



Longitudinal Double-Spin Asymmetries for Forward Di-jet Production in Polarized pp Collisions at $\sqrt{s} = 200$ GeV

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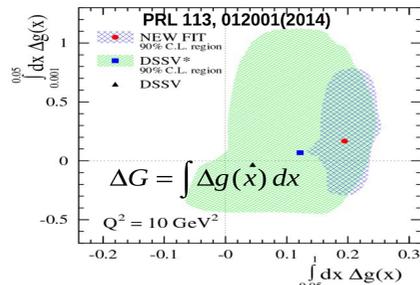
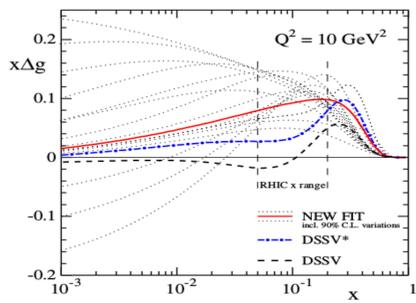
STAR

Motivation: Constraining ΔG

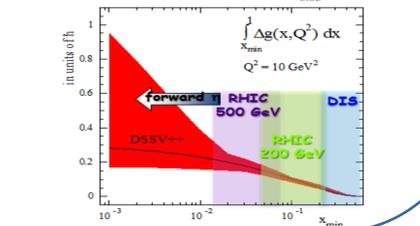
$$S = \frac{1}{2} = \frac{1}{2} \Delta\Sigma + \Delta G + L$$

- RHIC data have been added to the DSSV global analysis. Including the STAR 2009 inclusive jet results show, for the first time, a non-zero gluon polarization in our region of sensitivity

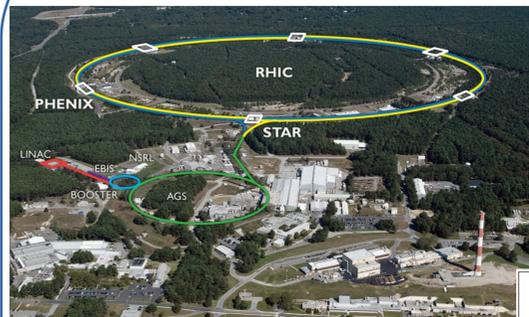
Deep inelastic scattering measurements have found that the spin of the quarks ($\Delta\Sigma$) account for ~30% of the total spin of the proton, the rest must come from gluon spin (ΔG) or orbital angular momentum (L) of the partons



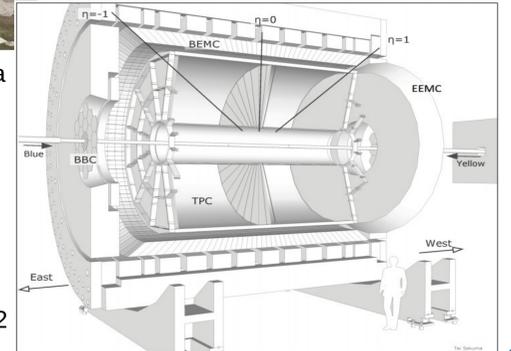
- The low x behavior and shape of $\Delta g(x)$ are still poorly constrained. Recent data will extend our reach in x using forward pion and jet results, and also using higher collision energies.



The Relativistic Heavy Ion Collider and STAR Detector

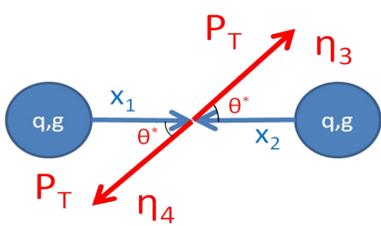


- The Relativistic Heavy Ion Collider (RHIC) is located at Brookhaven National Laboratory on Long Island
- Has the capability to accelerate many particle species to a wide range of energies
- World's first and only accelerator capable of colliding polarized protons



- The Solenoidal Tracker at RHIC (STAR) is a large solid angle detector with charged particle tracking and electromagnetic calorimetry
- Tracking is accomplished with a Time Projection Chamber (TPC)
- Electromagnetic calorimetry provided by BEMC & EEMC and extends from $-1 < \eta < 2$

