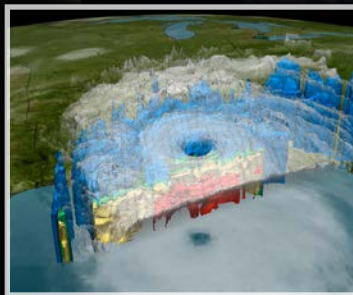
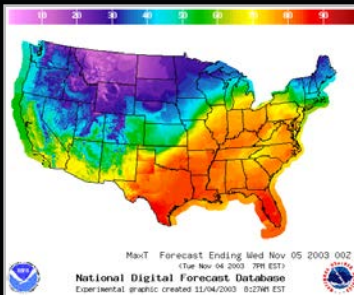
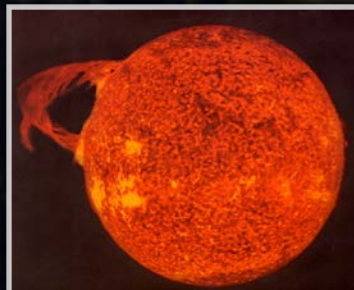
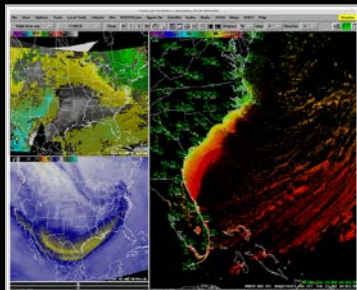


# Reflecting on the Presidents Day Storm 18-19 February 1979



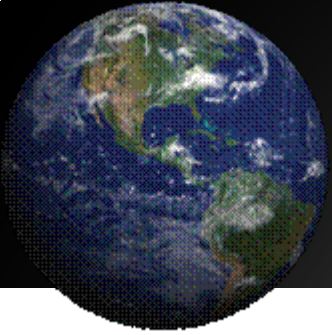
**Dr. Louis W. Uccellini**

NOAA Assistant Administrator for Weather Services

Director, National Weather Service

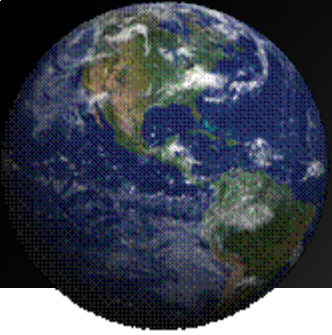
College Park, Maryland

May 28, 2014



# Outline

- Personal Reflection—Tape from UW Weekly Weather Watch
- Synoptic Review of Presidents Day Storm
- The Operational Model Failure—Enough Is Enough!
- Research Agenda—the Cyclone Workshop Spins into Action
- Visualizing the Research Model Output: Bill Hibbard/UW SSEC Enters the Scene with First Application of VIS 5D
- Since Presidents' Day Storm 1
- Summary

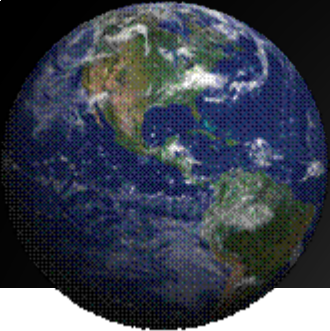


# Personal Reflection

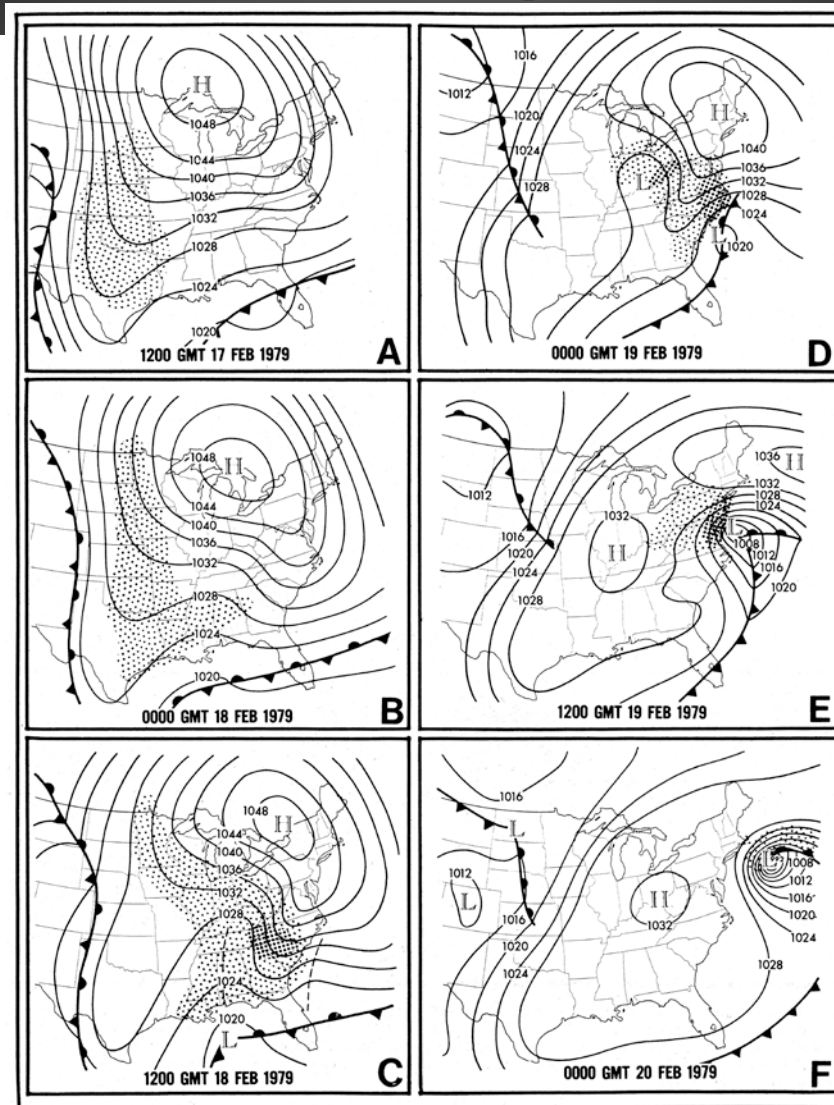
- 1960s-1990s University of Wisconsin, Department of Meteorology: “Weekly Weather Watch”
- I was invited to call in about my experience and observations during the Presidents Day Storm (23 February 1979)
- Phone call arranged by Chuck Wash (who organized the Weekly Weather Watch)



Click to Play Audio



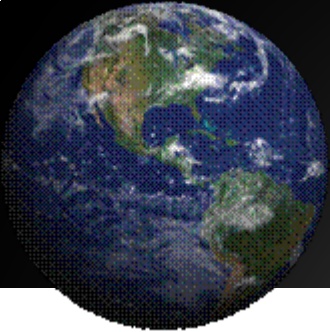
# Presidents Day Snowstorm 18-19 February 1979 SFC Maps



Phase 1  
18 February 1979  
Coastal Front

Phase 2  
19 February 1979  
Rapid Cyclogenesis

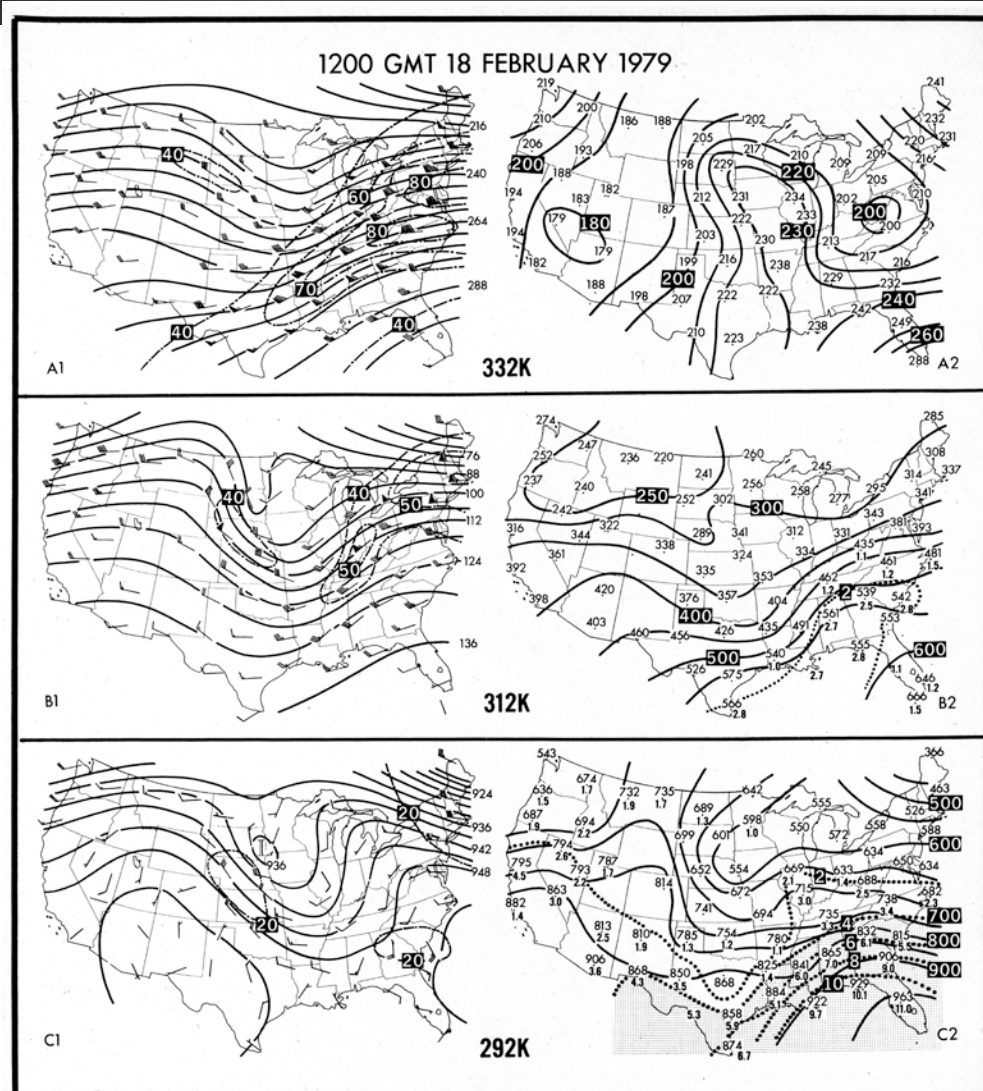
From Uccellini,  
Kocin, Peterson,  
Wash, Brill, 1984

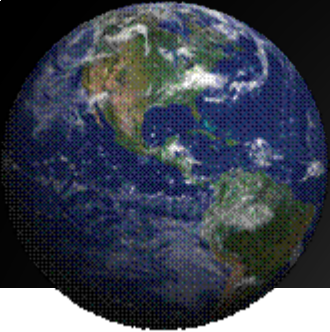


# Upper Air

Phase 1  
18 February 1979

Major upper-level feature:  
80 m/s STJ amplifies over East Coast as coastal front/LLJ forms

