

The End of Accretion: the Case of a Very Slowly Accreting T Tauri Star CVSO 1335

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Last Stages of Accretion

Magnetospheric Accretion¹ is the accepted view of accretion in low-mass, premain sequence stars (T Tauri Stars; TTS). Under this paradigm, the stellar magnetic field truncates the inner region of the surrounding protoplanetary disk at a few stellar radii and material flows onto the star along the field lines. Although this main concept has been accepted, it is still unclear how accretion proceeds at a very low accretion rate, or how accretion stops. Here we report observations of a low accretor at a critical age of disk evolution and interpret them with self-consistent accretion shock and magnetospheric accretion models.

Target and Observations

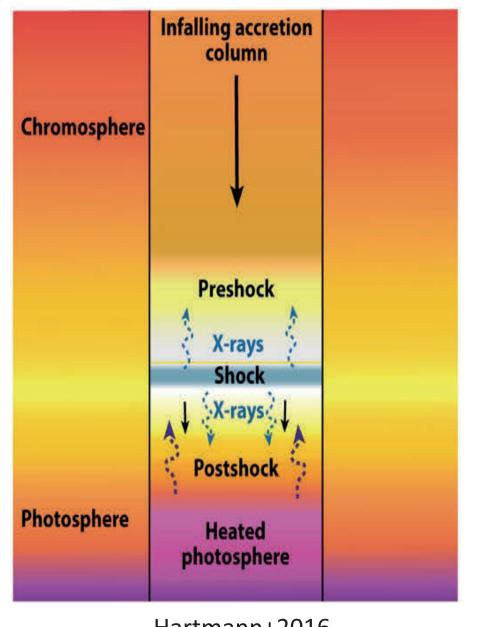
CVSO 1335 is an accreting (Classical) TTS in the Orion OB1b sub-association², with an age of 5 NGC 2264 Myr, the critical age at which more than 80% of stars in a population have stopped accreting³. The star is a K5 star



(accretion shock emission) and $H\alpha$ (magnetospheric flow emission). The 1" slit was used for all epochs, giving a resolution of R~4100 (~75 km/s).

Accretion Shock Model

We use an accretion shock model⁴ to place an upper limit on the mass accretion rate. Since young stars have active chromospheres, we use a non-accreting TTS as a template of the star's intrinsic emission⁵. The excess over the template is from the accretion