Di-jet Kinematics



- Correlation measurements such as di-jets capture more information from the hard scattering - di-jet may place better constraints on the functional form of $\Delta g(x, Q^2)$
- Forward rapidity jets arise from asymmetric partonic collisions and probe lower momentum gluons

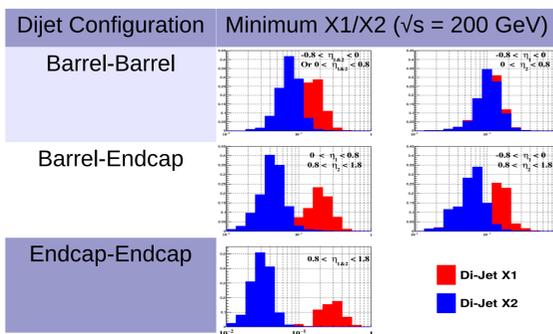
$$x_1 = \frac{1}{\sqrt{s}} (p_{T3} e^{\eta_3} + p_{T4} e^{\eta_4})$$

$$x_2 = \frac{1}{\sqrt{s}} (p_{T3} e^{-\eta_3} + p_{T4} e^{-\eta_4})$$

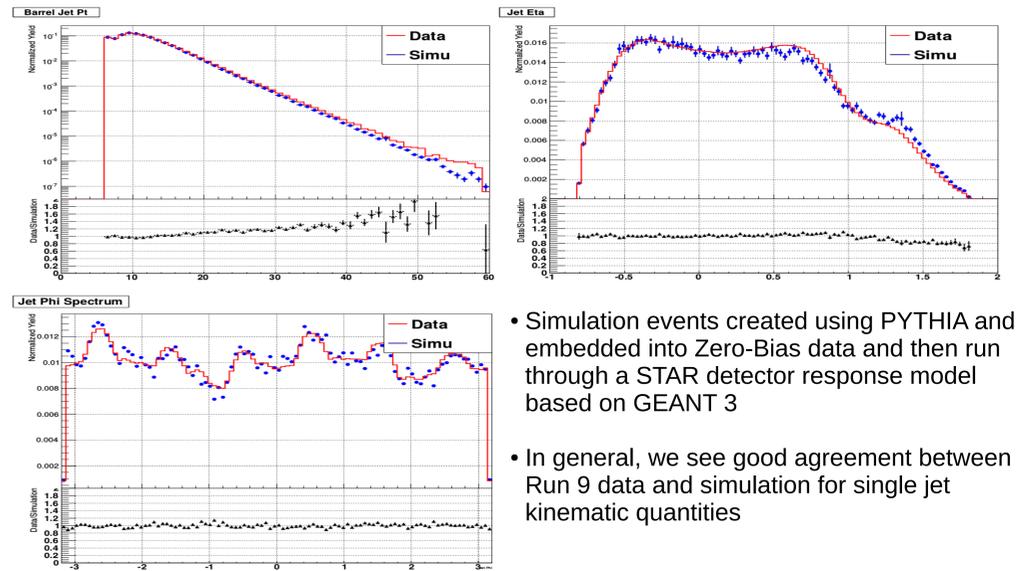
$$M = \sqrt{x_1 x_2 s}$$

$$\eta_3 + \eta_4 = \ln \frac{x_1}{x_2}$$

$$|\cos \theta^*| = \tanh \left| \frac{\eta_3 - \eta_4}{2} \right|$$

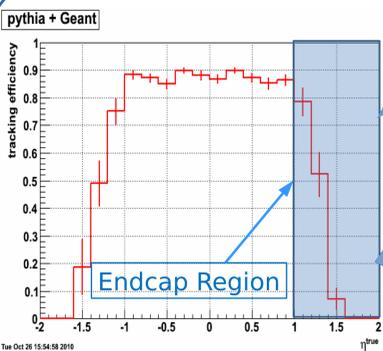


Data - Simulation Comparison

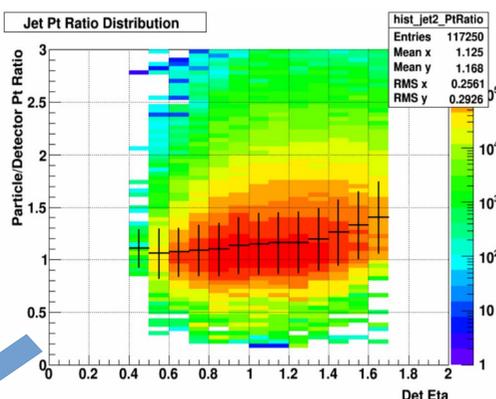


- Simulation events created using PYTHIA and embedded into Zero-Bias data and then run through a STAR detector response model based on GEANT 3
- In general, we see good agreement between Run 9 data and simulation for single jet kinematic quantities