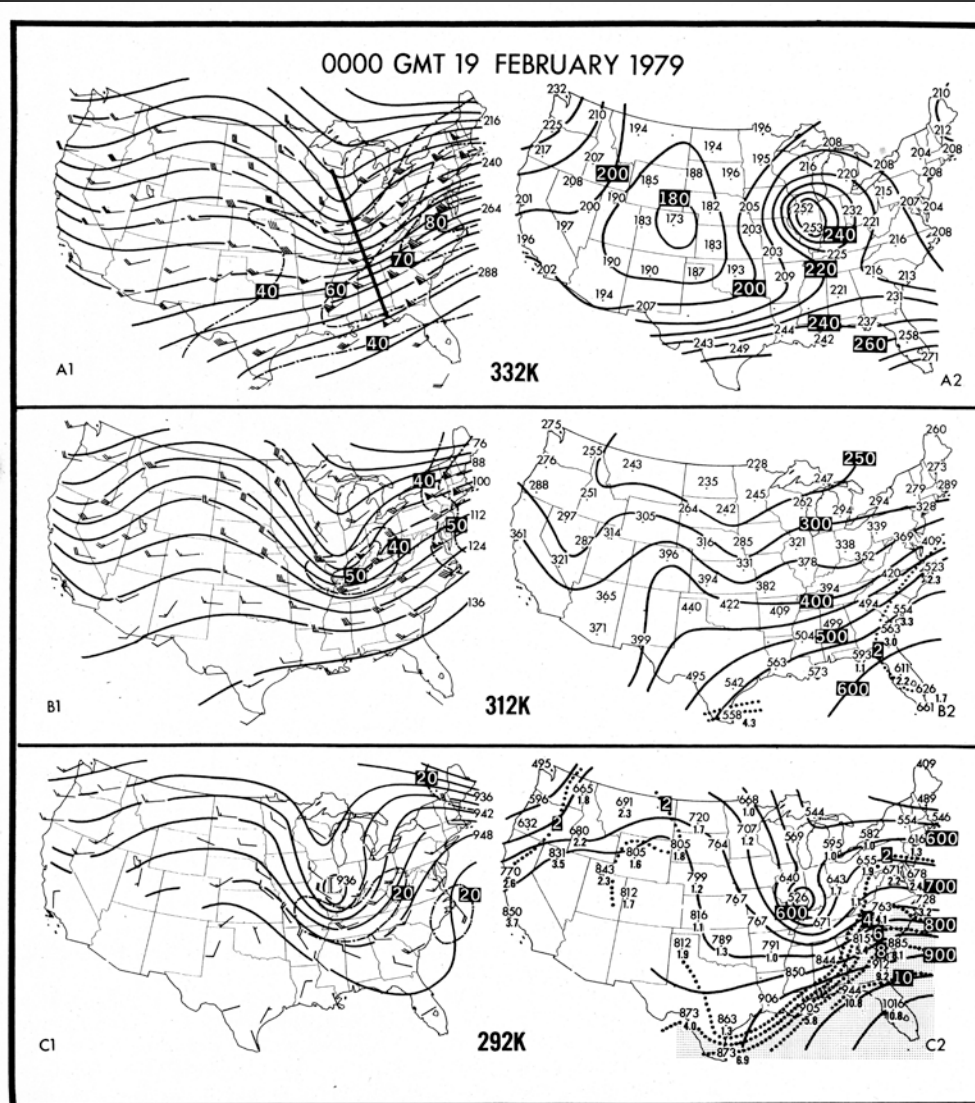


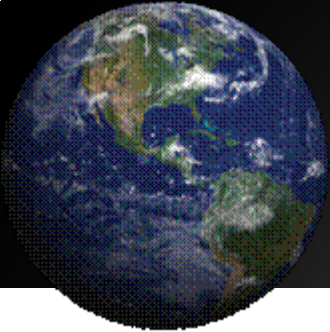


# Upper Air

Phase 2  
19 February 1979

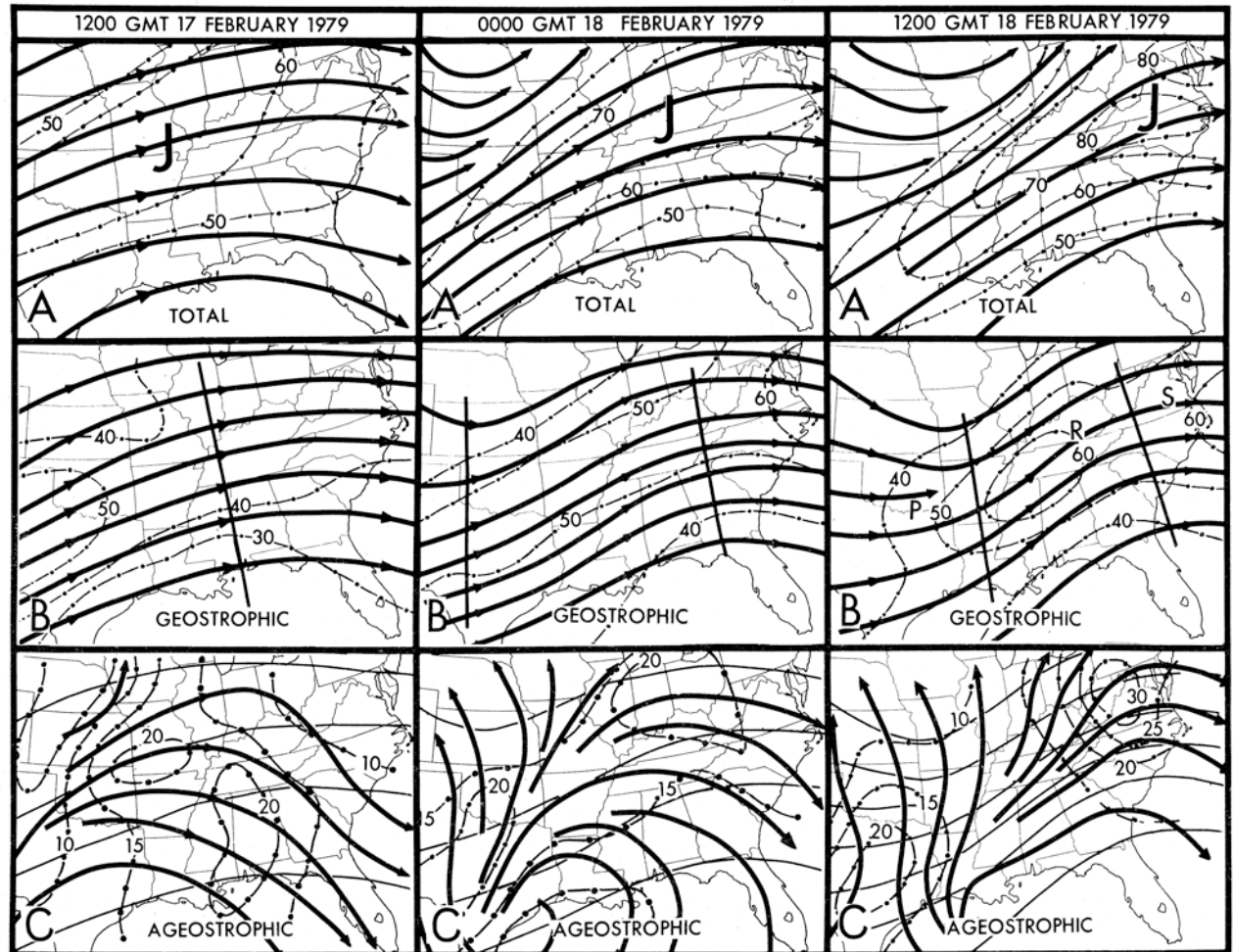
Major upper-level feature:  
amplifying trough; PFJ  
preceding rapid  
cyclogenesis

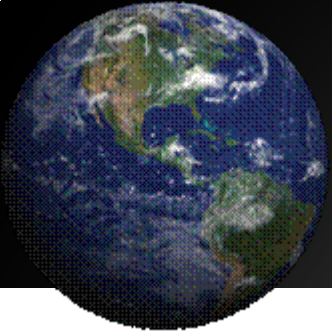




# Presidents Day Storm 18-19 February 1979 – Phase 1

The STJ—  
amplifies to 80 m/s with  
decreasing wave length  
between trough-ridge  
couplet



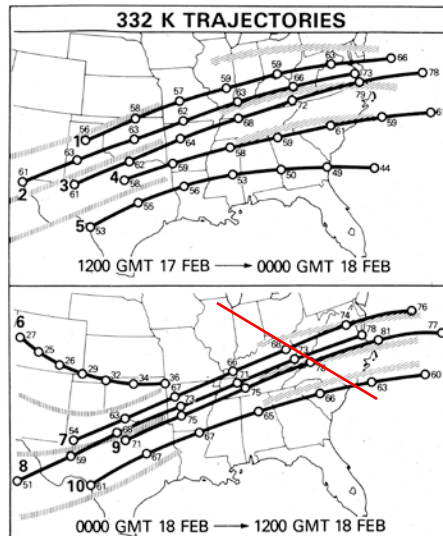


# Presidents Day Storm 18-19 February 1979

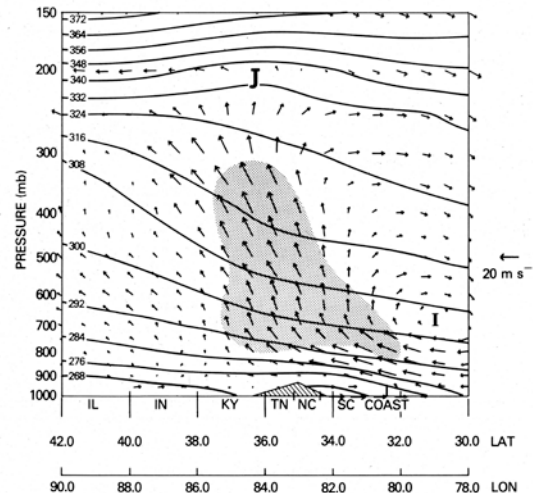
## Precyclogenetic Stage (18 February)

- Inverted trough—coastal front forms along Carolina Coast
- Record-breaking cold in precyclogenetic environment ensured snowfall across wide swath in Mid-Atlantic
- Anticyclonic STJ—coupled LLJ within indirect circulation/above coastal front – Provided divergence aloft/moisture flux for heavy snow

Parcels  
accelerate  
through  
ridge crest  
along East  
Coast

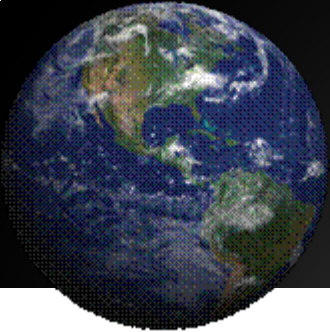


1200 GMT 18 FEBRUARY 1979



Vertical cross section of potential temperature (contour interval 8 K, solid) at 1200 UTC 18 February 1979 and vector representation of ageostrophic indirect (I) circulation derived from the objective analysis scheme. Cross section derived along rhumb line illustrated in Fig. 2b. shading indicates region where ascent is greater than  $-6 \mu\text{b/s}$ . Scale for magnitudes of horizontal component shown on right. J indicates position of core of subtropical jet streak. No inferences should be made from this figure concerning the extent of cross-isentropic flow within the two-dimensional plane of the cross section, given that only the horizontal ageostrophic wind (and not the total wind) is used in this representation of the circulation.

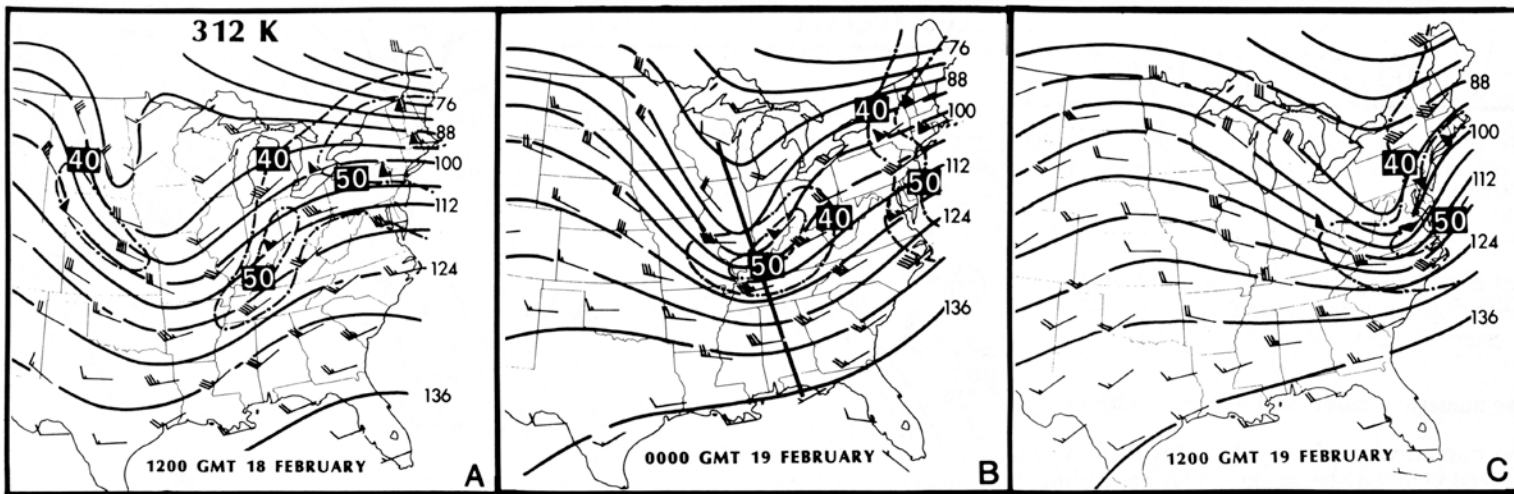




# Presidents Day Storm 18-19 February 1979

## Rapid Development Phase (19 February)

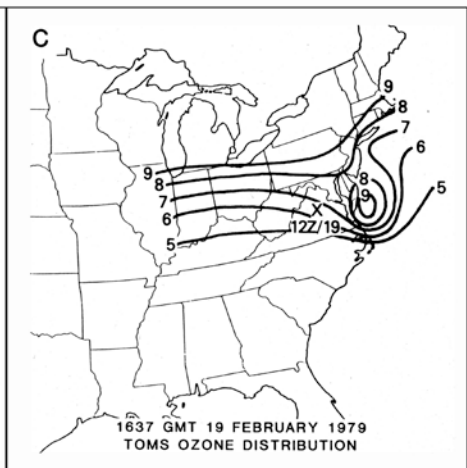
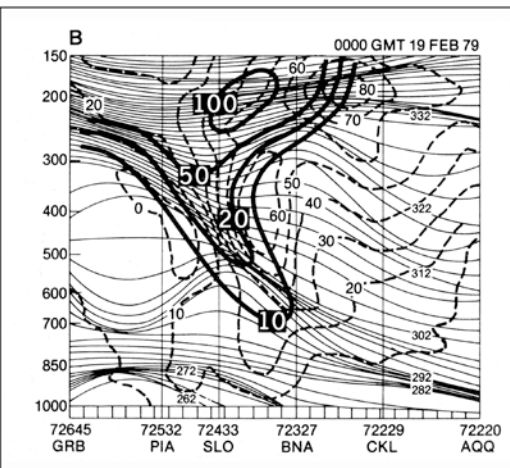
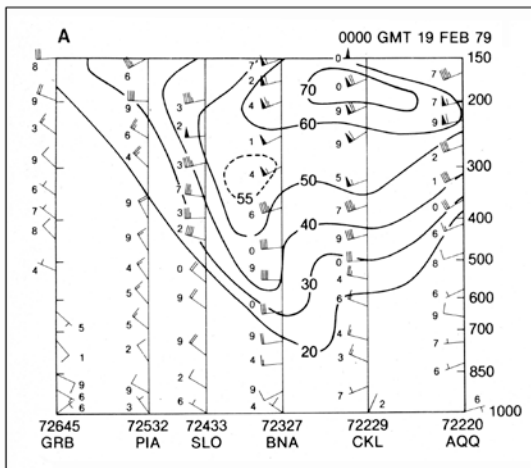
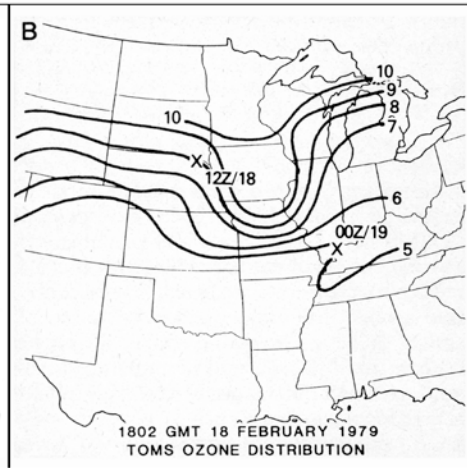
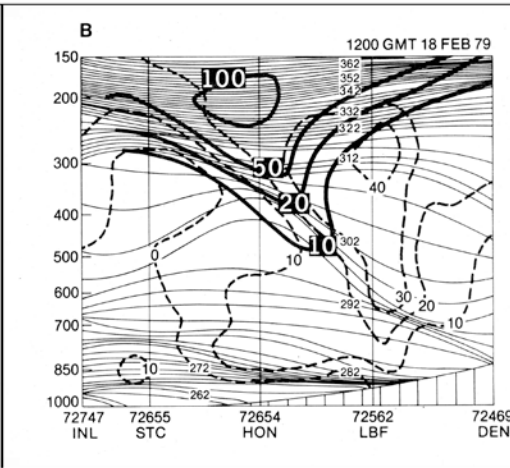
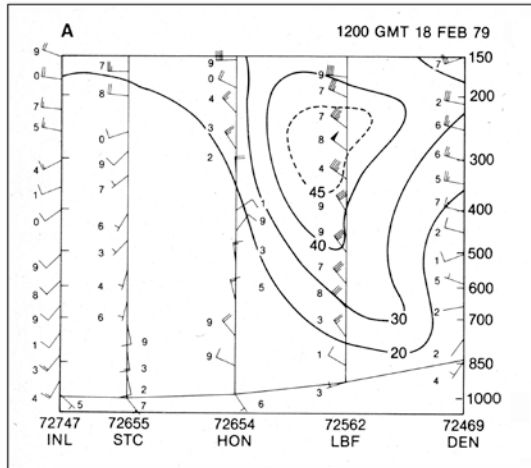
- PFJ/Digging Trough approaches East Coast/coastal front
- Tropopause fold prior to and upstream of rapid cyclogenesis
- Heaviest snow fell in Mid-Atlantic Region, associated with rapid cyclogenesis 4"-5"/hr
- Heavy snow on 19 February occurred AFTER warnings were dropped late on 18 February; rapid cyclogenesis not predicted!

