$$

where

$$\Gamma^{\Delta\Delta'\delta\delta'}(\mathbf{d},\mathbf{d}') = Cov[\langle \tau^{\Delta}(\mathbf{x}), \tau^{\Delta'}(\mathbf{x}+\mathbf{d}) \rangle, \langle \tau^{\delta}(\mathbf{x}), \tau^{\delta'}(\mathbf{x}+\mathbf{d}') \rangle].$$

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$$\tau \tau_{xx}(\mathbf{d}) = \frac{1}{V} \int_{V} \tau^{\mathbf{\Delta}}(\mathbf{x}) \tau^{\mathbf{\Delta}'}(\mathbf{x} + \mathbf{d}) d\mathbf{x}$$
$$\mathbf{\Lambda}_{xx}(\mathbf{d}) = \frac{1}{V} \int_{V} n^{\mathbf{\Delta}}(\mathbf{x}) n^{\mathbf{\Delta}'}(\mathbf{x} + \mathbf{d}) d\mathbf{x}$$
$$\mathbf{O}_{xx}(\mathbf{d}) = \tau \tau^{\mathbf{\Delta}\mathbf{\Delta}'}(\mathbf{d}) - \mathbf{\Lambda}^{\mathbf{\Delta}\mathbf{\Delta}'}(\mathbf{d})$$

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Figure: $\tau \tau_{xx}(\mathbf{d})$ (left), $\mathbf{\Lambda}_{xx}(\mathbf{d})$ (middle) and $\tau \tau_{xx}(\mathbf{d}) - \mathbf{\Lambda}_{xx}(\mathbf{d})$ (right) in s^2 in the real space as a function of \mathbf{d} at a latitude of +20°. All units are s^2 .

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$$\tau \tau_{xy}(\mathbf{d}) = \frac{1}{V} \int_{V} \tau^{\mathbf{\Delta}}(\mathbf{x}) \tau^{\mathbf{\Delta}'}(\mathbf{x} + \mathbf{d}) d\mathbf{x}$$
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A good approximation of the noise covariance matrix for products of travel times is given by [Fournier 2014]

 $\operatorname{Cov}[\tau_1\tau_2,\tau_3\tau_4] \approx \operatorname{Cov}[\tau_1,\tau_3] \operatorname{Cov}[\tau_2,\tau_4] + \operatorname{Cov}[\tau_1,\tau_4] \operatorname{Cov}[\tau_2,\tau_3].$

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$$\begin{array}{c} \mathbf{x}_{8} = (d_{x}, d_{y} + \Delta_{y}) \\ \mathbf{x}_{4} = (0, \Delta_{y}) \\ \mathbf{x}_{5} = (d_{x} - \Delta_{x}, d_{y}) \\ \mathbf{x}_{6} = (d_{x} + \Delta_{x}, d_{y}) \\ \mathbf{x}_{7} = (\mathbf{x}_{7}, \mathbf{x}_{9}) \\ \mathbf{x}_{1} = (-\Delta_{x}, 0) \\ \mathbf{x}_{2} = (\Delta_{x}, 0) \\ \mathbf{x}_{3} = (0, -\Delta_{y}) \end{array}$$

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A good approximation of the noise covariance matrix for products of travel times is given by [Fournier 2014]

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▶ Without rotation **O**_{xy} should be mirror antisymmetric



Figure: Observations $O_{xy}(d)$ (left) and the non mirror antisymmetric part at a latitude of $+20^{\circ}$ (middle) and -20° (right).

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Without rotation O_{xy} should be mirror antisymmetric



Figure: Observations $O_{xy}(d)$ (left) and the non mirror antisymmetric part at a latitude of $+20^{\circ}$ (middle) and -20° (right).

With rotation, following [Kitchatinov 1986]

$$\mathbf{O}_{xy}(\mathbf{k}) = \beta \left(\mathbf{O}_{yy}^{(0)}(\mathbf{k}) - \mathbf{O}_{xx}^{(0)}(\mathbf{k}) \right) + \beta_{xy} \mathbf{O}_{xy}^{(0)}(\mathbf{k}) + \beta_{yx} \mathbf{O}_{yx}^{(0)}(\mathbf{k})$$

where $\mathbf{O}_{ij}^{(0)}(\mathbf{k})$ denotes $\mathbf{O}_{ij}(\mathbf{k})$ in the absence of rotation.

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where O⁽⁰⁾_{ij}(k) denotes O_{ij}(k) in the absence of rotation.
 As O⁽⁰⁾_{xy} is mirror antisymmetric, we observed a quantity related to O⁽⁰⁾_{yy} - O⁽⁰⁾_{xx} as plotted in the mixing length approximation [Rüdiger 2005].

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- ► The term β contains sin(latitude) which explains the change of sign between -20° and +20°

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 As O⁽⁰⁾_{xx} and O⁽⁰⁾_{yy} are mirror symmetric, we observed a quantity related to O⁽⁰⁾_{yx} as plotted in the mixing length approximation [Rüdiger 2005].
 The term α_{xy} contains sin(latitude) which explains the change of sign between -20° and +20°.

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We have linked the two-point velocity correlations to products of travel times and derived the forward and noise models. A first inversion showing the concept has been performed.



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- We have linked the two-point velocity correlations to products of travel times and derived the forward and noise models. A first inversion showing the concept has been performed.
- It clearly shows that for more precise reconstructions, additional data are required. This can be done by averaging over angles, using more distances or different filters.

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- Averaging over angles shows interesting features on the data that can be mainly explained by Kitchatinov and Rüdiger theory of rotating turbulence.

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- It clearly shows that for more precise reconstructions, additional data are required. This can be done by averaging over angles, using more distances or different filters.
- Averaging over angles shows interesting features on the data that can be mainly explained by Kitchatinov and Rüdiger theory of rotating turbulence.
- Inversions with all the data must now be performed in order to have a precise reconstruction and recover the Reynolds stress.



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