CHAPTER 6

Force and Motion–II

6-1 FRICTION

Learning Objectives

After reading this module, you should be able to . . .

6.01 Distinguish between friction in a static situation and a kinetic situation.

6.02 Determine direction and magnitude of a frictional force.

6.03 For objects on horizontal, vertical, or inclined planes in situations involving friction, draw free-body diagrams and apply Newton's second law.

Key Ideas

- When a force $\vec{F}$ tends to slide a body along a surface, a frictional force from the surface acts on the body. The frictional force is parallel to the surface and directed so as to oppose the sliding. It is due to bonding between the body and the surface.
  If the body does not slide, the frictional force is a static frictional force $\vec{f}_s$. If there is sliding, the frictional force is a kinetic frictional force $\vec{f}_k$.
- If a body does not move, the static frictional force $\vec{f}_s$ and the component of $\vec{F}$ parallel to the surface are equal in magnitude, and $\vec{f}_s$ is directed opposite that component. If the component increases, f_s also increases.
- The magnitude of $\vec{f}_s$ has a maximum value $\vec{f}_{s,\max}$ given by
  $$f_{s,\max} = \mu_s F_N,$$
  where μ_s is the coefficient of static friction and F_N is the magnitude of the normal force. If the component of $\vec{F}$ parallel to the surface exceeds $f_{s,\max}$, the body slides on the surface.
- If the body begins to slide on the surface, the magnitude of the frictional force rapidly decreases to a constant value f_k given by
  $$f_k = \mu_k F_N,$$
  where μ_k is the coefficient of kinetic friction.

What Is Physics?

In this chapter we focus on the physics of three common types of force: frictional force, drag force, and centripetal force. An engineer preparing a car for the Indianapolis 500 must consider all three types. Frictional forces acting on the tires are crucial to the car's acceleration out of the pit and out of a curve (if the car hits an oil slick, the friction is lost and so is the car). Drag forces acting on the car from the passing air must be minimized or else the car will consume too much fuel and have to pit too early (even one 14 s pit stop can cost a driver the race). Centripetal forces are crucial in the turns (if there is insufficient centripetal force, the car slides into the wall). We start our discussion with frictional forces.

Friction

Frictional forces are unavoidable in our daily lives. If we were not able to counteract them, they would stop every moving object and bring to a halt every rotating shaft. About 20% of the gasoline used in an automobile is needed to counteract friction in the engine and in the drive train. On the other hand, if friction were totally absent, we could not get an automobile to go anywhere, and we could not walk or ride a bicycle. We could not hold a pencil, and, if we could, it would not write. Nails and screws would be useless, woven cloth would fall apart, and knots would untie.

Three Experiments. Here we deal with the frictional forces that exist between dry solid surfaces, either stationary relative to each other or moving across each other at slow speeds. Consider three simple thought experiments:

1. Send a book sliding across a long horizontal counter. As expected, the book slows and then stops. This means the book must have an acceleration parallel to the counter surface, in the direction opposite the book's velocity. From Newton's second law, then, a force must act on the book parallel to the counter surface, in the direction opposite its velocity. That force is a frictional force.
2. Push horizontally on the book to make it travel at constant velocity along the counter. Can the force from you be the only horizontal force on the book? No, because then the book would accelerate. From Newton's second law, there must be a second force, directed opposite your force but with the same magnitude, so that the two forces balance. That second force is a frictional force, directed parallel to the counter.
3. Push horizontally on a heavy crate. The crate does not move. From Newton's second law, a second force must also be acting on the crate to counteract your force. Moreover, this second force must be directed opposite your force and have the same magnitude as your force, so that the two forces balance. That second force is a frictional force. Push even harder. The crate still does not move. Apparently the frictional force can change in magnitude so that the two forces still balance. Now push with all your strength. The crate begins to slide. Evidently, there is a maximum magnitude of the frictional force. When you exceed that maximum magnitude, the crate slides.

Two Types of Friction. Figure 6-1 shows a similar situation. In Fig. 6-1*a*, a block rests on a tabletop, with the gravitational force $\vec{F}_g$ balanced by a normal force $\vec{F}_N$. In Fig. 6-1*b*, you exert a force $\vec{F}$ on the block, attempting to pull it to the left. In response, a frictional force $\vec{f}_s$ is directed to the right, exactly balancing your force. The force $\vec{f}_s$ is called the **static frictional force.** The block does not move.

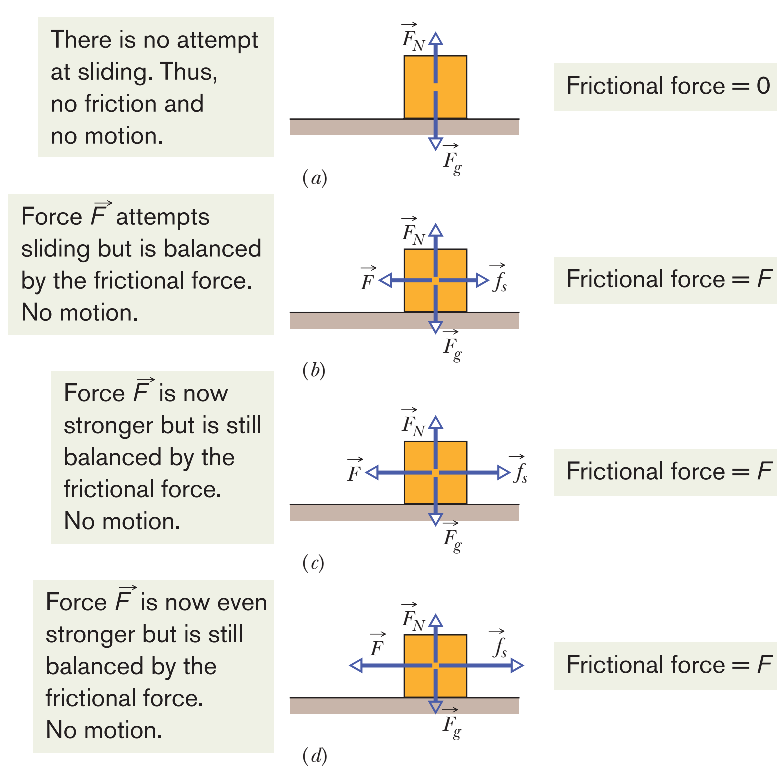


Figure 6-1 (*a*) The forces on a stationary block. (*b–d*) An external force $\vec{F}$, applied to the block, is balanced by a static frictional force $\vec{f}_s$. As F is increased, f_s also increases, until f_s reaches a certain maximum value. (*Figure continues*)