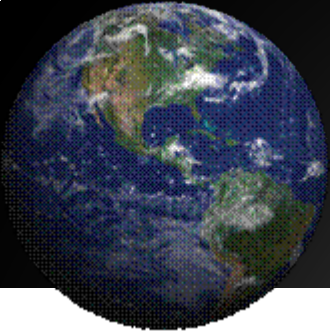




# Presidents Day Storm 18-19 February 1979 Phase 2

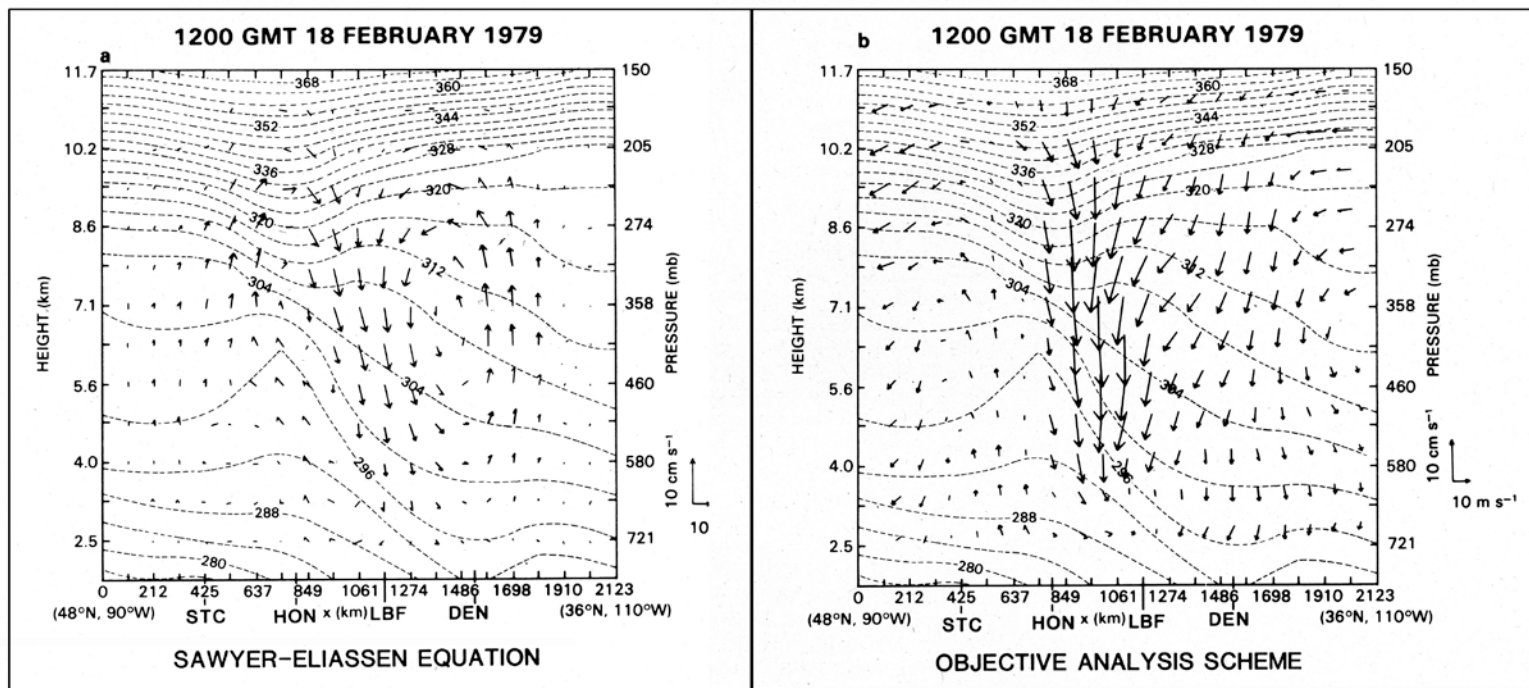
Tropopause fold upstream and preceding rapid cyclogenesis

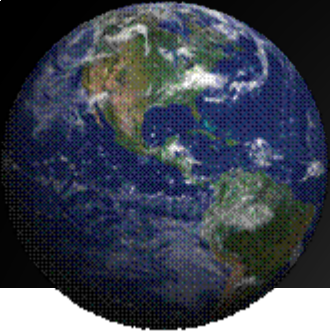




# Presidents Day Storm 18-19 February 1979 Phase 2

Application of Sawyer-Eliassen Equation for diagnosing transverse circulation/tropopause fold prior to cyclogenesis





# Operation Model Failure

Models failed to predict the rapid cyclogenesis on 19 Feb.

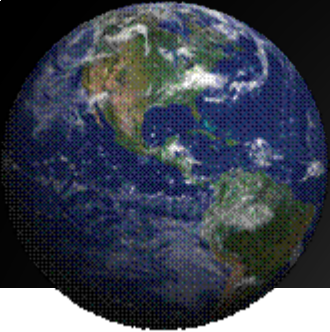
- MRF/LFM

|                                 | PE             | LFM           |
|---------------------------------|----------------|---------------|
| ● Horizontal Resolution         | <u>190.5km</u> | <u>127 km</u> |
| ● Vertical Levels               | <u>7</u>       | <u>7</u>      |
| ● Essentially no boundary layer | <u>✓</u>       | <u>✓</u>      |
- Primary data Source: RAOB data/SFC data
  - No significant level data; no satellite data
- Research Community Reaction
  - Enough Is Enough!
  - Cyclone Workshop energized



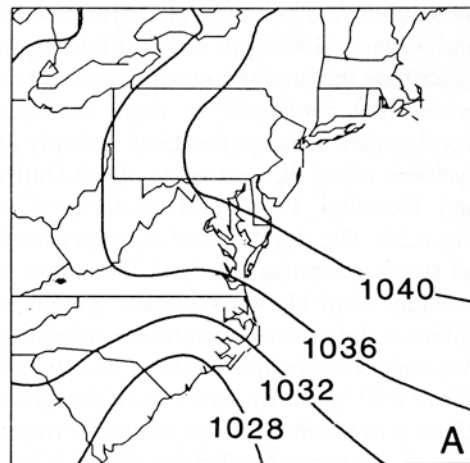
# Research Results from the GSFC Team (Uccellini, Kocin, Keyser, Brill, Whittaker, Petersen, Wash)

- Unbalanced flow through STJ provided vertical circulation pattern for first phase of heavy snowfall
  - LLJ developed rapidly above coastal front/within indirect circulation (related to unbalanced STJ) provided moisture flux for heavy snow
  - LLJ development within 6 hr related to vertical parcel displacement within indirect circulation
  - Tropopause Fold preceded and contributed to rapid cyclogenesis
- 
- Research Model Studies
    - Confirming synergistic interaction among latent, sensible, adiabatic/dynamic is essential
    - Trajectories: complex forcing/yet coherent flow through developing cyclone

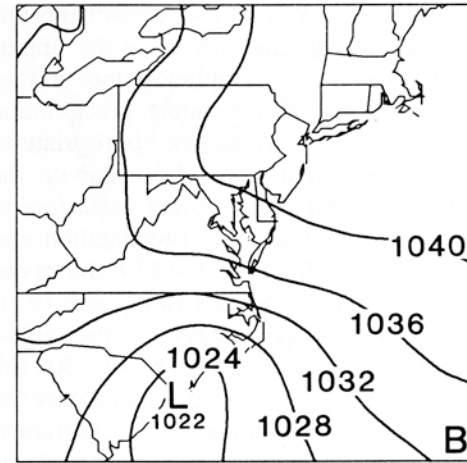


# Model Sensitivity Studies: Synergistic Interactions (dynamics, LHT, BDY layer) required for rapid cyclogenesis

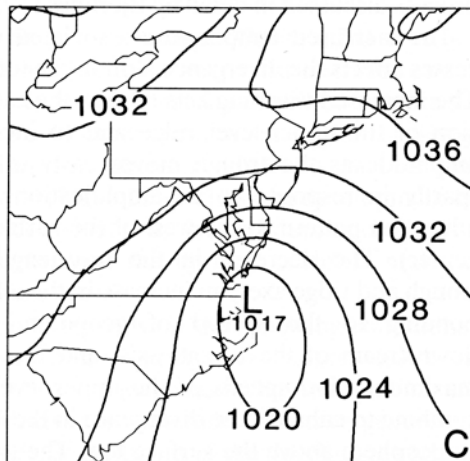
Process contributing to the rapid development of extratropical cyclones



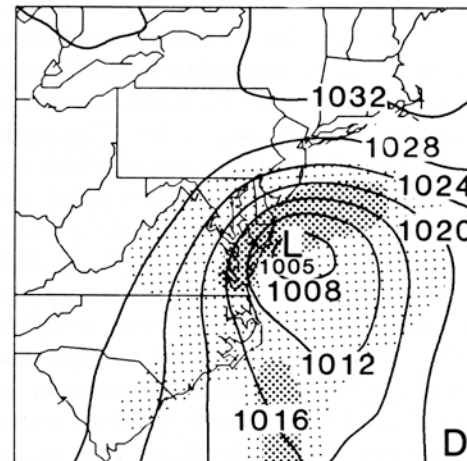
ADIABATIC



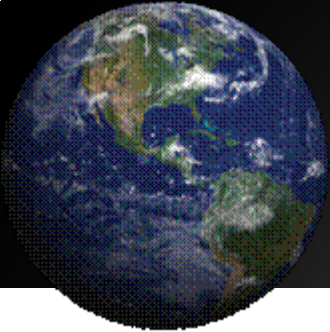
LHT HEAT NO BDY LYR



BDY LYR NO LHT HEAT



FULL PHYSICS



# Low Level Trajectories

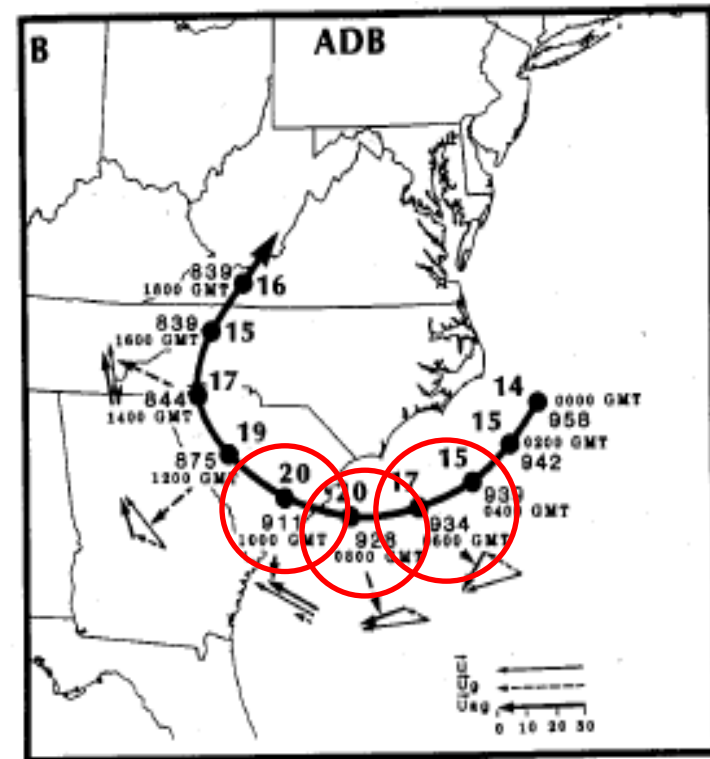
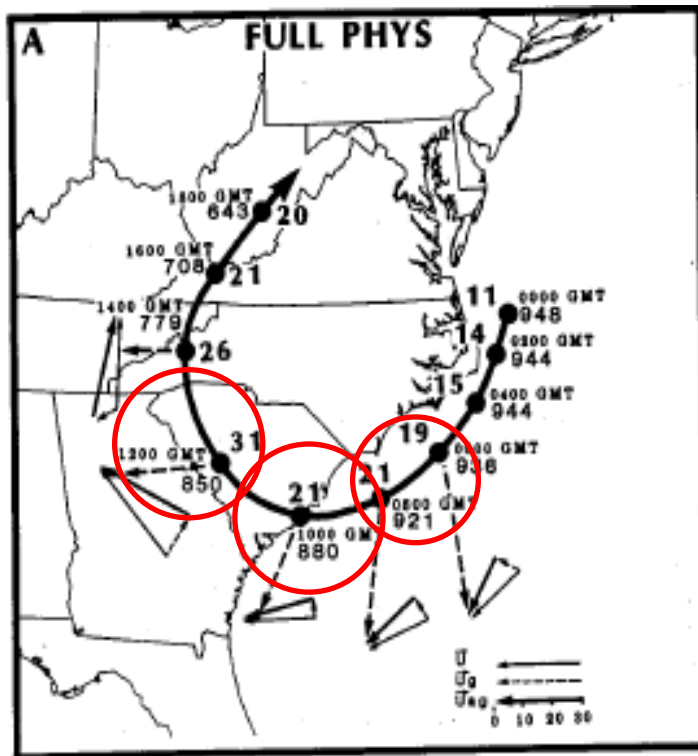
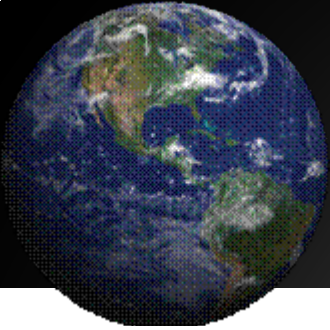