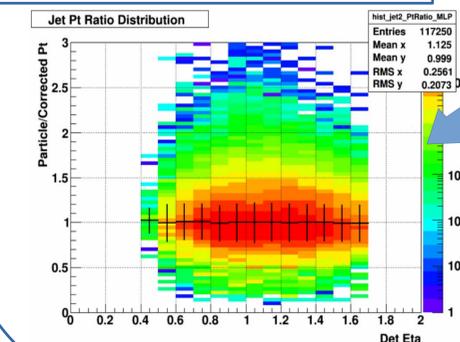
Challenges and Methods



- TPC efficiency decreases in forward region
- Fewer tracks means reconstructed jets will have lower P_T on average
- Inaccurate P_T reconstruction skews extraction of initial state parton momenta



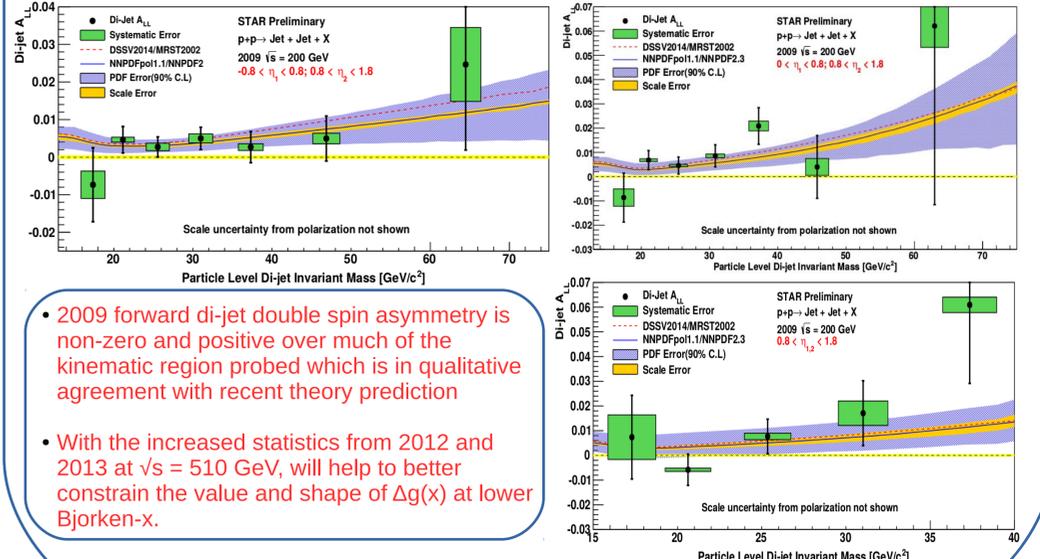
- Machine Learning: Multilayer Perceptron (MLP)**
- Variables:** Endcap jet detector level P_T , detector eta, neutral fraction; Barrel jet P_T
- Target:** particle level jet P_T



- Supervised machine learning regression algorithms** make use of training events, for which the desired output is known, to determine an approximation of the underlying functional behavior defining the target value
- Toolkit for Multivariate Analysis (TMVA) [arXiv:physics/0703039]

Di-Jet Asymmetry: Results and Conclusion

- Barrel and Endcap jets are separately corrected in P_T and mass using similar methods
- Di-Jet invariant masses are calculated using the shifted jet transverse momentum and mass from machine learning
- Underlying events are studied in simulation and in data, and are included in the total systematic error



- 2009 forward di-jet double spin asymmetry is non-zero and positive over much of the kinematic region probed which is in qualitative agreement with recent theory prediction**
- With the increased statistics from 2012 and 2013 at $\sqrt{s} = 510$ GeV, will help to better constrain the value and shape of $\Delta g(x)$ at lower Bjorken-x.