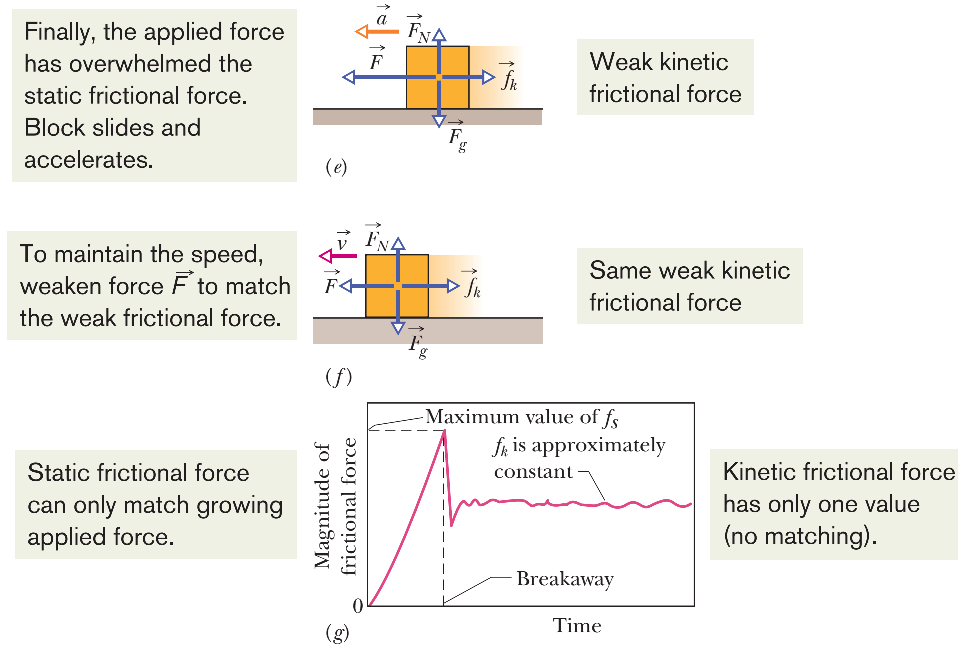


Figure 6-1 (*Continued*) (*e*) Once f_s reaches its maximum value, the block "breaks away," accelerating suddenly in the direction of $\vec{F}$. (*f*) If the block is now to move with constant velocity, F must be reduced from the maximum value it had just before the block broke away. (*g*) Some experimental results for the sequence (*a*) through (*f*). **In *WileyPLUS*, this figure is available as an animation with voiceover.**

Figures 6-1*c* and 6-1*d* show that as you increase the magnitude of your applied force, the magnitude of the static frictional force $\vec{f}_s$ also increases and the block remains at rest. When the applied force reaches a certain magnitude, however, the block "breaks away" from its intimate contact with the tabletop and accelerates leftward (Fig. 6-1*e*). The frictional force that then opposes the motion is called the **kinetic frictional force** $\vec{f}_k$.

Usually, the magnitude of the kinetic frictional force, which acts when there is motion, is less than the maximum magnitude of the static frictional force, which acts when there is no motion. Thus, if you wish the block to move across the surface with a constant speed, you must usually decrease the magnitude of the applied force once the block begins to move, as in Fig. 6-1*f*. As an example, Fig. 6-1*g* shows the results of an experiment in which the force on a block was slowly increased until breakaway occurred. Note the reduced force needed to keep the block moving at constant speed after breakaway.

Microscopic View. A frictional force is, in essence, the vector sum of many forces acting between the surface atoms of one body and those of another body. If two highly polished and carefully cleaned metal surfaces are brought together in a very good vacuum (to keep them clean), they cannot be made to slide over each other. Because the surfaces are so smooth, many atoms of one surface contact many atoms of the other surface, and the surfaces *cold-weld* together instantly, forming a single piece of metal. If a machinist's specially polished gage blocks are brought together in air, there is less atom-to-atom contact, but the blocks stick firmly to each other and can be separated only by means of a wrenching motion. Usually, however, this much atom-to-atom contact is not possible. Even a highly polished metal surface is far from being flat on the atomic scale. Moreover, the surfaces of everyday objects have layers of oxides and other contaminants that reduce cold-welding.

When two ordinary surfaces are placed together, only the high points touch each other. (It is like having the Alps of Switzerland turned over and placed down on the Alps of Austria.) The actual *microscopic* area of contact is much less than the apparent *macroscopic* contact area, perhaps by a factor of 10^4. Nonetheless, many contact points do cold-weld together. These welds produce static friction when an applied force attempts to slide the surfaces relative to each other.

If the applied force is great enough to pull one surface across the other, there is first a tearing of welds (at breakaway) and then a continuous re-forming and tearing of welds as movement occurs and chance contacts are made (Fig. 6-2). The kinetic frictional force $\vec{f}_k$ that opposes the motion is the vector sum of the forces at those many chance contacts.

If the two surfaces are pressed together harder, many more points cold-weld. Now getting the surfaces to slide relative to each other requires a greater applied force: The static frictional force $\vec{f}_s$ has a greater maximum value. Once the surfaces are sliding, there are many more points of momentary cold-welding, so the kinetic frictional force $\vec{f}_k$ also has a greater magnitude.

Often, the sliding motion of one surface over another is "jerky" because the two surfaces alternately stick together and then slip. Such repetitive *stick-and-slip* can produce squeaking or squealing, as when tires skid on dry pavement, fingernails scratch along a chalkboard, or a rusty hinge is opened. It can also produce beautiful and captivating sounds, as in music when a bow is drawn properly across a violin string.

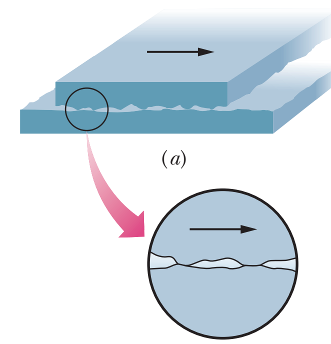


Figure 6-2 The mechanism of sliding friction. (*a*) The upper surface is sliding to the right over the lower surface in this enlarged view. (*b*) A detail, showing two spots where cold-welding has occurred. Force is required to break the welds and maintain the motion.

Properties of Friction

Experiment shows that when a dry and unlubricated body presses against a surface in the same condition and a force $\vec{F}$ attempts to slide the body along the surface, the resulting frictional force has three properties:

Property 1. If the body does not move, then the static frictional force $\vec{f}_s$ and the component of $\vec{F}$ that is parallel to the surface balance each other. They are equal in magnitude, and $\vec{f}_s$ is directed opposite that component of $\vec{F}$.

Property 2. The magnitude of $\vec{f}_s$ has a maximum value $f_{s,\max}$ that is given by

$$f_{s,\max} = \mu_s F_N, \tag{6-1}$$

where μ_s is the **coefficient of static friction** and F_N is the magnitude of the normal force on the body from the surface. If the magnitude of the component of $\vec{F}$ that is parallel to the surface exceeds $f_{s,\max}$, then the body begins to slide along the surface.

Property 3. If the body begins to slide along the surface, the magnitude of the frictional force rapidly decreases to a value f_k given by

$$f_k = \mu_k F_N, \tag{6-2}$$

where μ_k is the **coefficient of kinetic friction.** Thereafter, during the sliding, a kinetic frictional force $\vec{f}_k$ with magnitude given by Eq. 6-2 opposes the motion.

The magnitude F_N of the normal force appears in properties 2 and 3 as a measure of how firmly the body presses against the surface. If the body presses harder, then, by Newton's third law, F_N is greater. Properties 1 and 2 are worded in terms of a single applied force $\vec{F}$, but they also hold for the net force of several applied forces acting on the body. Equations 6-1 and 6-2 are *not* vector equations; the direction of $\vec{f}_s$ or $\vec{f}_k$ is always parallel to the surface and opposed to the attempted sliding, and the normal force $\vec{F}_N$ is perpendicular to the surface.

The coefficients μ_s and μ_k are dimensionless and must be determined experimentally. Their values depend on certain properties of both the body and the surface; hence, they are usually referred to with the preposition "between," as in "the value of μ_s *between* an egg and a Teflon-coated skillet is 0.04, but that *between* rock-climbing shoes and rock is as much as 1.2." We assume that the value of μ_k does not depend on the speed at which the body slides along the surface.

Checkpoint 1

A block lies on a floor. (a) What is the magnitude of the frictional force on it from the floor? (b) If a horizontal force of 5 N is now applied to the block, but the block does not move, what is the magnitude of the frictional force on it? (c) If the maximum value $f_{s,\max}$ of the static frictional force on the block is 10 N, will the block move if the magnitude of the horizontally applied force is 8 N? (d) If it is 12 N? (e) What is the magnitude of the frictional force in part (c)?