FIG. 19. Low-level trajectory from the (a) full physics simulation (FULL PHYS) and (b) adiabatic simulation (ADB) initialized as described in section 5. Two-hourly positions, total wind speed ( $\text{m s}^{-1}$ ), and pressure (mb) indicated. Vector representation for total wind ( $U$ ), geostrophic wind ( $U_g$ ), and ageostrophic wind ( $U_{ag}$ ) presented at 2 h intervals from 0600 through 1400 UTC. Vectors defined and lengths scaled ( $\text{m s}^{-1}$ ) in bottom right corner.

Uccellini et al., 1987



# Low Level Trajectories Rapid Development of LLJ & Associated Ageostrophic Component

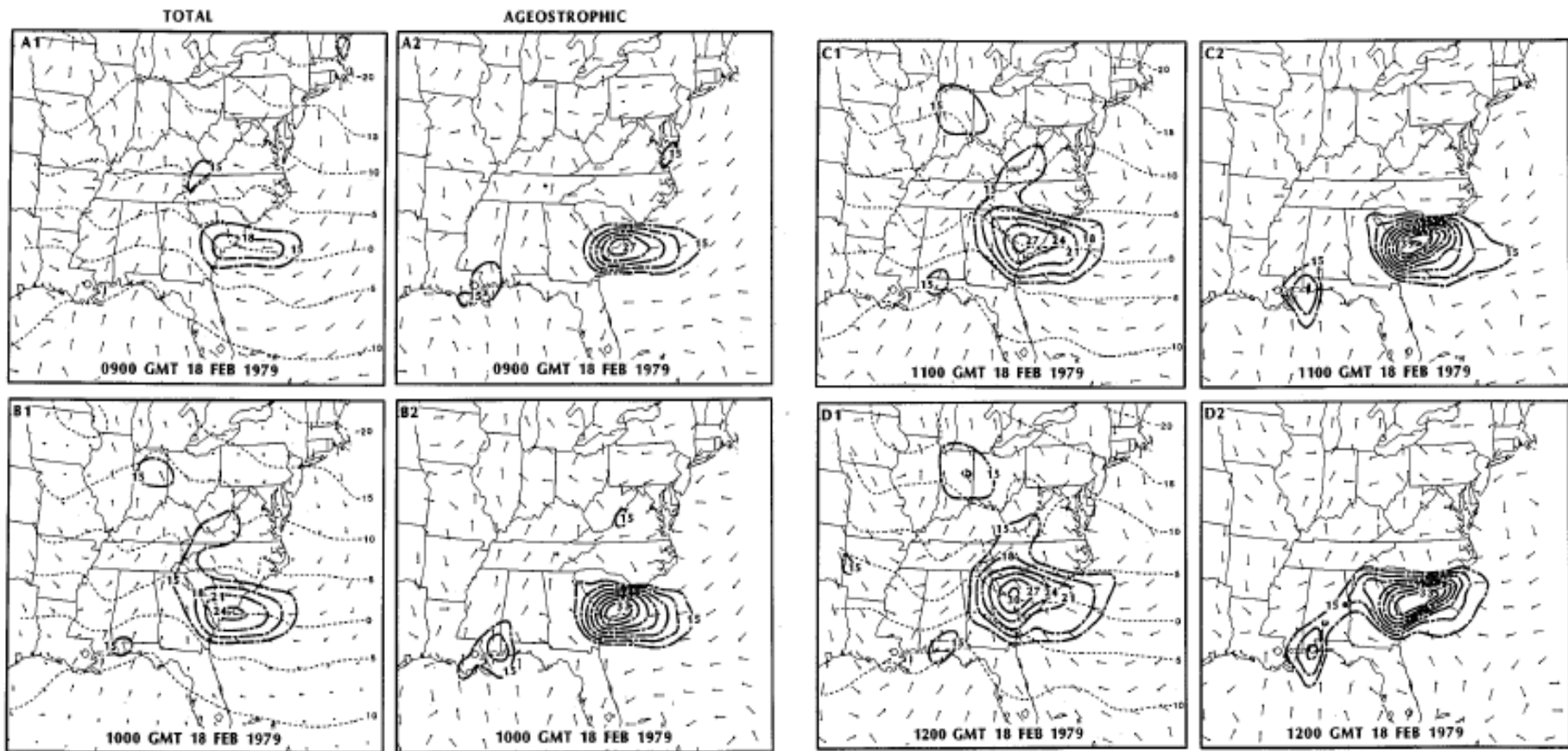
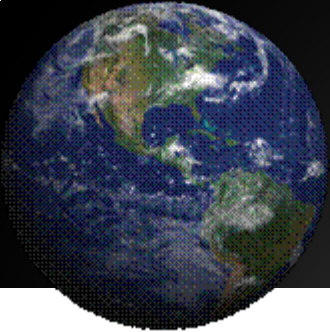


FIG. 18. Hourly sequence of 850 mb wind direction (arrows) and isotachs (dot-dashed,  $\text{m s}^{-1}$ ), total wind (left column; a1, b1, c1, d1) with isotherms included (dashed,  $^{\circ}\text{C}$ ), and for ageostrophic wind (right column; a2, b2, c2, d2) from the full physics simulation (FULL PHYS).





# Total Mass Divergence

## LLJ → focused area of low-level mass divergence in area of inverted trough

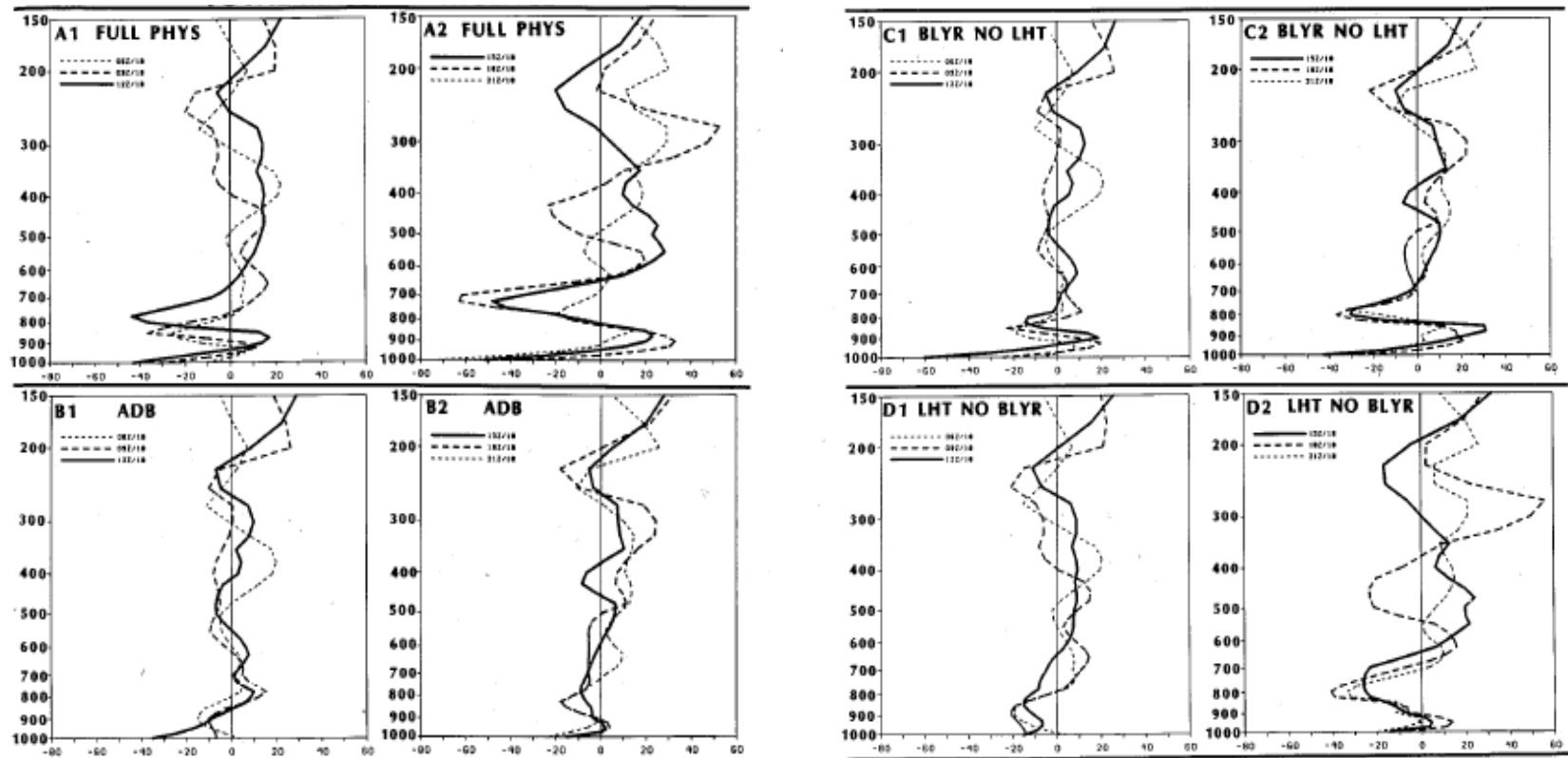
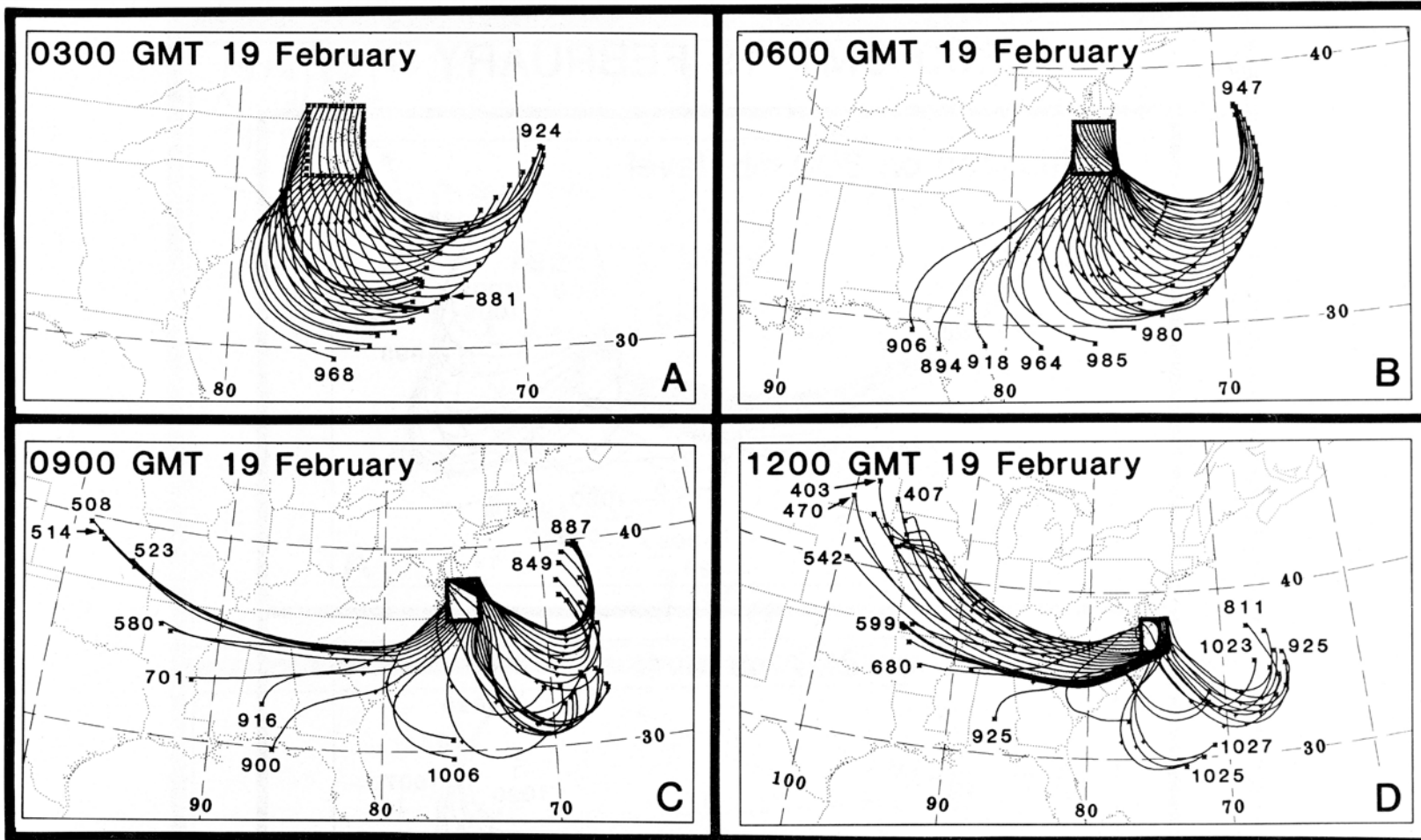


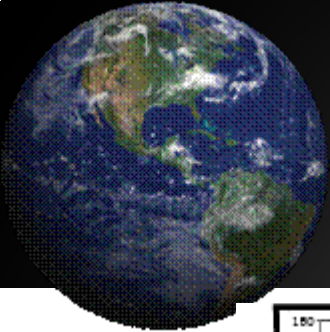
FIG. 20. Vertical profiles of area-averaged mass flux divergence ( $10 = 10 \times 10^{-3} \text{ mb s}^{-1}$ ) computed for 0600 (thin dashed), 0900 (thick dashed), and 1200 UTC (solid) in the left column and 1500 (solid), 1800 (thick dashed), and 2100 UTC (thin dashed) in the right column. (a) Profiles from full physics simulation (FULL PHYS); (b) profiles from adiabatic simulation (ADB); (c) profiles from boundary layer simulation with no latent heat (BLYR NO LHT); and (d) profiles from latent heat simulation with no boundary layer (LHT NO BLYR). The profiles are computed for the areas along the Georgia to Middle Atlantic coasts depicted on map inset for times shown in Fig. 21.