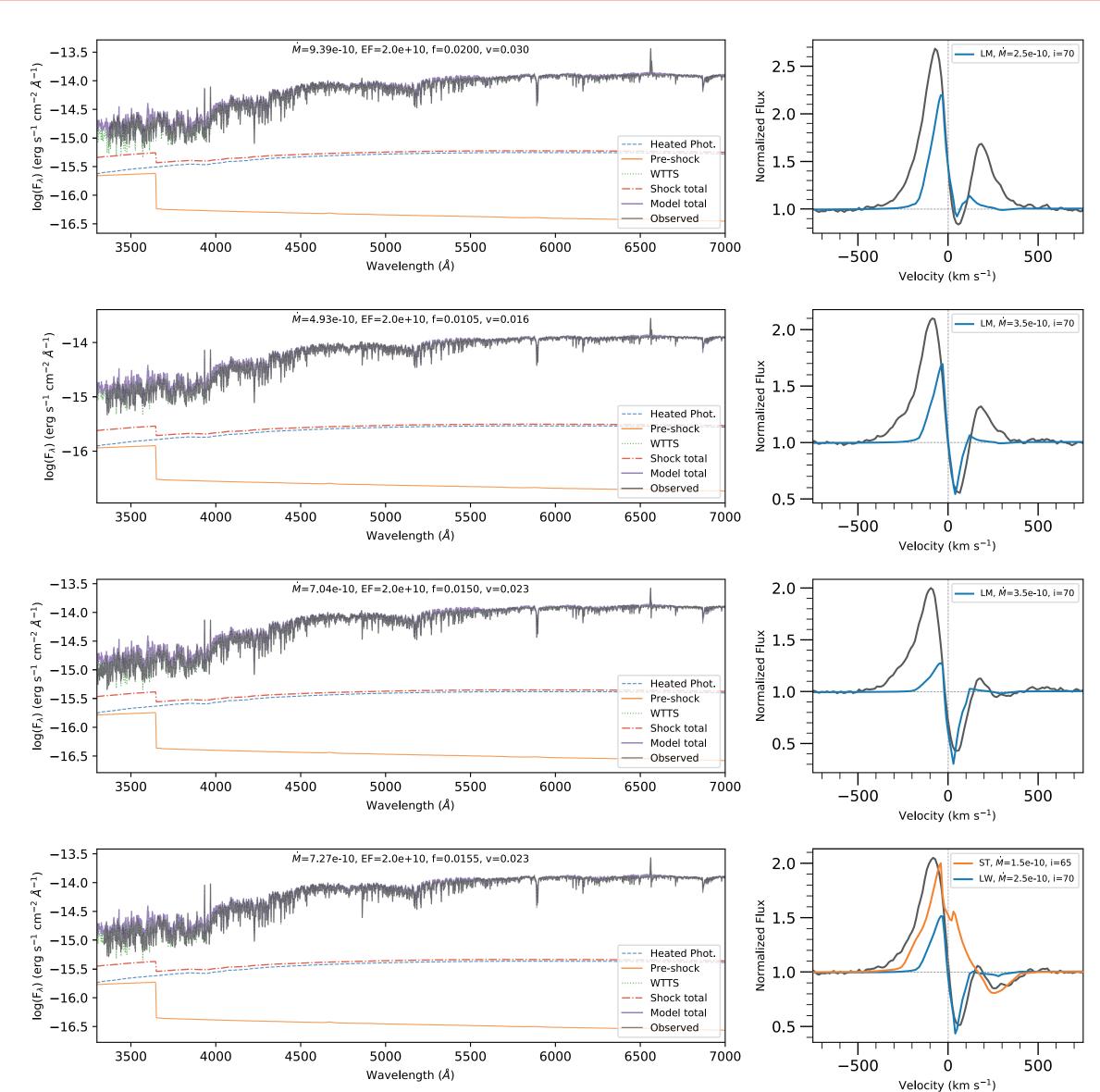
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column, specifically the pre-shock and the heated photosphere at the base of the column.