Sample Problem 6.01 Angled force applied to an initially stationary block

This sample problem involves a tilted applied force, which requires that we work with components to find a frictional force. The main challenge is to sort out all the components. Figure 6-3*a* shows a force of magnitude F = 12.0 N applied to an 8.00 kg block at a downward angle of $\theta = 30.0°$. The coefficient of static friction between block and floor is $\mu_s = 0.700$; the coefficient of kinetic friction is $\mu_k = 0.400$. Does the block begin to slide or does it remain stationary? What is the magnitude of the frictional force on the block?

KEY IDEAS

(1) When the object is stationary on a surface, the static frictional force balances the force component that is attempting to slide the object along the surface. (2) The maximum possible magnitude of that force is given by Eq. 6-1 ($f_{s,\max} = \mu_s F_N$). (3) If the component of the applied force along the surface exceeds this limit on the static friction, the block begins to slide. (4) If the object slides, the kinetic frictional force is given by Eq. 6-2 ($f_k = \mu_k F_N$).

Calculations: To see if the block slides (and thus to calculate the magnitude of the frictional force), we must compare the applied force component F_x with the maximum magnitude $f_{s,\max}$ that the static friction can have. From the triangle of components and full force shown in Fig. 6-3*b*, we see that

$$F_x = F\cos\theta = (12.0\text{ N})\cos 30° = 10.39\text{ N}. \tag{6-3}$$

From Eq. 6-1, we know that $f_{s,\max} = \mu_s F_N$, but we need the magnitude F_N of the normal force to evaluate $f_{s,\max}$. Because the normal force is vertical, we need to write Newton's second law ($F_{\text{net},y} = ma_y$) for the vertical force components acting on the block, as displayed in Fig. 6-3*c*. The gravitational force with magnitude mg acts downward. The applied force has a downward component $F_y = F\sin\theta$. And the vertical acceleration a_y is just zero. Thus, we can write Newton's second law as

$$F_N - mg - F\sin\theta = m(0), \tag{6-4}$$

which gives us

$$F_N = mg + F\sin\theta. \tag{6-5}$$

Now we can evaluate $f_{s,\max} = \mu_s F_N$:

$$\begin{aligned} f_{s,\max} &= \mu_s(mg + F\sin\theta) \\ &= (0.700)((8.00\text{ kg})(9.8\text{ m/s}^2) + (12.0\text{ N})(\sin 30°)) \\ &= 59.08\text{ N}. \end{aligned} \tag{6-6}$$

Because the magnitude F_x (= 10.39 N) of the force component attempting to slide the block is less than $f_{s,\max}$ (= 59.08 N), the block remains stationary. That means that the magnitude f_s of the frictional force *matches* F_x. From Fig. 6-3*d*, we can write Newton's second law for x components as

$$F_x - f_s = m(0), \tag{6-7}$$

and thus

$$f_s = F_x = 10.39\text{ N} \approx 10.4\text{ N}. \quad \text{(Answer)}$$

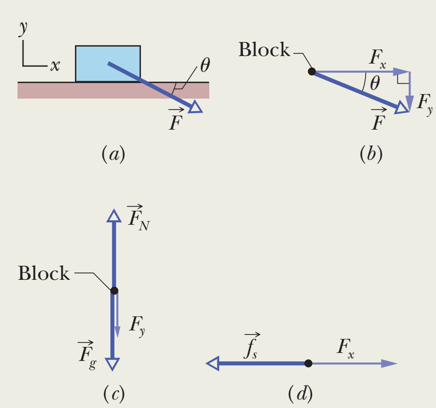


Figure 6-3 (*a*) A force is applied to an initially stationary block. (*b*) The components of the applied force. (*c*) The vertical force components. (*d*) The horizontal force components.

Sample Problem 6.02 Sliding to a stop on icy roads, horizontal and inclined

Some of the funniest videos on the web involve motorists sliding uncontrollably on icy roads. Here let's compare the typical stopping distances for a car sliding to a stop from an initial speed of 10.0 m/s on a dry horizontal road, an icy horizontal road, and (everyone's favorite) an icy hill.

(a) How far does the car take to slide to a stop on a horizontal road (Fig. 6-4*a*) if the coefficient of kinetic friction is $\mu_k = 0.60$, which is typical of regular tires on dry pavement? Let's neglect any effect of the air on the car, assume that the wheels lock up and the tires slide, and extend an x axis in the car's direction of motion.

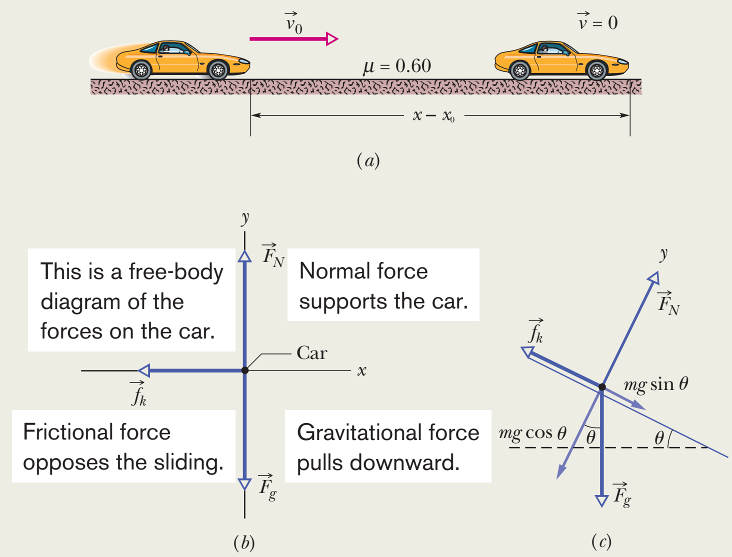


Figure 6-4 (*a*) A car sliding to the right and finally stopping. A free-body diagram for the car on (*b*) the same horizontal road and (*c*) a hill.

KEY IDEAS

(1) The car accelerates (its speed decreases) because a horizontal frictional force acts against the motion, in the negative direction of the x axis. (2) The frictional force is a kinetic frictional force with a magnitude given by Eq. 6-2 ($f_k = \mu_k F_N$), in which F_N is the magnitude of the normal force on the car from the road. (3) We can relate the frictional force to the resulting acceleration by writing Newton's second law ($F_{\text{net},x} = ma_x$) for motion along the road.

Calculations: Figure 6-4*b* shows the free-body diagram for the car. The normal force is upward, the gravitational force is downward, and the frictional force is horizontal. Because the frictional force is the only force with an x component, Newton's second law written for motion along the x axis becomes

$$-f_k = ma_x. \tag{6-8}$$

Substituting $f_k = \mu_k F_N$ gives us

$$-\mu_k F_N = ma_x. \tag{6-9}$$

From Fig. 6-4*b* we see that the upward normal force balances the downward gravitational force, so in Eq. 6-9 let's replace magnitude F_N with magnitude mg. Then we can cancel m (the stopping distance is thus independent of the car's mass—the car can be heavy or light, it does not matter). Solving for a_x we find

$$a_x = -\mu_k g. \tag{6-10}$$

Because this acceleration is constant, we can use the constant-acceleration equations of Table 2-1. The easiest choice for finding the sliding distance $x - x_0$ is Eq. 2-16 ($v^2 = v_0^2 + 2a(x - x_0)$), which gives us

$$x - x_0 = \frac{v^2 - v_0^2}{2a_x}. \tag{6-11}$$

Substituting from Eq. 6-10, we then have

$$x - x_0 = \frac{v^2 - v_0^2}{-2\mu_k g}. \tag{6-12}$$

Inserting the initial speed $v_0 = 10.0$ m/s, the final speed $v = 0$, and the coefficient of kinetic friction $\mu_k = 0.60$, we find that the car's stopping distance is

$$x - x_0 = 8.50 \text{ m} \approx 8.5 \text{ m}. \qquad \text{(Answer)}$$

(b) What is the stopping distance if the road is covered with ice with $\mu_k = 0.10$?