Uccellini, et al.,  
1987



# Flow through cyclone, Whittaker et al.





# Mass Divergence Profiles

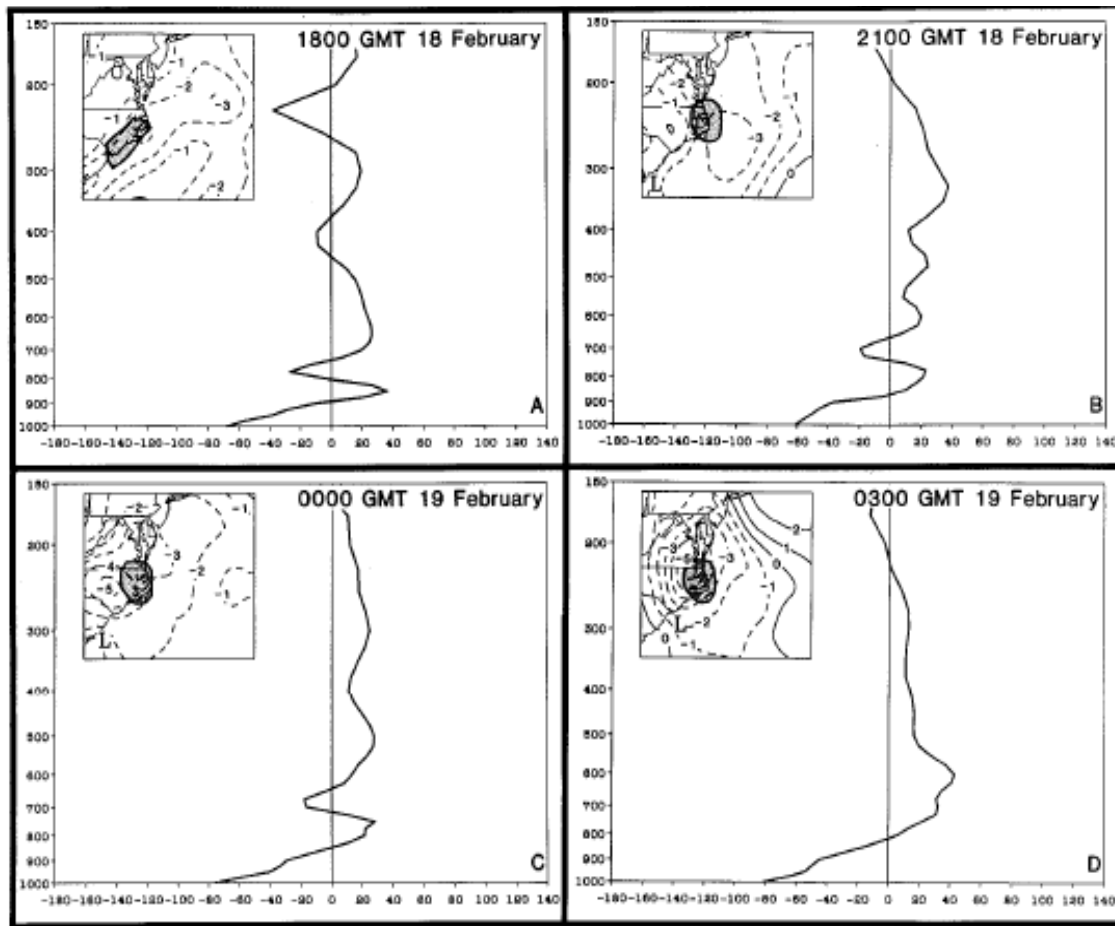
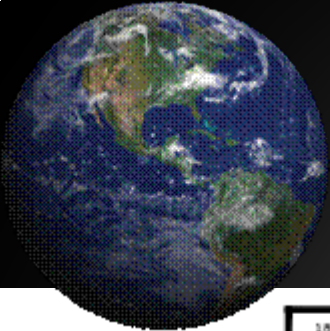
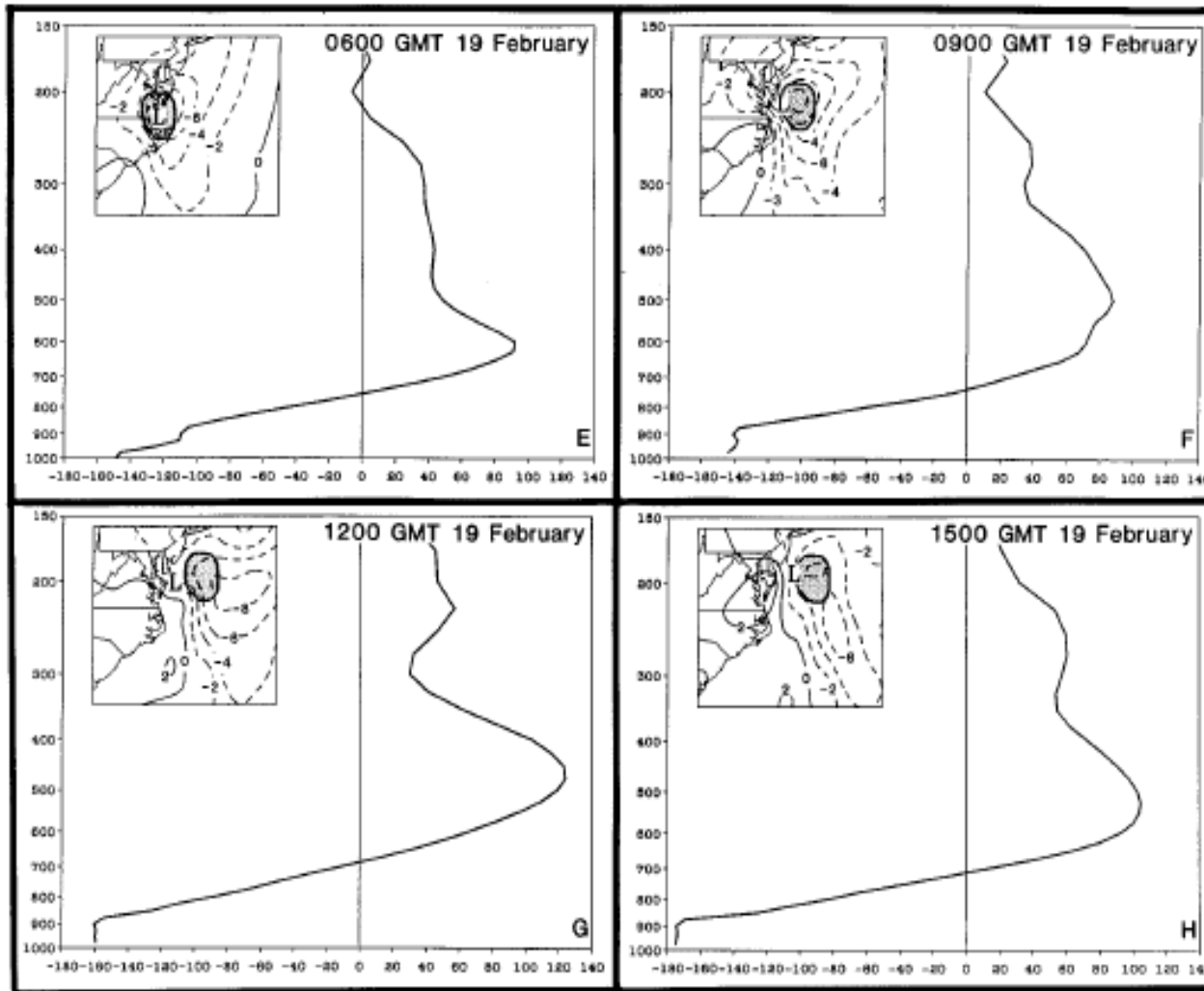


FIG. 7. Area-averaged vertical profiles of mass divergence ( $10^{-3} \text{ mb s}^{-1}$ ) computed for (a) 6 h (1800 UTC 18 February), (b) 9 h (2100 UTC 18 February), (c) 12 h (0000 UTC 19 February), (d) 15 h (0300 UTC 19 February), (e) 18 h (0600 UTC 19 February), (f) 21 h (0900 UTC 19 February), (g) 24 h (1200 UTC 19 February), and (h) 27 h (1500 UTC 19 February) before and during the rapid deepening phase. The profiles are computed for shaded regions depicted on map inset for each time. The 3-h pressure changes (mb) and locations of the surface low center are depicted on each map inset.

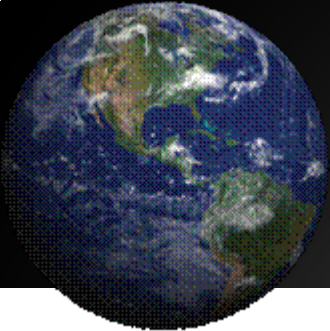
Whittaker, et al.,  
1988



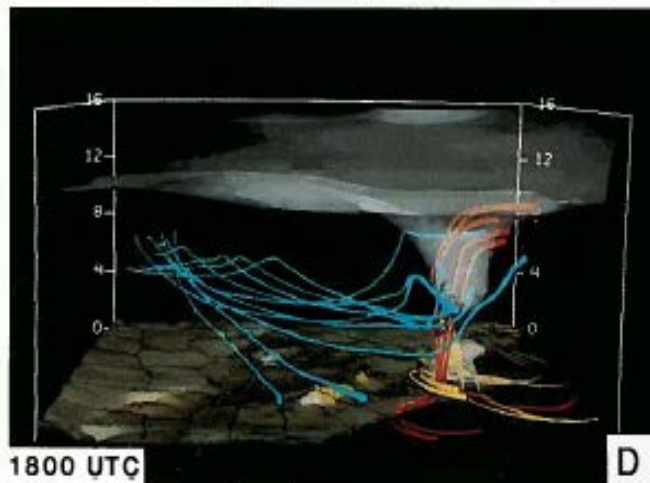
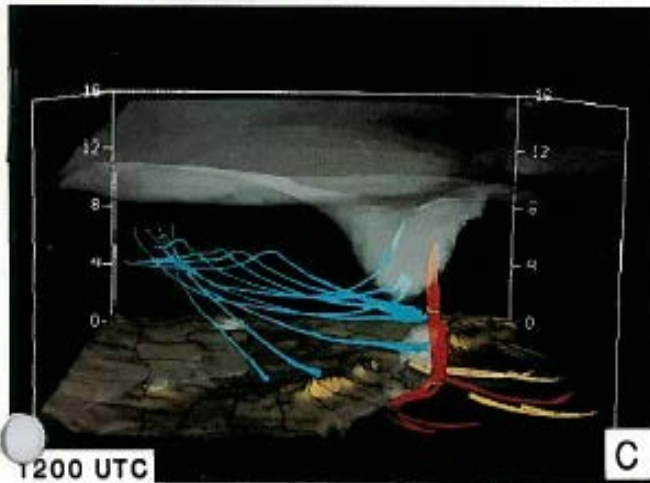
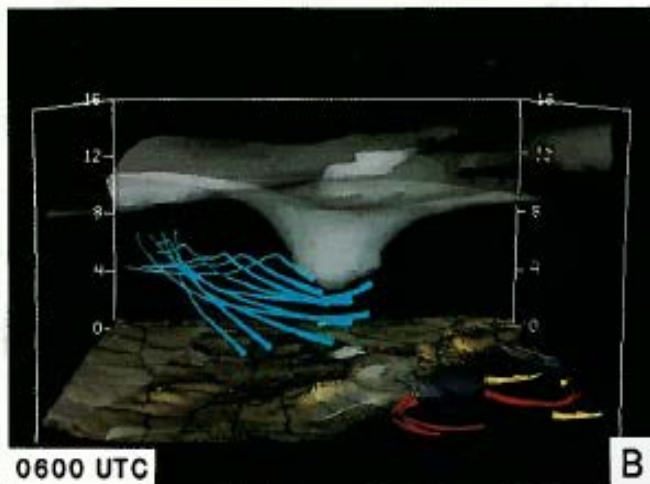
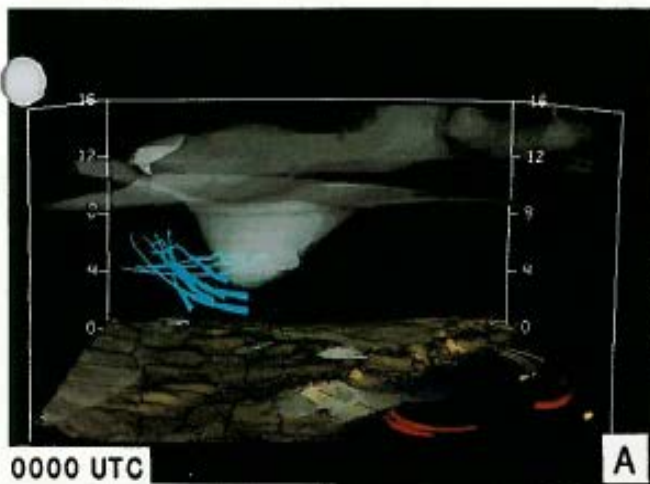
# Mass Divergence Profiles