Magnetospheric Accretion Model

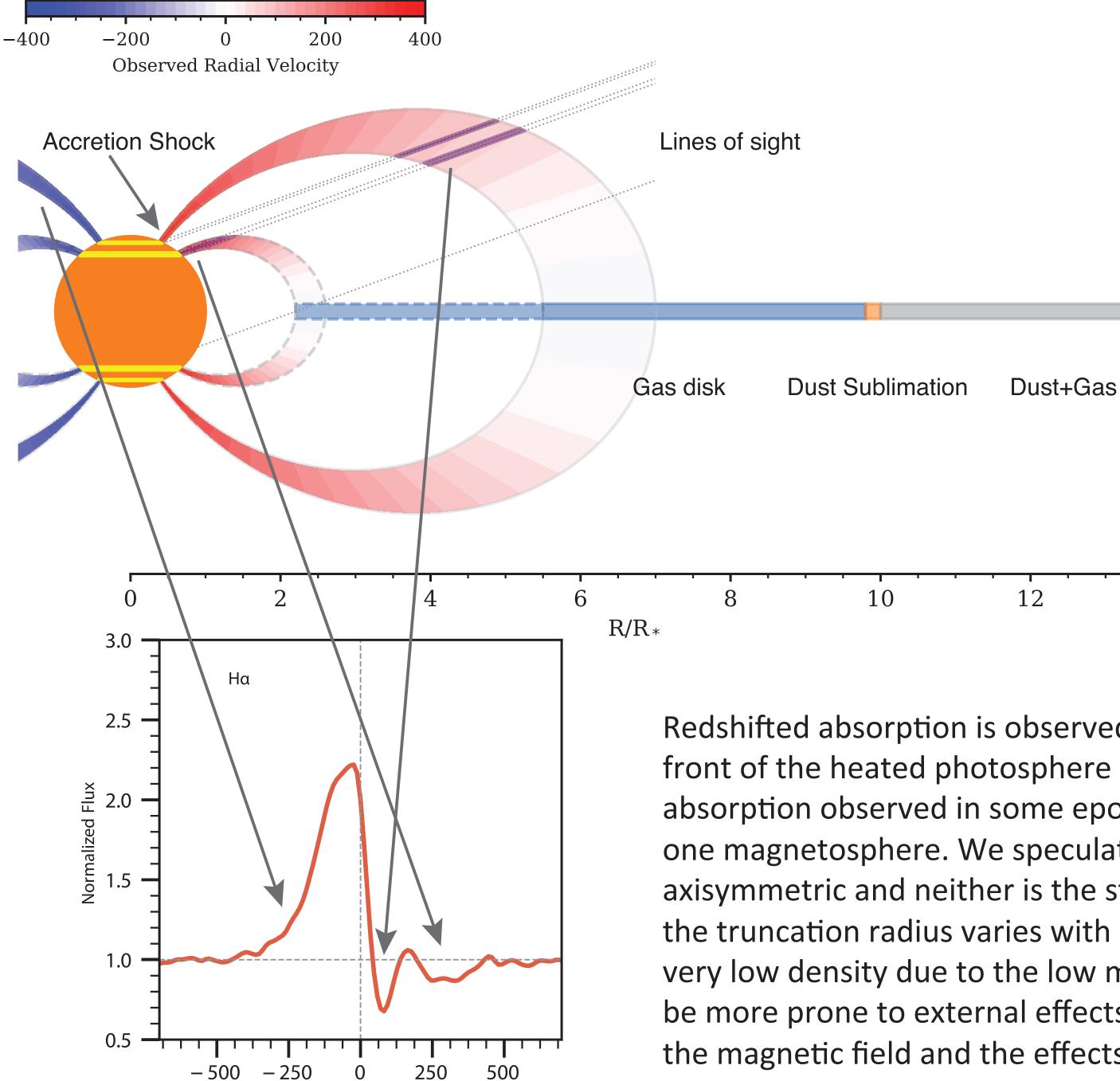
To estimate the geometry of the accretion flows, we modeled the line profile of $H\alpha$ using a magnetospheric accretion model^{6,7}. The model assumes a coaxial axisymmetric magnetosphere. The density is calculated by assuming steady flow, and the temperature goes as T α 1/(n_H²r³). The model uses the extended Sobolev approximation with a 16-level H atom. The flux is calculated using the ray-by-ray method.