Calculation: Our solution is perfectly fine through Eq. 6-12 but now we substitute this new μ_k, finding

$$x - x_0 = 51 \text{ m}. \qquad \text{(Answer)}$$

Thus, a much longer clear path would be needed to avoid the car hitting something along the way.

(c) Now let's have the car sliding down an icy hill with an inclination of $\theta = 5.00°$ (a mild incline, nothing like the hills of San Francisco). The free-body diagram shown in Fig. 6-4*c* is like the ramp in Sample Problem 5.04 except, to be consistent with Fig. 6-4*b*, the positive direction of the x axis is *down* the ramp. What now is the stopping distance?

Calculations: Switching from Fig. 6-4*b* to *c* involves two major changes. (1) Now a component of the gravitational force is along the tilted x axis, pulling the car down the hill. From Sample Problem 5.04 and Fig. 5-15, that down-the-hill component is $mg \sin\theta$, which is in the positive direction of the x axis in Fig. 6-4*c*. (2) The normal force (still perpendicular to the road) now balances only a component of the gravitational force, not the full force. From Sample Problem 5.04 (see Fig. 5-15*i*), we write that balance as

$$F_N = mg\cos\theta.$$

In spite of these changes, we still want to write Newton's second law ($F_{\text{net},x} = ma_x$) for the motion along the (now tilted) x axis. We have

$$-f_k + mg\sin\theta = ma_x,$$
$$-\mu_k F_N + mg\sin\theta = ma_x,$$
and
$$-\mu_k mg\cos\theta + mg\sin\theta = ma_x.$$

Solving for the acceleration and substituting the given data now give us

$$\begin{aligned} a_x &= -\mu_k g\cos\theta + g\sin\theta \\ &= -(0.10)(9.8\ \text{m/s}^2)\cos 5.00° + (9.8\ \text{m/s}^2)\sin 5.00° \\ &= -0.122\ \text{m/s}^2. \end{aligned} \tag{6-13}$$

Substituting this result into Eq. 6-11 gives us the stopping distance down the hill:

$$x - x_0 = 409\ \text{m} \approx 400\ \text{m}, \qquad \text{(Answer)}$$

which is about $\frac{1}{4}$ mi! Such icy hills separate people who can do this calculation (and thus know to stay home) from people who cannot (and thus end up in web videos).

6-2 THE DRAG FORCE AND TERMINAL SPEED

Learning Objectives

After reading this module, you should be able to . . .

6.04 Apply the relationship between the drag force on an object moving through air and the speed of the object.

6.05 Determine the terminal speed of an object falling through air.

Key Ideas

- When there is relative motion between air (or some other fluid) and a body, the body experiences a drag force $\vec{D}$ that opposes the relative motion and points in the direction in which the fluid flows relative to the body. The magnitude of $\vec{D}$ is related to the relative speed v by an experimentally determined drag coefficient C according to

$$D = \tfrac{1}{2}C\rho A v^2,$$

where ρ is the fluid density (mass per unit volume) and A is the effective cross-sectional area of the body (the area of a cross section taken perpendicular to the relative velocity $\vec{v}$).

- When a blunt object has fallen far enough through air, the magnitudes of the drag force $\vec{D}$ and the gravitational force $\vec{F}_g$ on the body become equal. The body then falls at a constant terminal speed v_t given by

$$v_t = \sqrt{\frac{2F_g}{C\rho A}}.$$

The Drag Force and Terminal Speed

A **fluid** is anything that can flow—generally either a gas or a liquid. When there is a relative velocity between a fluid and a body (either because the body moves through the fluid or because the fluid moves past the body), the body experiences a **drag force** $\vec{D}$ that opposes the relative motion and points in the direction in which the fluid flows relative to the body.

Here we examine only cases in which air is the fluid, the body is blunt (like a baseball) rather than slender (like a javelin), and the relative motion is fast enough so that the air becomes turbulent (breaks up into swirls) behind the body. In such cases, the magnitude of the drag force $\vec{D}$ is related to the relative speed v by an experimentally determined **drag coefficient** C according to

$$D = \tfrac{1}{2}C\rho A v^2, \tag{6-14}$$

Table 6-1 Some Terminal Speeds in Air

Object	Terminal Speed (m/s)	95% Distance[a] (m)
Shot (from shot put)	145	2500
Sky diver (typical)	60	430
Baseball	42	210
Tennis ball	31	115
Basketball	20	47
Ping-Pong ball	9	10
Raindrop (radius = 1.5 mm)	7	6
Parachutist (typical)	5	3

[a]This is the distance through which the body must fall from rest to reach 95% of its terminal speed. Based on Peter J. Brancazio, *Sport Science,* 1984, Simon & Schuster, New York.

Karl-Josef Hildenbrand/dpa/Landov LLC

Figure 6-5 This skier crouches in an "egg position" so as to minimize her effective cross-sectional area and thus minimize the air drag acting on her.

where ρ is the air density (mass per volume) and A is the **effective cross-sectional area** of the body (the area of a cross section taken perpendicular to the velocity $\vec{v}$). The drag coefficient C (typical values range from 0.4 to 1.0) is not truly a constant for a given body because if v varies significantly, the value of C can vary as well. Here, we ignore such complications.

Downhill speed skiers know well that drag depends on A and v^2. To reach high speeds a skier must reduce D as much as possible by, for example, riding the skis in the "egg position" (Fig. 6-5) to minimize A.

Falling. When a blunt body falls from rest through air, the drag force $\vec{D}$ is directed upward; its magnitude gradually increases from zero as the speed of the body increases. This upward force $\vec{D}$ opposes the downward gravitational force $\vec{F}_g$ on the body. We can relate these forces to the body's acceleration by writing Newton's second law for a vertical y axis ($F_{\text{net},y} = ma_y$) as

$$D - F_g = ma, \tag{6-15}$$

where m is the mass of the body. As suggested in Fig. 6-6, if the body falls long enough, D eventually equals F_g. From Eq. 6-15, this means that $a = 0$, and so the body's speed no longer increases. The body then falls at a constant speed, called the **terminal speed** v_t.

To find v_t, we set $a = 0$ in Eq. 6-15 and substitute for D from Eq. 6-14, obtaining

$$\tfrac{1}{2}C\rho A v_t^2 - F_g = 0,$$

which gives

$$v_t = \sqrt{\frac{2F_g}{C\rho A}}. \tag{6-16}$$

Table 6-1 gives values of v_t for some common objects.

According to calculations* based on Eq. 6-14, a cat must fall about six floors to reach terminal speed. Until it does so, $F_g > D$ and the cat accelerates downward because of the net downward force. Recall from Chapter 2 that your body is an accelerometer, not a speedometer. Because the cat also senses the acceleration, it is frightened and keeps its feet underneath its body, its head tucked in, and its spine bent upward, making A small, v_t large, and injury likely.