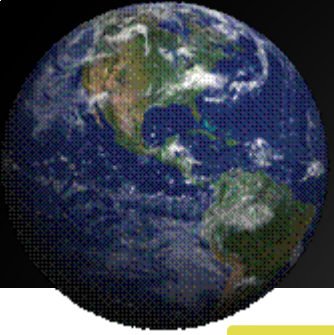
Whittaker, et al.,  
1988



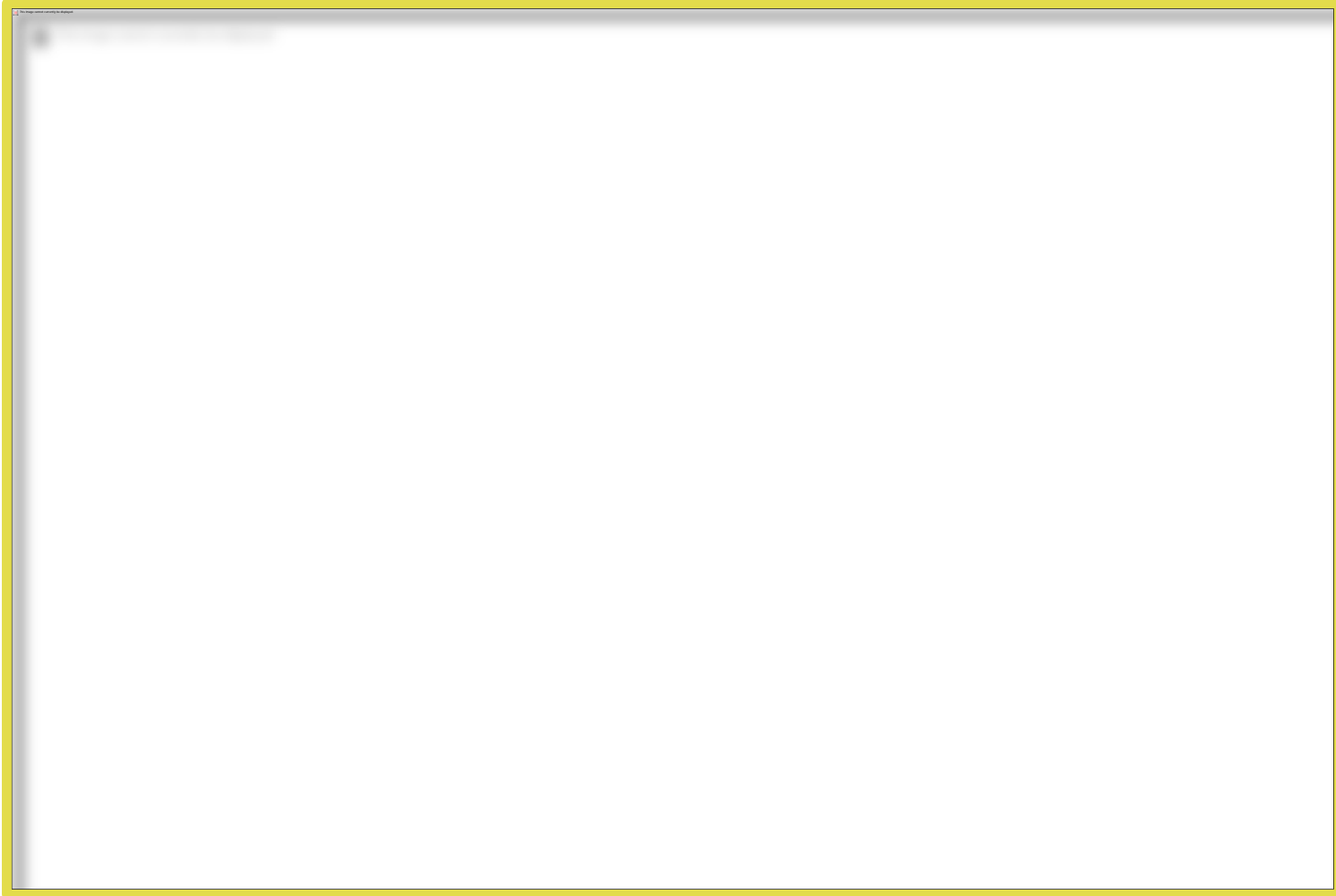
# 3D Perspective of the Presidents' Day Storm: 18-19 February



Hibbard, et al.,  
1989

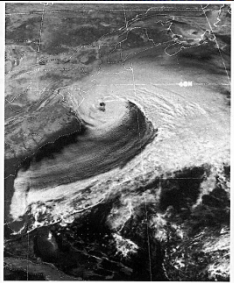


# Mesoscale-Tropopause Fold (cont.)





# Comparison 1979 and 2003 Storms

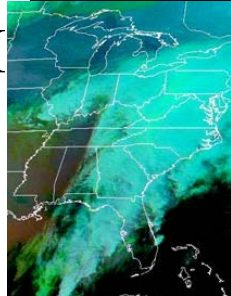


## Presidents' Day Storm I February 18-19, 1979

- Heavy snow with rapid cyclogenesis
- Major amplifying trough – moisture feed from Atlantic
- Not forecast even 6 hours in advance; major data feed into models → RAOB – standard levels only, no satellite data
- Major effort by research community; synoptic-mesoscale studies, model enhancements
- “Bosart vs Uccellini” “Low level vs Upper level”
- Years spent collecting, plotting, analyzing data

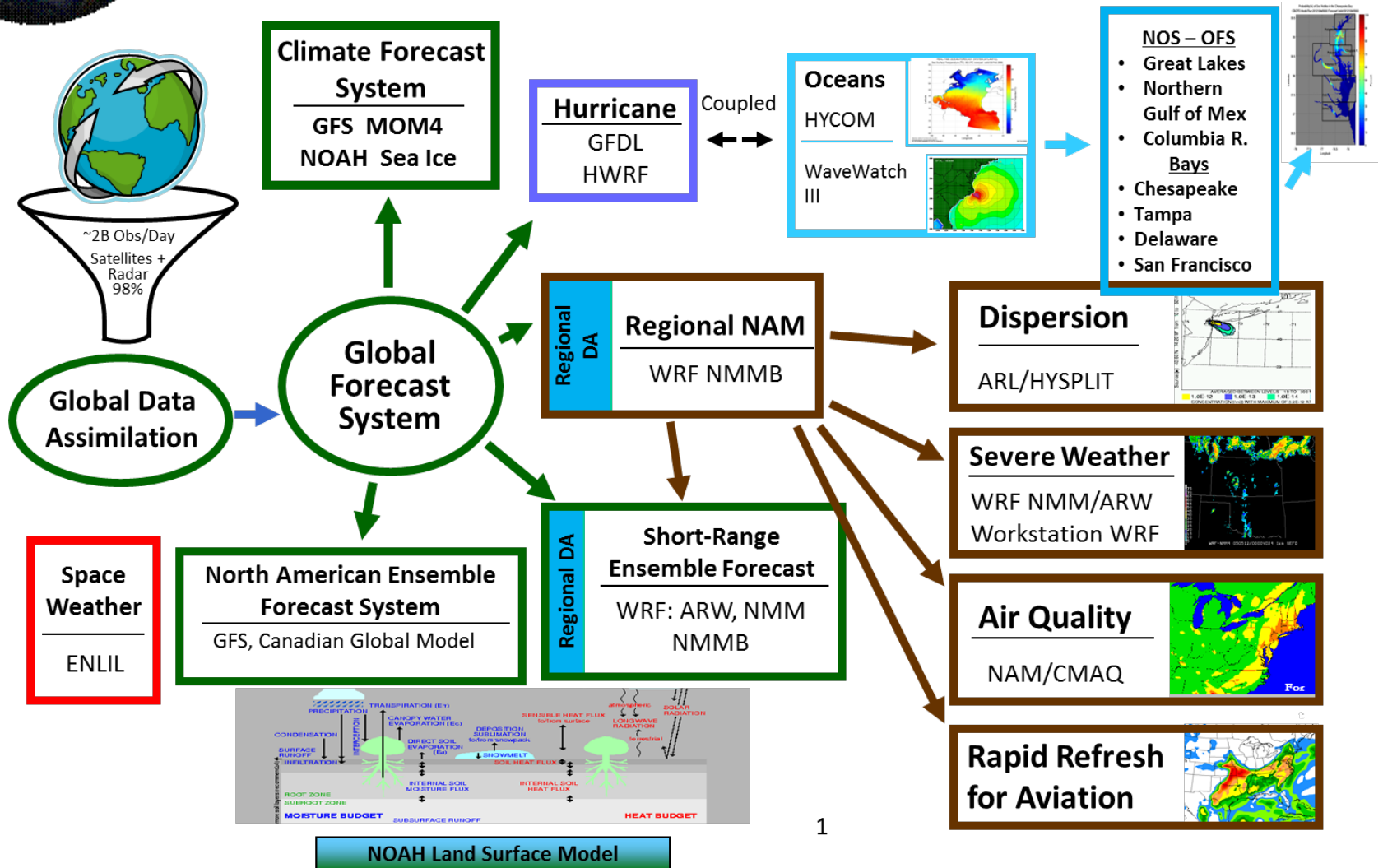
## Presidents' Day Storm II February 16-17, 2003

- Heavy snow preceded cyclogenesis
- Near constant trough amplitude - moisture feed directly from the tropics
- Forecast 5,4,3 days in advance – AMS conference attendees change plans to get back home in time for this event
- Very little research; neither case studies nor model enhancements
- “Data” related to this analysis/model put together in weeks (Grumm)