Modeling Accretion Shock and Magnetosphere



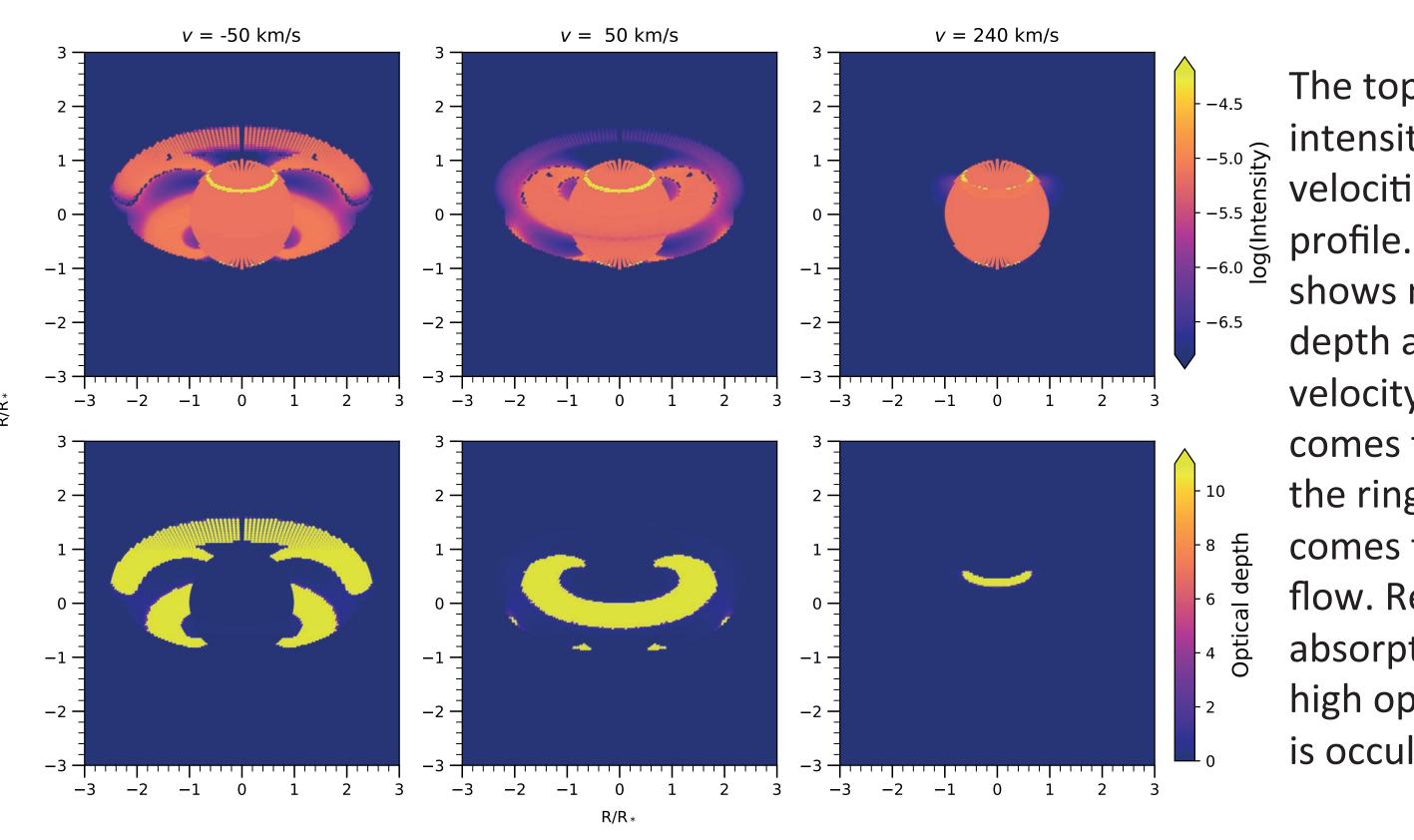
For each epoch, we modeled the Balmer jump using the accretion shock model with a non-accreting TTS and the shock with parameters shown in the figure (left). The corresponding $H\alpha$ profile is shown on the right. We see large variability in the red wing of the line, especially in the redshifted absorption at high velocity. We modeled the profiles using the magnetospheric accretion model with parameters consistent with the shock model.

Geometry of the Magnetospheric Accretion Model



Redshifted absorption is observed when the material is in front of the heated photosphere (hot ring). Double redshifted absorption observed in some epochs cannot be modeled with one magnetosphere. We speculate that the disk is not axisymmetric and neither is the stellar magnetic field, so that the truncation radius varies with longitude. The disk has a very low density due to the low mass accretion rate, and may be more prone to external effects such as the asymmetry of the magnetic field and the effects of forming planets.

Where does the emission come from?



The top row shows Intensity maps at different velocities along the Hα line profile. The bottom row shows maps of optical depth at the same velocity. The continuum comes from the star and the ring; line emission comes from the accretion flow. Redshifted absorption occurs when high optical depth material is occulting the ring.

Conclusions

- The accretion rate of CVSO 1335 may vary slightly (< 3x) on a daily timescale, as evidenced by the upper limit from the shock models and the variability of $H\alpha$ profiles.
- Redshifted absorption at low velocity requires a large and thin magnetosphere, whereas absorption at high velocity requires a smaller magnetosphere.
- Observations of high and low velocity redshifted absorptions suggest a complex accretion geometry that may be more conspicuous at lower mass accretion rate.
- Larger changes in the high velocity component suggests higher variability in the "inner" magnetospheric flow.

References

Velocity (km/s)