However, if the cat does reach v_t during a longer fall, the acceleration vanishes and the cat relaxes somewhat, stretching its legs and neck horizontally outward and

*W. O. Whitney and C. J. Mehlhaff, "High-Rise Syndrome in Cats." *The Journal of the American Veterinary Medical Association,* 1987.

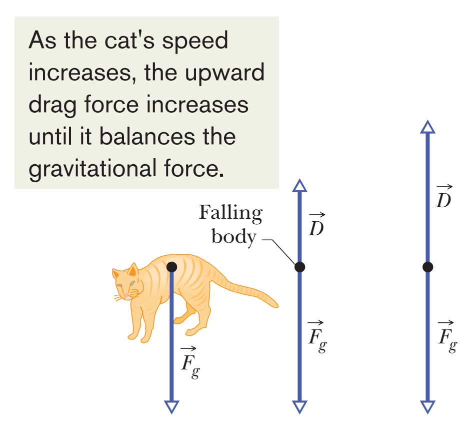


Figure 6-6 The forces that act on a body falling through air: (*a*) the body when it has just begun to fall and (*b*) the free-body diagram a little later, after a drag force has developed. (*c*) The drag force has increased until it balances the gravitational force on the body. The body now falls at its constant terminal speed.

Steve Fitchett/Taxi/Getty Images

Figure 6-7 Sky divers in a horizontal "spread eagle" maximize air drag.

straightening its spine (it then resembles a flying squirrel). These actions increase area A and thus also, by Eq. 6-14, the drag D. The cat begins to slow because now $D > F_g$ (the net force is upward), until a new, smaller v_t is reached. The decrease in v_t reduces the possibility of serious injury on landing. Just before the end of the fall, when it sees it is nearing the ground, the cat pulls its legs back beneath its body to prepare for the landing.

Humans often fall from great heights for the fun of skydiving. However, in April 1987, during a jump, sky diver Gregory Robertson noticed that fellow sky diver Debbie Williams had been knocked unconscious in a collision with a third sky diver and was unable to open her parachute. Robertson, who was well above Williams at the time and who had not yet opened his parachute for the 4 km plunge, reoriented his body head-down so as to minimize A and maximize his downward speed. Reaching an estimated v_t of 320 km/h, he caught up with Williams and then went into a horizontal "spread eagle" (as in Fig. 6-7) to increase D so that he could grab her. He opened her parachute and then, after releasing her, his own, a scant 10 s before impact. Williams received extensive internal injuries due to her lack of control on landing but survived.

Sample Problem 6.03 Terminal speed of falling raindrop

A raindrop with radius $R = 1.5$ mm falls from a cloud that is at height $h = 1200$ m above the ground. The drag coefficient C for the drop is 0.60. Assume that the drop is spherical throughout its fall. The density of water ρ_w is 1000 kg/m^3, and the density of air ρ_a is 1.2 kg/m^3.

(a) As Table 6-1 indicates, the raindrop reaches terminal speed after falling just a few meters. What is the terminal speed?

KEY IDEA

The drop reaches a terminal speed v_t when the gravitational force on it is balanced by the air drag force on it, so its acceleration is zero. We could then apply Newton's second law and the drag force equation to find v_t, but Eq. 6-16 does all that for us.

Calculations: To use Eq. 6-16, we need the drop's effective cross-sectional area A and the magnitude F_g of the gravitational force. Because the drop is spherical, A is the area of a circle (πR^2) that has the same radius as the sphere. To find F_g, we use three facts: (1) $F_g = mg$, where m is the drop's mass; (2) the (spherical) drop's volume is $V = \frac{4}{3}\pi R^3$; and (3) the density of the water in the drop is the mass per volume, or $\rho_w = m/V$. Thus, we find

$$F_g = V\rho_w g = \tfrac{4}{3}\pi R^3 \rho_w g.$$

We next substitute this, the expression for A, and the given data into Eq. 6-16. Being careful to distinguish between the air density ρ_a and the water density ρ_w, we obtain

$$v_t = \sqrt{\frac{2F_g}{C\rho_a A}} = \sqrt{\frac{8\pi R^3 \rho_w g}{3C\rho_a \pi R^2}} = \sqrt{\frac{8R\rho_w g}{3C\rho_a}}$$

$$= \sqrt{\frac{(8)(1.5\times10^{-3}\text{ m})(1000\text{ kg/m}^3)(9.8\text{ m/s}^2)}{(3)(0.60)(1.2\text{ kg/m}^3)}}$$

$$= 7.4\text{ m/s} \approx 27\text{ km/h}. \qquad \text{(Answer)}$$

Note that the height of the cloud does not enter into the calculation.

(b) What would be the drop's speed just before impact if there were no drag force?

KEY IDEA

With no drag force to reduce the drop's speed during the fall, the drop would fall with the constant free-fall acceleration g, so the constant-acceleration equations of Table 2-1 apply.

Calculation: Because we know the acceleration is g, the initial velocity v_0 is 0, and the displacement $x - x_0$ is $-h$, we use Eq. 2-16 to find v:

$$v = \sqrt{2gh} = \sqrt{(2)(9.8\text{ m/s}^2)(1200\text{ m})}$$

$$= 153\text{ m/s} \approx 550\text{ km/h}. \qquad \text{(Answer)}$$

Had he known this, Shakespeare would scarcely have written, "it droppeth as the gentle rain from heaven, upon the place beneath." In fact, the speed is close to that of a bullet from a large-caliber handgun!

6-3 UNIFORM CIRCULAR MOTION

Learning Objectives

After reading this module, you should be able to. . .

6.06 Sketch the path taken in uniform circular motion and explain the velocity, acceleration, and force vectors (magnitudes and directions) during the motion.

6.07 Identify that unless there is a radially inward net force (a centripetal force), an object cannot move in circular motion.

6.08 For a particle in uniform circular motion, apply the relationship between the radius of the path, the particle's speed and mass, and the net force acting on the particle.

Key Ideas

- If a particle moves in a circle or a circular arc of radius R at constant speed v, the particle is said to be in uniform circular motion. It then has a centripetal acceleration $\vec{a}$ with magnitude given by

$$a = \frac{v^2}{R}.$$

- This acceleration is due to a net centripetal force on the particle, with magnitude given by

$$F = \frac{mv^2}{R},$$

where m is the particle's mass. The vector quantities $\vec{a}$ and $\vec{F}$ are directed toward the center of curvature of the particle's path.

Uniform Circular Motion

From Module 4-5, recall that when a body moves in a circle (or a circular arc) at constant speed v, it is said to be in uniform circular motion. Also recall that the body has a centripetal acceleration (directed toward the center of the circle) of constant magnitude given by

$$a = \frac{v^2}{R} \quad \text{(centripetal acceleration),} \qquad (6\text{-}17)$$

where R is the radius of the circle. Here are two examples:

1. *Rounding a curve in a car.* You are sitting in the center of the rear seat of a car moving at a constant high speed along a flat road. When the driver suddenly turns left, rounding a corner in a circular arc, you slide across the seat toward the right and then jam against the car wall for the rest of the turn. What is going on?

While the car moves in the circular arc, it is in uniform circular motion; that is, it has an acceleration that is directed toward the center of the circle. By Newton's second law, a force must cause this acceleration. Moreover, the force must also be directed toward the center of the circle. Thus, it is a **centripetal force,** where the adjective indicates the direction. In this example, the centripetal force is a frictional force on the tires from the road; it makes the turn possible.

If you are to move in uniform circular motion along with the car, there must also be a centripetal force on you. However, apparently the frictional force on you from the seat was not great enough to make you go in a circle with the car. Thus, the seat slid beneath you, until the right wall of the car jammed into you. Then its push on you provided the needed centripetal force on you, and you joined the car's uniform circular motion.

