



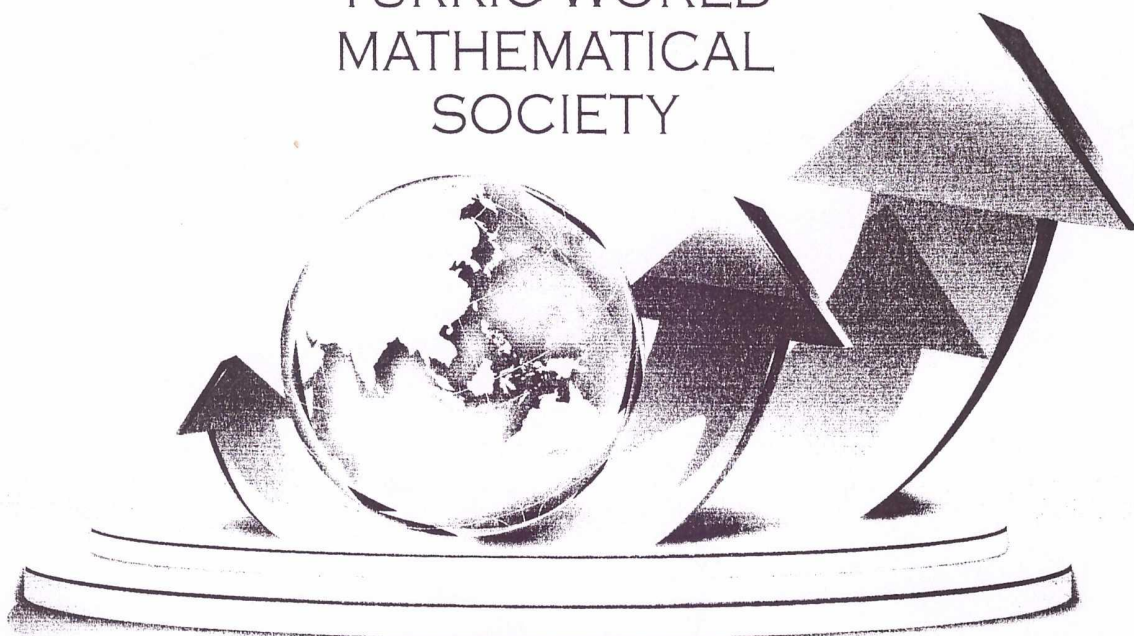
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BOOK OF ABSTRACTS



IV

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ALGORITHM FOR NUMERICAL REALIZATION OF THE "LOGARITHMIC" DIFFERENCE SCHEMES

N.M. Temirbekov, A.N. Temirbekov

Amanzholov East-Kazakhstan State University, Ust-Kamenogorsk, Kazakhstan

e-mail:nurik.tem@mail.ru

The most compact differential equations of gas dynamics appear in the Lagrangian mass variables (s, t) [1-2]:

$$\begin{cases} \frac{\partial}{\partial t_L} \left(\frac{1}{\rho} \right) = \frac{\partial u}{\partial s} \\ \frac{\partial u}{\partial t_L} + \frac{\partial p}{\partial s} = \frac{\partial}{\partial s} \left(\frac{\mu}{v} \cdot \frac{\partial u}{\partial s} \right) \\ \frac{\partial \varepsilon}{\partial t_L} = -p \frac{\partial u}{\partial s} \end{cases} \quad (1)$$

Algorithm for the numerical solution of equations of gas dynamics in Lagrange variables (1) using the "logarithmic" difference scheme is written as

First step:

$$U_{i+1/2} = \frac{u_{i+1}^n + u_i^n}{2} - (p_{i+1}^n + p_i^n) + \left[\mu_{i+3/2} \cdot \frac{\ln v_{i+1}^n - \ln v_{i+1}^{n-1}}{v_{i+1}^n - v_{i+1}^{n-1}} \cdot (u_{i+1}^n - u_i^n) - \mu_{i+1/2} \cdot \frac{\ln v_i^n - \ln v_i^{n-1}}{v_i^n - v_i^{n-1}} \cdot (u_i^n - u_{i-1}^n) \right], \quad (2)$$

$$P_{i+1/2} = \frac{p_{i+1}^n + p_i^n}{2} - (\gamma - 1) \cdot \varepsilon^n \cdot (\rho^2)^n (u_{i+1}^n - u_i^n). \quad (3)$$

Second stage:

$$\frac{v_i^{n+1} - v_i^n}{\tau} - \frac{1}{h} \cdot (U_{i+1/2} - U_{i-1/2}) = 0, \quad \frac{u_i^{n+1} - u_i^n}{\tau} + \frac{1}{h} \cdot (P_{i+1/2} - P_{i-1/2}) = 0, \quad (4)$$

$$\frac{e_i^{n+1} - e_i^n}{\tau} + \frac{1}{h} \cdot (P_{i+1/2} \cdot U_{i+1/2} - P_{i-1/2} \cdot U_{i-1/2}) = 0, \quad p_i^{n+1} = (\gamma - 1) \cdot \left(e_i^{n+1} - \frac{(u^2)_i^{n+1}}{2 \cdot v_i^{n+1}} \right). \quad (5)$$

Calculations were performed up to time, in the field $(-1 \leq x \leq 1)$ has a flat layer of a viscous gas. To the left of break point $x = 0$, the state of the gas as follows: $\rho = 1$, $p = 1$, and right $-\rho = 0$, 125 , $p = 0$, 1 . The initial condition for velocity is given as $u = (1 - x)/31$.

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DETERMINATION OF GROSS EMISSIONS ON THE ENVIRONMENT CITY ALMATY

A.N. Temirbekov

Amanzholov East-Kazakhstan State University, East-Kazakhstan
e-mail: almas.temirbekov@yandex.kz

In this paper, we estimate the amount of energy and ecological resources of the territory of Almaty. It is assumed that the vehicle fleet, is uniformly distributed over the road network. Motorization is a progressive phenomenon and brings enormous benefit to society. However, along with motorization is accompanied by a number of negative phenomena causing substantial damage to society and nature, which may manifest itself as directly and as wasting resources. Auto-road complex is one of environmental pollutants and makes it unfavorable changes.

To get started on a city map was overlaid uniform grid and road network in the city of Almaty. By this method was designed procedure of transport.

Motorization is a progressive phenomenon and brings enormous benefit with many of the benefits of motorization is accompanied by a number of negative phenomena causing substantial damage to society and nature, which may manifest itself as directly and as wasting resources. Auto-road complex is one of environmental pollutants and makes it unfavorable changes.

Currently, all the more urgent becomes the problem of reducing the amount of gases, especially when driving in urban areas of complicated high-speed road network with different modes of engine [2]. To begin with, we impose a uniform grid on the cellular functions of the road network in Almaty, obtained in the city of Moscow [3]. This algorithm was applied to the city of Almaty with increments of 2 km (Figure 1). Applying the algorithm for cellular functions of the road network in the bands.

In Almaty, there are three categories of roads: Three Way in one direction, two Way in the same direction (str Dzhandosov Str. Timiryazev str. etc.)

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