# **Goal for today:**

#### 4 Nov., 2011

## Complete Ch 9: Airmasses & Fronts



lec22.odp JDWilson vers 3 Nov. 2011

- steady advective cooling
- there was a frontal passage, albeit not a very dramatic one
- switch in wind direction
- increased speed + gusts
- pressure began to rise

MSC 850 hPa analysis, 12Z

• both T and  $T_{d}$  have dropped

#### Edmonton City Centre Airport Past 24 Hour Conditions

#### **Imperial Units**

tic one	Date / Time (MDT)	Conditions	Temp (°C)	Humidity (%)	Dew Point (°C)	Wind (km/h)	Pressure (kPa)
4 November 2011							
S	10:00	Partly Cloudy	-10	66	-15	NW 11	101.7
	9:00	Cloudy	-10	68	-15	WNW 15	101.7
	8:00	Cloudy	-9	65	-15	WNW 13	101.7
pped	7:00	Cloudy	-8	62	-14	NW 21	101.7
	6:00	Cloudy	-8	62	-14	NW 18	101.7
	5:00	Cloudy	-8	60	-14	NNW 18	101.7
	4:00	Cloudy	-7	59	-14	NNW 18	101.7
Fri 4 Nov. 2011	3:00	Cloudy	-7	57	-14	NNW 21	101.7
	-9 <b>.</b> ! <sub>38</sub> - ·	Cloudy	-6	57	-14	NNW 21 gust 32	101.7
		Cloudy	-6	58	-13	N 18	101.6
	$\mathcal{F}$	Cloudy	-5	56	-12	NNW 24 gust 33	101.6
127		Cloudy	-4	64	-10	N 17	101.5
-16 31	1-2	Mostly Cloudy	-3	65	-9	N 22	101.5
	· 23	Cloudy	-2	66	-7	N 17 gust 30	101.4
	. <u>,</u>	Cloudy	0	65	-6	NNW 21 gust 32	101.2
	- [	Cloudy	1	66	-4	NNW 26	101.1
	4 <b>π</b> 37 ,∰	Light Snow	3	62	-3	NNW 24 gust 33	101.0
-13,41	19	Light Drizzle	5	53	-4	NNW 21 gust 39	100.9
		Sunny	7	44	-5	NW 26	100.8
142 <sup>,</sup> , , , , , , , , , , , , , , , , , ,	. o' N	Sunny	8	38	-5	NW 24	100.7
π	137	Sunny	8	36	-6	NW 26	100.7
		Sunny	9	34	-6	NNW 15 gust 28	100.6
		Sunny	7	33	-8	NW 22	100.6
\ <b>```</b>	}	Sunny	5	37	-8	WSW 5	100.6
135	`\	Sunny	3	41	-9	SW 8	100.6





**ENVIRONMENT CANADA 7:00** AM CDT FRIDAY NOV. 4 2011. .. ALBERTA... ARCTIC **RIDGE** AT SURFACE HAS BUILT DOWN INTO S. ALBERTA. DEEP UPPER **TROUGH MOVING IN FROM BC. STARTING TO SEE** ACCUMULATIONS IN S. ALBERTA AS SW FLOW FROM **UPPER TROUGH OVERRIDES** ARCTIC RIDGE. ... UPSLOPE **COMPONENT INTO** MOUNTAIN PARKS... SNOWFALL WARNINGS FOR **KANANASKIS AND PINCHER CREEK REGIONS AND** WEATHER WARNINGS FOR CARDSTON AND OKOTOKS SINCE THIS WILL BE THE **FIRST SIGNIFICANT** SNOWFALL OF THE YEAR

- there is no sounding (radiosonde) at Calgary
- but soundings can be "created" from output of the operational analyses/forecasts
- here a "sounding" for Calgary at 12Z today
- clearly shows the layering cold low level northerly wind under mild, saturated upper south-westerly



# Idealized configuration of a warm front



- gentler slope (nominally 1:200) than cold front, and slower movement (20 kph vs. up to 50 kph for cold front)
- cold air lies beneath the overrunning & ascending warm air tends to produce stratiform cloud types
- precip rates low, but in winter precip falling into colder air may lead to freezing rain

## Fronts & their symbols



cold air pushing under warm air, lifting it and forcing it to retreat

warm air riding over cold air, and forcing it to retreat

sloping boundary of cold and warm air, not moving

warm air cut off from the surface as the advancing cold front catches up with the warm front – separates two cold airmasses

#### Fronts & their symbols



(a) Mature midlatitude cyclone





(b) Partially occluded midlatitude cyclone









700 hPa height & temp., NOMADS reanalysis, valid 00Z, 23 April 2006

Can we diagnose fronts associated with this Manitoba spring storm?

The red dots are points of reference



The surface low center (indicated by the head of the red arrow) lies beneath the trough outflow region

Original MSC 700 hPa analysis 00Z, 23 April 2006

# Can we diagnose fronts associated with this Manitoba spring storm?

The red dots are points of reference



#### Compare with P286 Fig 1 – textbook's example of a "surge of continental polar air"



**10** 235 240 245 250 255 260 265 270 275 280 285 290



#### P286 Fig 1. 0700 EST (=12Z) 17 Feb. 2008



P287 Fig 3. 0700 EST (=12Z) 18 Feb. 2008



P288 Fig 5. 0700 EST (=12Z) 19 Feb. 2008



P289 Fig 7. 0700 EST (=12Z) 20 Feb. 2008



P286 Fig 1. 0700 EST (=12Z) 17 Feb. 2008













Radar image of a dryline (From Wikipedia; in this case the hot & dry air is to the right of the front, whereas in the sketch at the left the hot dry air is west of the front)