2. *Orbiting Earth.* This time you are a passenger in the space shuttle *Atlantis.* As it and you orbit Earth, you float through your cabin. What is going on?

Both you and the shuttle are in uniform circular motion and have accelerations directed toward the center of the circle. Again by Newton's second law, centripetal forces must cause these accelerations. This time the centripetal forces are gravitational pulls (the pull on you and the pull on the shuttle) exerted by Earth and directed radially inward, toward the center of Earth.

In both car and shuttle you are in uniform circular motion, acted on by a centripetal force—yet your sensations in the two situations are quite different. In the car, jammed up against the wall, you are aware of being compressed by the wall. In the orbiting shuttle, however, you are floating around with no sensation of any force acting on you. Why this difference?

The difference is due to the nature of the two centripetal forces. In the car, the centripetal force is the push on the part of your body touching the car wall. You can sense the compression on that part of your body. In the shuttle, the centripetal force is Earth's gravitational pull on every atom of your body. Thus, there is no compression (or pull) on any one part of your body and no sensation of a force acting on you. (The sensation is said to be one of "weightlessness," but that description is tricky. The pull on you by Earth has certainly not disappeared and, in fact, is only a little less than it would be with you on the ground.)

Another example of a centripetal force is shown in Fig. 6-8. There a hockey puck moves around in a circle at constant speed v while tied to a string looped around a central peg. This time the centripetal force is the radially inward pull on the puck from the string. Without that force, the puck would slide off in a straight line instead of moving in a circle.

Note again that a centripetal force is not a new kind of force. The name merely indicates the direction of the force. It can, in fact, be a frictional force, a gravitational force, the force from a car wall or a string, or any other force. For any situation:

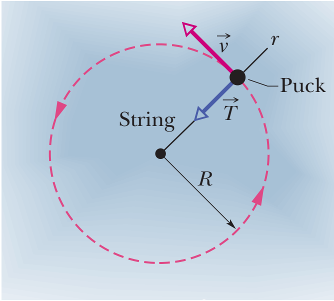
> A centripetal force accelerates a body by changing the direction of the body's velocity without changing the body's speed.

From Newton's second law and Eq. 6-17 ($a = v^2/R$), we can write the magnitude F of a centripetal force (or a net centripetal force) as

$$F = m\frac{v^2}{R} \quad \text{(magnitude of centripetal force).} \tag{6-18}$$

Because the speed v here is constant, the magnitudes of the acceleration and the force are also constant.

However, the directions of the centripetal acceleration and force are not constant; they vary continuously so as to always point toward the center of the circle. For this reason, the force and acceleration vectors are sometimes drawn along a radial axis r that moves with the body and always extends from the center of the circle to the body, as in Fig. 6-8. The positive direction of the axis is radially outward, but the acceleration and force vectors point radially inward.



The puck moves in uniform circular motion only because of a toward-the-center force.

Figure 6-8 An overhead view of a hockey puck moving with constant speed v in a circular path of radius R on a horizontal frictionless surface. The centripetal force on the puck is $\vec{T}$, the pull from the string, directed inward along the radial axis r extending through the puck.

Checkpoint 2

As every amusement park fan knows, a Ferris wheel is a ride consisting of seats mounted on a tall ring that rotates around a horizontal axis. When you ride in a Ferris wheel at constant speed, what are the directions of your acceleration $\vec{a}$ and the normal force $\vec{F}_N$ on you (from the always upright seat) as you pass through (a) the highest point and (b) the lowest point of the ride? (c) How does the magnitude of the acceleration at the highest point compare with that at the lowest point? (d) How do the magnitudes of the normal force compare at those two points?

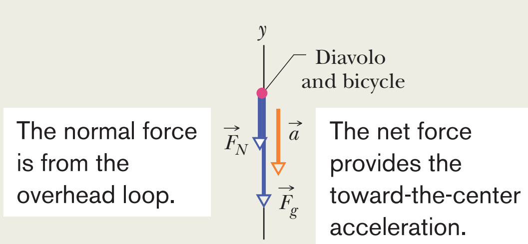
Sample Problem 6.04 Vertical circular loop, Diavolo

Largely because of riding in cars, you are used to horizontal circular motion. Vertical circular motion would be a novelty. In this sample problem, such motion seems to defy the gravitational force.

In a 1901 circus performance, Allo "Dare Devil" Diavolo introduced the stunt of riding a bicycle in a loop-the-loop (Fig. 6-9*a*). Assuming that the loop is a circle with radius $R = 2.7$ m, what is the least speed v that Diavolo and his bicycle could have at the top of the loop to remain in contact with it there?

Photograph reproduced with permission of Circus World Museum

(*a*)



(*b*)

Figure 6-9 (*a*) Contemporary advertisement for Diavolo and (*b*) free-body diagram for the performer at the top of the loop.

KEY IDEA

We can assume that Diavolo and his bicycle travel through the top of the loop as a single particle in uniform circular motion. Thus, at the top, the acceleration $\vec{a}$ of this particle must have the magnitude $a = v^2/R$ given by Eq. 6-17 and be directed downward, toward the center of the circular loop.

Calculations: The forces on the particle when it is at the top of the loop are shown in the free-body diagram of Fig. 6-9*b*. The gravitational force $\vec{F}_g$ is downward along a y axis; so is the normal force $\vec{F}_N$ on the particle from the loop (the loop can push down, not pull up); so also is the centripetal acceleration of the particle. Thus, Newton's second law for y components ($F_{net,y} = ma_y$) gives us

$$-F_N - F_g = m(-a)$$

and

$$-F_N - mg = m\left(-\frac{v^2}{R}\right). \tag{6-19}$$

If the particle has the *least speed* v needed to remain in contact, then it is on the *verge of losing contact* with the loop (falling away from the loop), which means that $F_N = 0$ at the top of the loop (the particle and loop touch but without any normal force). Substituting 0 for F_N in Eq. 6-19, solving for v, and then substituting known values give us

$$v = \sqrt{gR} = \sqrt{(9.8\text{ m/s}^2)(2.7\text{ m})}$$
$$= 5.1\text{ m/s.} \qquad \text{(Answer)}$$

Comments: Diavolo made certain that his speed at the top of the loop was greater than 5.1 m/s so that he did not lose contact with the loop and fall away from it. Note that this speed requirement is independent of the mass of Diavolo and his bicycle. Had he feasted on, say, pierogies before his performance, he still would have had to exceed only 5.1 m/s to maintain contact as he passed through the top of the loop.

Sample Problem 6.05 Car in flat circular turn

Upside-down racing: A modern race car is designed so that the passing air pushes down on it, allowing the car to travel much faster through a flat turn in a Grand Prix without friction failing. This downward push is called *negative lift.* Can a race car have so much negative lift that it could be driven upside down on a long ceiling, as done fictionally by a sedan in the first *Men in Black* movie?

Figure 6-10*a* represents a Grand Prix race car of mass $m = 600$ kg as it travels on a flat track in a circular arc of radius $R = 100$ m. Because of the shape of the car and the wings on it, the passing air exerts a negative lift $\vec{F}_L$ downward on the car. The coefficient of static friction between the tires and the track is 0.75. (Assume that the forces on the four tires are identical.)

(a) If the car is on the verge of sliding out of the turn when its speed is 28.6 m/s, what is the magnitude of the negative lift $\vec{F}_L$ acting downward on the car?