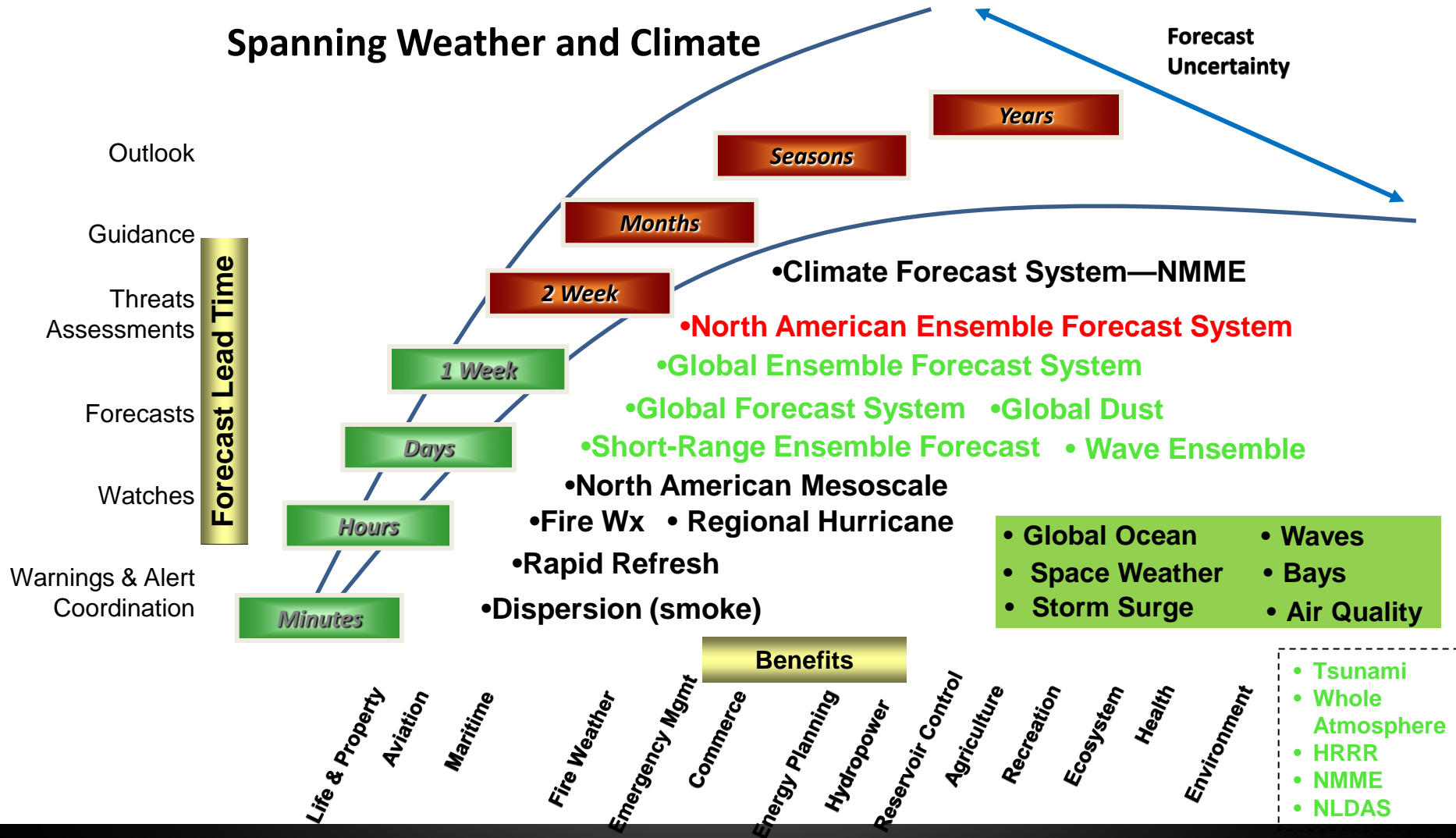


# Where We Are Now: NOAA's Model Production Suite





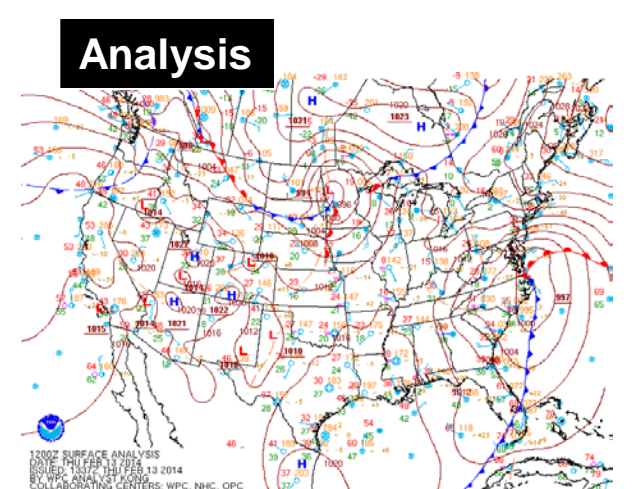
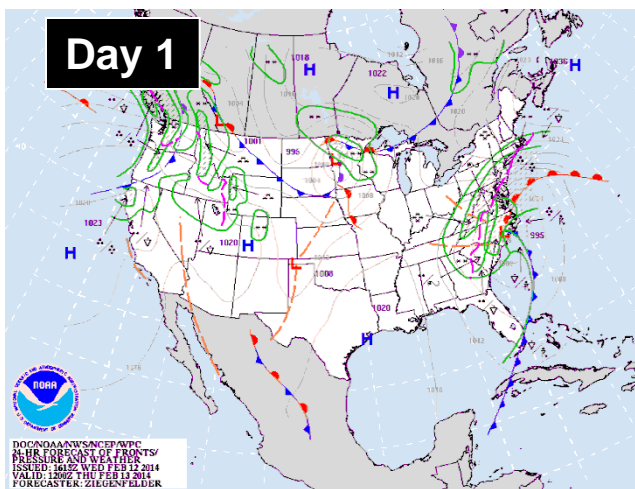
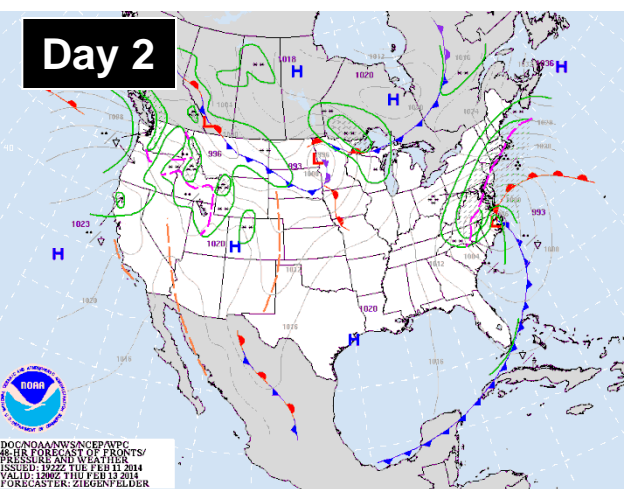
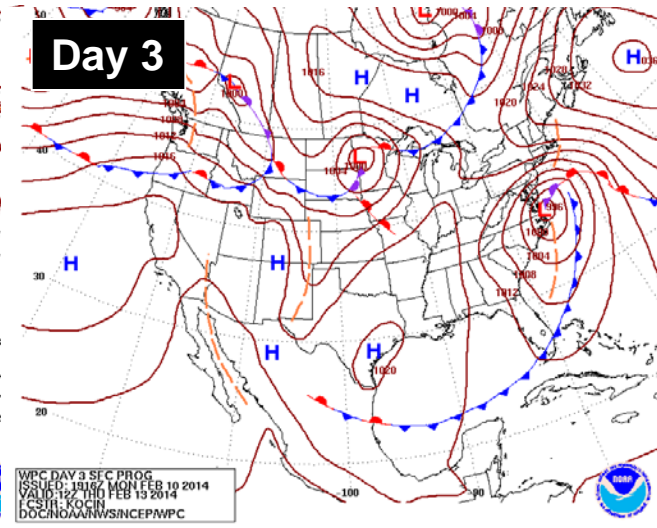
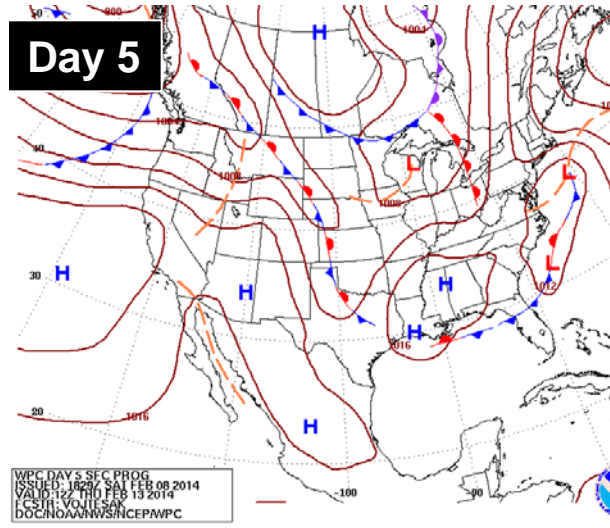
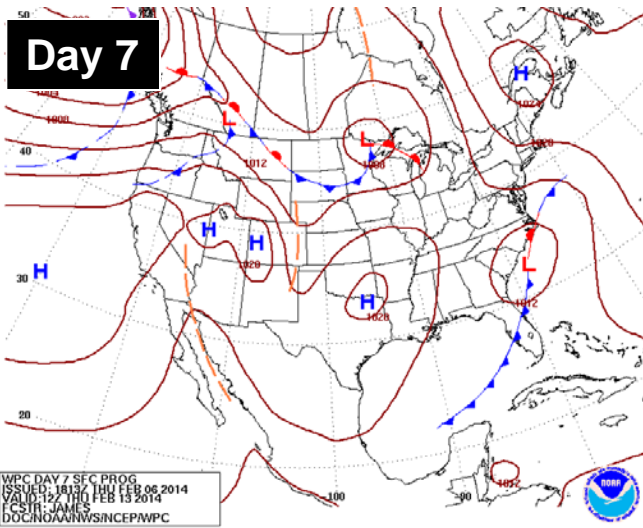
# Forecasts Increasingly Based on Multi-Model Ensembles

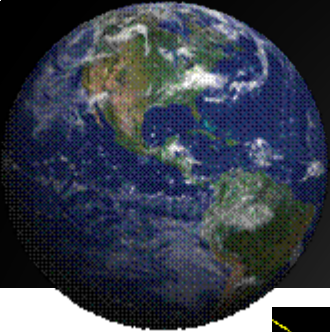




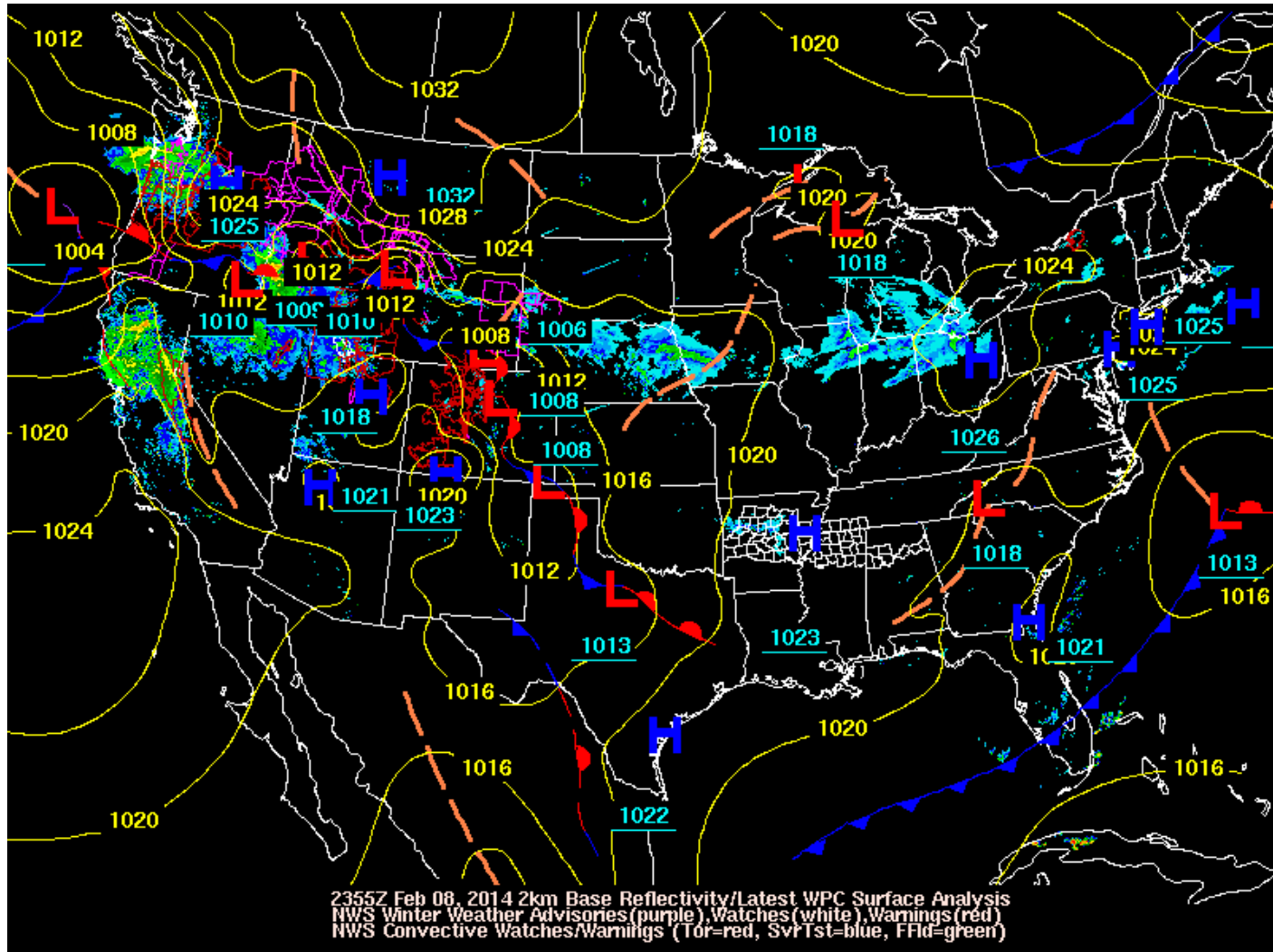
# WPC Forecasts for 13 Feb 2014

Issued Feb 6th – 12th





# NWS Watches/Warnings and Radar



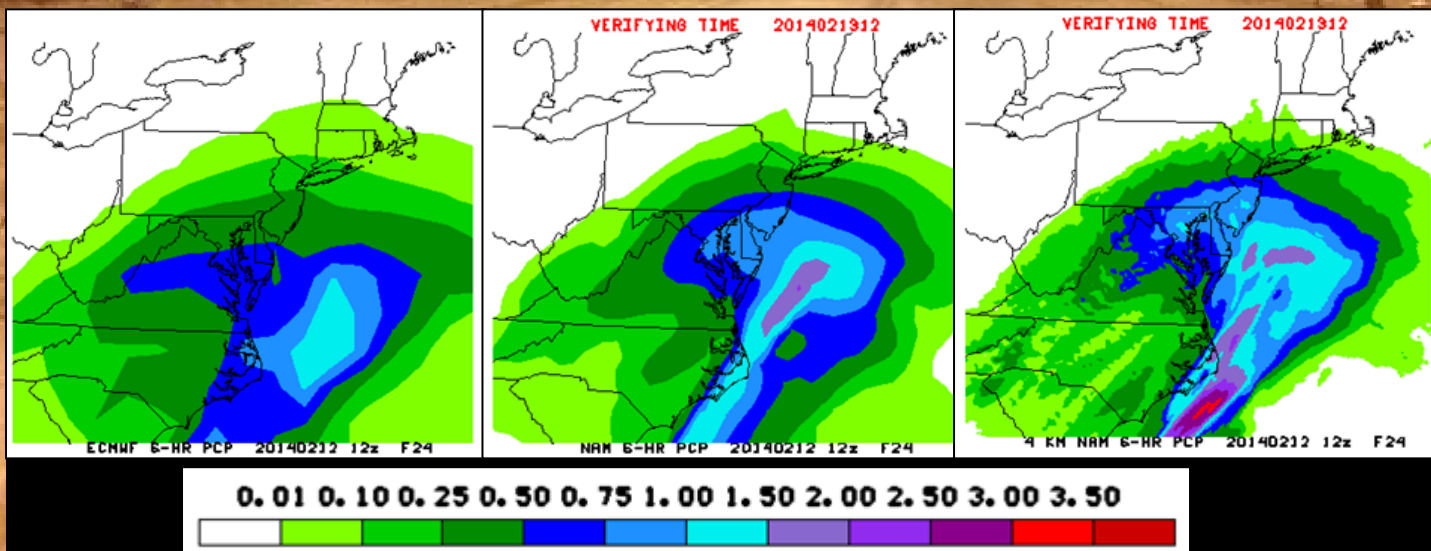


# 13 Feb 2014 DC Snowstorm

Overnight snowfall rates of 2-3 inches per hour

1-7 am liquid-equivalent totals

| DCA   | ECMWF | NAM   | NAMnest |
|-------|-------|-------|---------|
| 0.93" | 0.40" | 0.75" | 0.80"   |