KEY IDEAS

1. A centripetal force must act on the car because the car is moving around a circular arc; that force must be directed toward the center of curvature of the arc (here, that is horizontally).
2. The only horizontal force acting on the car is a frictional force on the tires from the road. So the required centripetal force is a frictional force.
3. Because the car is not sliding, the frictional force must be a *static* frictional force $\vec{f}_s$ (Fig. 6-10*a*).
4. Because the car is on the verge of sliding, the magnitude f_s is equal to the maximum value $f_{s,\max} = \mu_s F_N$, where F_N is the magnitude of the normal force $\vec{F}_N$ acting on the car from the track.

Radial calculations: The frictional force $\vec{f}_s$ is shown in the free-body diagram of Fig. 6-10*b*. It is in the negative direction of a radial axis r that always extends from the center of curvature through the car as the car moves. The force produces a centripetal acceleration of magnitude v^2/R. We can relate the force and acceleration by writing Newton's second law for components along the r axis ($F_{\text{net},r} = ma_r$) as

$$-f_s = m\left(-\frac{v^2}{R}\right). \tag{6-20}$$

Substituting $f_{s,\max} = \mu_s F_N$ for f_s leads us to

$$\mu_s F_N = m\left(\frac{v^2}{R}\right). \tag{6-21}$$

Vertical calculations: Next, let's consider the vertical forces on the car. The normal force $\vec{F}_N$ is directed up, in the positive direction of the y axis in Fig. 6-10*b*. The gravitational force $\vec{F}_g = m\vec{g}$ and the negative lift $\vec{F}_L$ are directed down. The acceleration of the car along the y axis is zero. Thus we can write Newton's second law for components along the y axis ($F_{\text{net},y} = ma_y$) as

$$F_N - mg - F_L = 0,$$

or

$$F_N = mg + F_L. \tag{6-22}$$

Combining results: Now we can combine our results along the two axes by substituting Eq. 6-22 for F_N in Eq. 6-21. Doing so and then solving for F_L lead to

$$F_L = m\left(\frac{v^2}{\mu_s R} - g\right)$$

$$= (600\text{ kg})\left(\frac{(28.6\text{ m/s})^2}{(0.75)(100\text{ m})} - 9.8\text{ m/s}^2\right)$$

$$= 663.7\text{ N} \approx 660\text{ N}. \qquad \text{(Answer)}$$

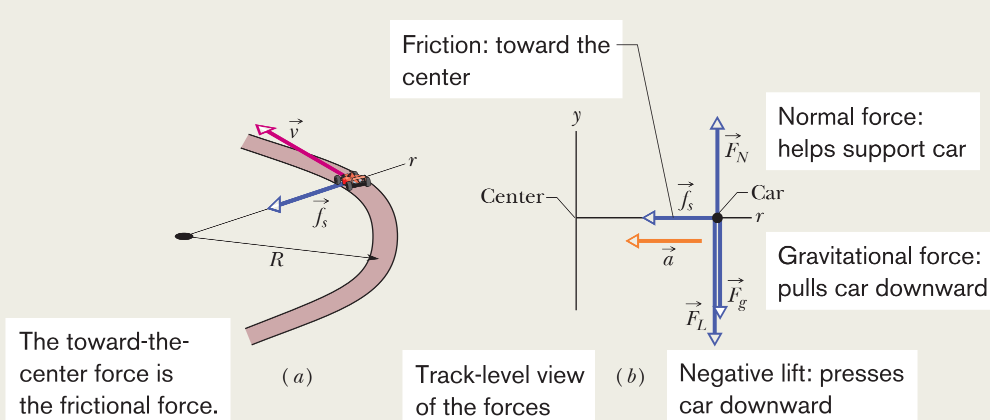


Figure 6-10 (*a*) A race car moves around a flat curved track at constant speed v. The frictional force $\vec{f}_s$ provides the necessary centripetal force along a radial axis r. (*b*) A free-body diagram (not to scale) for the car, in the vertical plane containing r.

(b) The magnitude F_L of the negative lift on a car depends on the square of the car's speed v^2, just as the drag force does (Eq. 6-14). Thus, the negative lift on the car here is greater when the car travels faster, as it does on a straight section of track. What is the magnitude of the negative lift for a speed of 90 m/s?

KEY IDEA

F_L is proportional to v^2.

Calculations: Thus we can write a ratio of the negative lift $F_{L,90}$ at $v = 90$ m/s to our result for the negative lift F_L at $v = 28.6$ m/s as

$$\frac{F_{L,90}}{F_L} = \frac{(90\text{ m/s})^2}{(28.6\text{ m/s})^2}.$$

Substituting our known negative lift of $F_L = 663.7$ N and solving for $F_{L,90}$ give us

$$F_{L,90} = 6572\text{ N} \approx 6600\text{ N}. \qquad \text{(Answer)}$$

Upside-down racing: The gravitational force is, of course, the force to beat if there is a chance of racing upside down:

$$F_g = mg = (600\text{ kg})(9.8\text{ m/s}^2) = 5880\text{ N}.$$

With the car upside down, the negative lift is an *upward* force of 6600 N, which exceeds the downward 5880 N. Thus, the car could run on a long ceiling *provided* that it moves at about 90 m/s (= 324 km/h = 201 mi/h). However, moving that fast while right side up on a horizontal track is dangerous enough, so you are not likely to see upside-down racing except in the movies.

Sample Problem 6.06 Car in banked circular turn

This problem is quite challenging in setting up but takes only a few lines of algebra to solve. We deal with not only uniformly circular motion but also a ramp. However, we will not need a tilted coordinate system as with other ramps. Instead we can take a freeze-frame of the motion and work with simply horizontal and vertical axes. As always in this chapter, the starting point will be to apply Newton's second law, but that will require us to identify the force component that is responsible for the uniform circular motion.

Curved portions of highways are always banked (tilted) to prevent cars from sliding off the highway. When a highway is dry, the frictional force between the tires and the road surface may be enough to prevent sliding. When the highway is wet, however, the frictional force may be negligible, and banking is then essential. Figure 6-11*a* represents a car of mass m as it moves at a constant speed v of 20 m/s around a banked circular track of radius $R = 190$ m. (It is a normal car, rather than a race car, which means that any vertical force from the passing air is negligible.) If the frictional force from the track is negligible, what bank angle θ prevents sliding?

KEY IDEAS

Here the track is banked so as to tilt the normal force $\vec{F}_N$ on the car toward the center of the circle (Fig. 6-11*b*). Thus, $\vec{F}_N$ now has a centripetal component of magnitude F_{Nr}, directed inward along a radial axis r. We want to find the value of the bank angle θ such that this centripetal component keeps the car on the circular track without need of friction.

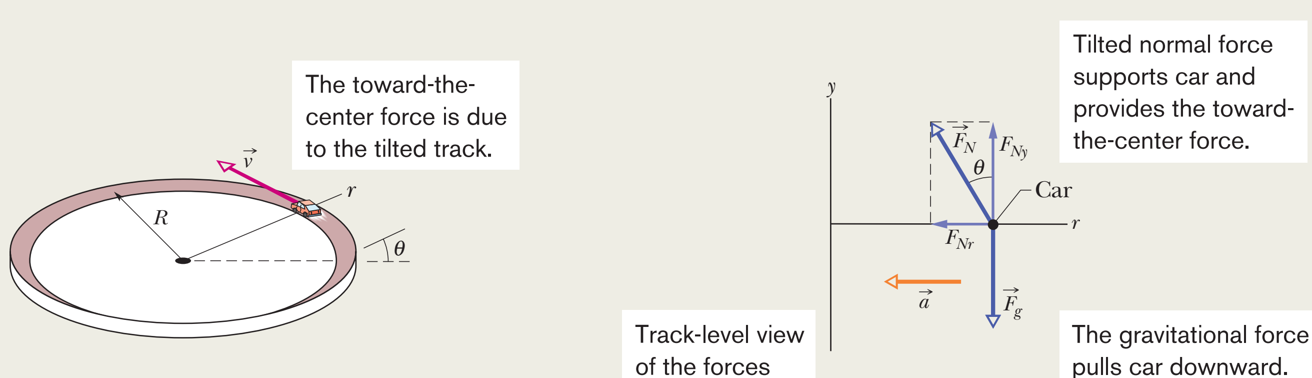


Figure 6-11 (*a*) A car moves around a curved banked road at constant speed v. The bank angle is exaggerated for clarity. (*b*) A free-body diagram for the car, assuming that friction between tires and road is zero and that the car lacks negative lift. The radially inward component F_{Nr} of the normal force (along radial axis r) provides the necessary centripetal force and radial acceleration.