# Communicating Impact (Aviation)

## 3 Days Before

### Aviation Winter Weather Dashboard

INFO

<< Previous SREF Run

1500 UTC Fri 14 Mar 2014  
Updated : 1921 UTC Fri 14 Mar 2014

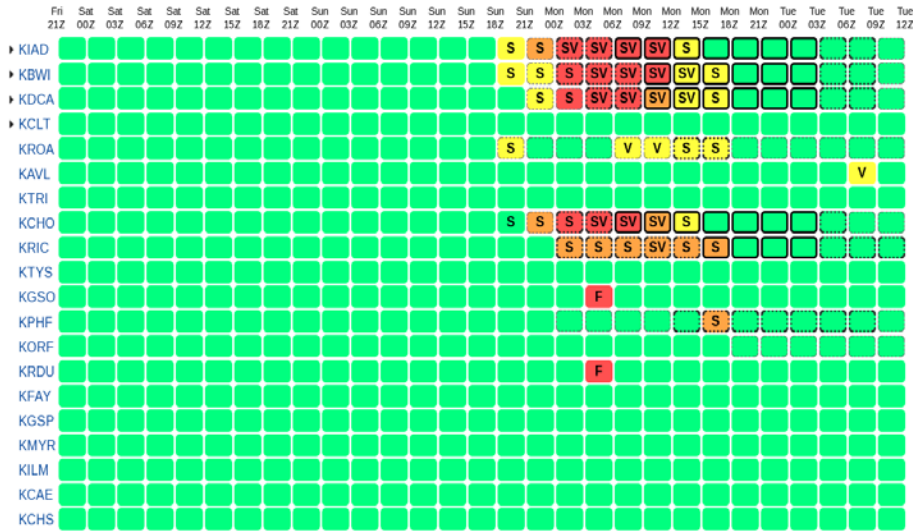
Viewing Old SREF Run ( [View Latest](#) )

2100 UTC Fri 14 Mar 2014  
Updated : 0117 UTC Sat 15 Mar 2014  
Current Time: 15:07:26 UTC Mon 17 Mar 2014

Next SREF Run >>

0300 UTC Sat 15 Mar 2014  
Updated : 0715 UTC Sat 15 Mar 2014

Auto Update:  ARTCC: **ALL** Region: **Mid Atlantic** Sort: **Climate** Impacts First:  Hide Nominal:  24h Snow:  Reset



Mouseover dashboard boxes above to display detailed impact information for the selected airport and time period. Click on the Airport Identifier to view SREF plume diagrams.

Impact Type: S : Snowfall F : Freezing Rain V : Visibility<sup>[1]</sup>

Impact Category: Nominal Slight Moderate High

24h Snowfall: Nominal Slight Moderate High

[1] Impacts due to visibility are only displayed when 2m temperature ≤ 28°F.

This dashboard provides a decision support tool to alert operational meteorologists and air traffic managers to potential winter weather impacts at major airports. It was developed at the [Aviation Weather Testbed](#), located at the [NOAA Aviation Weather Center](#).

View Archived SREF Run: 2100 UTC Fri 14 Mar 2014

## Criteria for DCA

| Event       | Slight<br>Prob >40% | Modt<br>Prob >40% | High<br>Prob > 40% |
|-------------|---------------------|-------------------|--------------------|
| 3-h Snow    | > 0.2"              | > 0.75"           | > 1.5"             |
| 24-h Snow   | > 1"                | > 2"              | >6"                |
| 3-h Fz Rain |                     | > 0.01"           | > 0.05"            |
| Visibility  | < 3 mi              | < 1 mi            | < ½ mi             |





# Communicating Impact (Aviation)

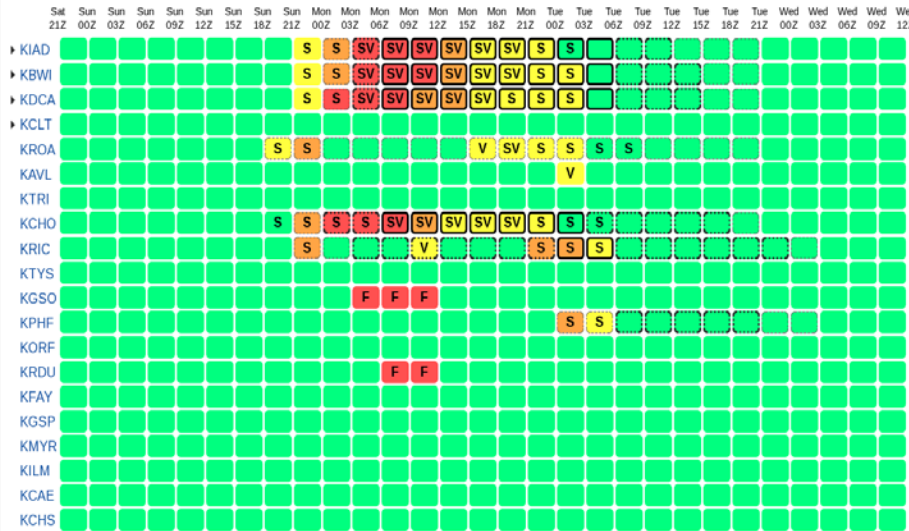
## 2 Days Before

### Aviation Winter Weather Dashboard

INFO

[<< Previous SREF Run](#)      Viewing Old SREF Run ( [View Latest](#) )      [Next SREF Run >>](#)  
 1500 UTC Sat 15 Mar 2014      2100 UTC Sat 15 Mar 2014      0300 UTC Sun 16 Mar 2014  
 Updated : 1914 UTC Sat 15 Mar 2014      Updated : 0114 UTC Sun 16 Mar 2014      Updated : 0734 UTC Sun 16 Mar 2014  
 Current Time: 15:06:09 UTC Mon 17 Mar 2014

Auto Update:  ARTCC: **ALL** Region: **Mid Atlantic** Sort: **Climate** Impacts First:  Hide Nominal:  24h Snow:  **Reset**



Mouseover dashboard boxes above to display detailed impact information for the selected airport and time period.  
 Click on the Airport Identifier to view SREF plume diagrams.

Impact Type: S : Snowfall      F : Freezing Rain      V : Visibility<sup>[1]</sup>  
 Impact Category: Nominal Slight Moderate High  
 24h Snowfall: Nominal Slight Moderate High

[1] Impacts due to visibility are only displayed when 2m temperature ≤ 28°F.

This dashboard provides a decision support tool to alert operational meteorologists and air traffic managers to potential winter weather impacts at major airports.  
 It was developed at the Aviation Weather Testbed, located at the NOAA Aviation Weather Center.

View Archived SREF Run: 2100 UTC Sat 15 Mar 2014

### Criteria for DCA

| Event       | Slight<br>Prob >40% | Modt<br>Prob >40% | High<br>Prob > 40% |
|-------------|---------------------|-------------------|--------------------|
| 3-h Snow    | > 0.2"              | > 0.75"           | > 1.5"             |
| 24-h Snow   | > 1"                | > 2"              | >6"                |
| 3-h Fz Rain |                     | > 0.01"           | > 0.05"            |
| Visibility  | < 3 mi              | < 1 mi            | < ½ mi             |





# Communicating Impact (Aviation)

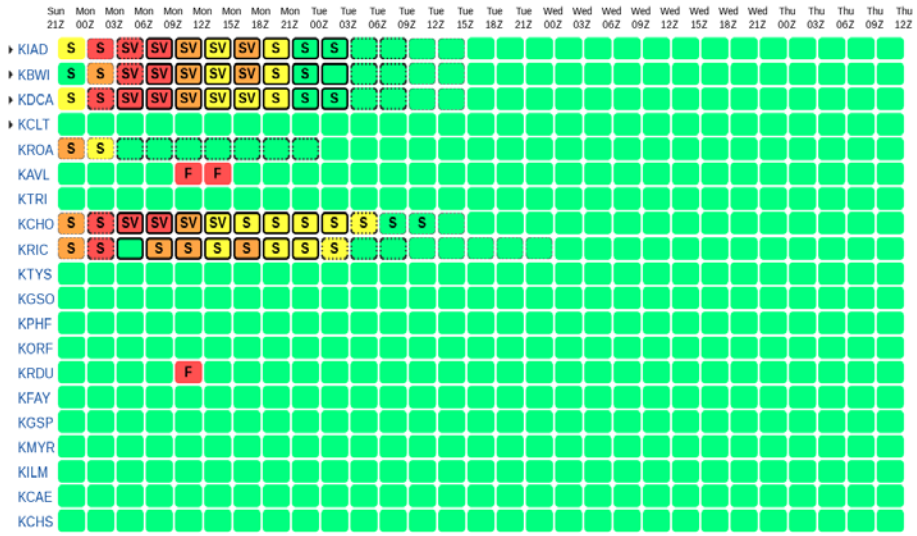
## 1 Day Before

### Aviation Winter Weather Dashboard

INFO

[<< Previous SREF Run](#)     
 Viewing Old SREF Run ( [View Latest](#) )     
 [Next SREF Run >>](#)  
 1500 UTC Sun 16 Mar 2014     
 2100 UTC Sun 16 Mar 2014     
 0300 UTC Mon 17 Mar 2014  
 Updated : 2151 UTC Sun 16 Mar 2014     
 Updated : 0115 UTC Mon 17 Mar 2014     
 Updated : 0712 UTC Mon 17 Mar 2014  
 Current Time: 15:05:08 UTC Mon 17 Mar 2014

Auto Update:  ARTCC: ALL   
 Region: Mid Atlantic   
 Sort: Climate   
 Impacts First:  Hide Nominal:  24h Snow:  Reset



Mouseover dashboard boxes above to display detailed impact information for the selected airport and time period.  
 Click on the Airport Identifier to view SREF plume diagrams.

Impact Type: S : Snowfall    F : Freezing Rain    V : Visibility<sup>[1]</sup>  
 Impact Category: Nominal   
 Slight   
 Moderate   
 High  
 24h Snowfall: Nominal   
 Slight   
 Moderate   
 High

[1] Impacts due to visibility are only displayed when 2m temperature ≤ 28°F.

This dashboard provides a decision support tool to alert operational meteorologists and air traffic managers to potential winter weather impacts at major airports.  
 It was developed at the Aviation Weather Testbed, located at the NOAA Aviation Weather Center.

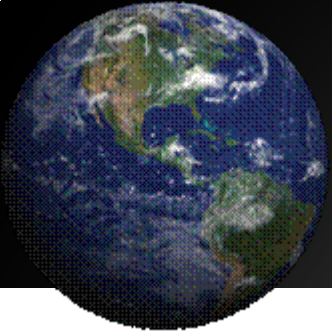
View Archived SREF Run: 2100 UTC Sun 16 Mar 2014

### Criteria for DCA

| Event       | Slight<br>Prob >40% | Modt<br>Prob >40% | High<br>Prob > 40% |
|-------------|---------------------|-------------------|--------------------|
| 3-h Snow    | > 0.2"              | > 0.75"           | > 1.5"             |
| 24-h Snow   | > 1"                | > 2"              | >6"                |
| 3-h Fz Rain |                     | > 0.01"           | > 0.05"            |
| Visibility  | < 3 mi              | < 1 mi            | < ½ mi             |

**1/3 of flights  
canceled at DCA**

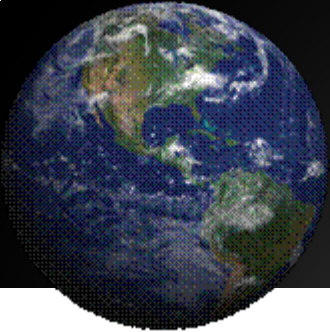




# Summary

- Presidents Day Cyclone represented a turning point for the research and operational communities
- Research:
  - Focus on a case study/use of model data to conduct synoptic diagnostic studies
  - Launched the Cyclone Workshop, bringing the top people/experts together annually
  - The drive to improve the operational models raised interest in R2O
  - Visualization opens the eyes
  - Cyclogenesis/snowstorms are fundamentally a mesoscale problem marked by synoptic scale lore
- Operations:
  - Operational models clearly became a focus of the research community
  - Increased interest in running real-time mesoscale/limited-area models at research institutions
  - Today's research and operational model suites owe their existence to the reaction to the Presidents Day Storm





# Things to Toss: Presidents' Day

WP OPINIONS

Trending Topics [Calif. shooting rampage](#) [Ukraine](#) [Colo. mudslide](#) [Herb Jeffries](#) [Mad Men' finale](#)

Outlook's Sixth Annual Spring Cleaning

## TEN THINGS TO T~~OS~~SS

With spring weather finally here to stay, Outlook asked 10 writers to nominate something — an idea, a tradition, a technology, a hashtag, anything — we're better off without. Here are their picks.

### Presidents' Day

By Ramesh Ponnuru

Presidents' Day is more than a little bizarre. Why would a country founded on the rejection of monarchy devote a day to the celebration of the office of the presidency and those who have occupied it?

The president was never meant to run the country. There's a reason he doesn't get pride of place in the Constitution: Article II deals with the presidency, right after Article I establishes Congress. Of course, we have expanded presidential authority pretty far since the founding. As Gene Healy, author of *"The Cult of the Presidency,"* writes: "The modern president is America's shrink, a social worker, our very own national talk show host. He's also the Supreme Warlord of the Earth." Discarding Presidents' Day would not undo that deplorable trend, but at least we'd no longer be cheerleaders for it.

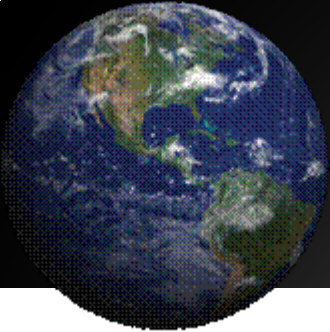
Getting rid of Presidents' Day would not be difficult. All we would have to do is start calling the third Monday of February by its proper name under federal law: *George Washington's Birthday*.\* The father of our country is worth a holiday, not least because he adopted the title "Mr. President" rather than "Your Majesty" or some other exalted term. Presidents' Day undercuts that republican modesty.

And making the shift would have one other advantage: eliminating a perennial punctuation problem. Where does that apostrophe go?



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