Radial calculation: As Fig. 6-11b shows (and as you should verify), the angle that force $\vec{F}_N$ makes with the vertical is equal to the bank angle θ of the track. Thus, the radial component F_{Nr} is equal to $F_N \sin\theta$. We can now write Newton's second law for components along the r axis ($F_{\text{net},r} = ma_r$) as

$$-F_N \sin\theta = m\left(-\frac{v^2}{R}\right). \tag{6-23}$$

We cannot solve this equation for the value of θ because it also contains the unknowns F_N and m.

Vertical calculations: We next consider the forces and acceleration along the y axis in Fig. 6-11b. The vertical component of the normal force is $F_{Ny} = F_N \cos\theta$, the gravitational force $\vec{F}_g$ on the car has the magnitude mg, and the acceleration of the car along the y axis is zero. Thus we can write Newton's second law for components along the y axis ($F_{\text{net},y} = ma_y$) as

$$F_N \cos\theta - mg = m(0),$$

from which

$$F_N \cos\theta = mg. \tag{6-24}$$

Combining results: Equation 6-24 also contains the unknowns F_N and m, but note that dividing Eq. 6-23 by Eq. 6-24 neatly eliminates both those unknowns. Doing so, replacing $(\sin\theta)/(\cos\theta)$ with $\tan\theta$, and solving for θ then yield

$$\theta = \tan^{-1}\frac{v^2}{gR}$$

$$= \tan^{-1}\frac{(20\text{ m/s})^2}{(9.8\text{ m/s}^2)(190\text{ m})} = 12°. \qquad \text{(Answer)}$$

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Review & Summary

Friction When a force $\vec{F}$ tends to slide a body along a surface, a **frictional force** from the surface acts on the body. The frictional force is parallel to the surface and directed so as to oppose the sliding. It is due to bonding between the atoms on the body and the atoms on the surface, an effect called cold-welding.

If the body does not slide, the frictional force is a **static frictional force** $\vec{f}_s$. If there is sliding, the frictional force is a **kinetic frictional force** $\vec{f}_k$.

1. If a body does not move, the static frictional force $\vec{f}_s$ and the component of $\vec{F}$ parallel to the surface are equal in magnitude, and $\vec{f}_s$ is directed opposite that component. If the component increases, f_s also increases.
2. The magnitude of $\vec{f}_s$ has a maximum value $f_{s,\max}$ given by
$$f_{s,\max} = \mu_s F_N, \tag{6-1}$$
where μ_s is the **coefficient of static friction** and F_N is the magnitude of the normal force. If the component of $\vec{F}$ parallel to the surface exceeds $f_{s,\max}$, the static friction is overwhelmed and the body slides on the surface.
3. If the body begins to slide on the surface, the magnitude of the frictional force rapidly decreases to a constant value f_k given by
$$f_k = \mu_k F_N, \tag{6-2}$$
where μ_k is the **coefficient of kinetic friction.**

Drag Force When there is relative motion between air (or some other fluid) and a body, the body experiences a **drag force** $\vec{D}$ that opposes the relative motion and points in the direction in which the fluid flows relative to the body. The magnitude of $\vec{D}$ is related to the relative speed v by an experimentally determined **drag coefficient** C according to

$$D = \tfrac{1}{2}C\rho A v^2, \tag{6-14}$$

where ρ is the fluid density (mass per unit volume) and A is the **effective cross-sectional area** of the body (the area of a cross section taken perpendicular to the relative velocity $\vec{v}$).

Terminal Speed When a blunt object has fallen far enough through air, the magnitudes of the drag force $\vec{D}$ and the gravitational force $\vec{F}_g$ on the body become equal. The body then falls at a constant **terminal speed** v_t given by

$$v_t = \sqrt{\frac{2F_g}{C\rho A}}. \tag{6-16}$$

Uniform Circular Motion If a particle moves in a circle or a circular arc of radius R at constant speed v, the particle is said to be in **uniform circular motion.** It then has a **centripetal acceleration** $\vec{a}$ with magnitude given by

$$a = \frac{v^2}{R}. \tag{6-17}$$

This acceleration is due to a net **centripetal force** on the particle, with magnitude given by

$$F = \frac{mv^2}{R}, \tag{6-18}$$

where m is the particle's mass. The vector quantities $\vec{a}$ and $\vec{F}$ are directed toward the center of curvature of the particle's path. A particle can move in circular motion only if a net centripetal force acts on it.

Problems

1 Figure 6-12 shows a 6.0 kg block on a 60° ramp with a coefficient of static friction of 0.60. A force $\vec{F}$ is applied up the ramp. What magnitude of that force puts the block on the verge of sliding down the ramp?

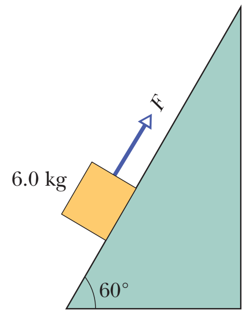

Figure 6-12 Problem 1.

2 In a pickup game of dorm shuffleboard, students crazed by final exams use a broom to propel a calculus book along the dorm hallway. If the 3.5 kg book is pushed from rest through a distance of 1.20 m by the horizontal 25 N force from the broom and then has a speed of 1.75 m/s, what is the coefficient of kinetic friction between the book and floor?

3 In Fig. 6-13, a 2.0 kg block is placed on top of a 3.0 kg block, which lies on a frictionless surface. The coefficient of kinetic friction between the two blocks is 0.30; they are connected via a pulley and a string. A hanging block of mass 10 kg is connected to the 3.0 kg block via another pulley and string. Both strings have negligible mass and both pulleys are frictionless and have negligible mass. When the assembly is released, what are (a) the acceleration magnitude of the blocks, (b) the tension in string 1, and (c) the tension in string 2?

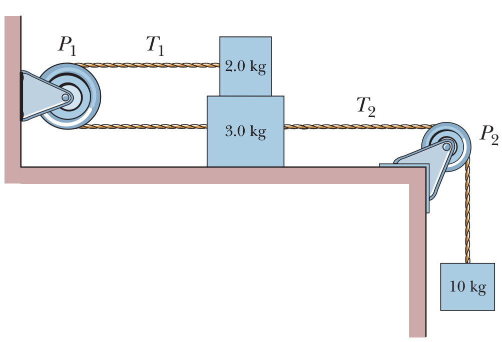

Figure 6-13 Problem 3.

4 Figure 6-14 shows a block of mass m connected to a block of mass $M = 2.00$ kg, both on 45° inclined planes where the coefficient of static friction is 0.28. Find the (a) minimum and (b) maximum values of m for which the system is at rest.

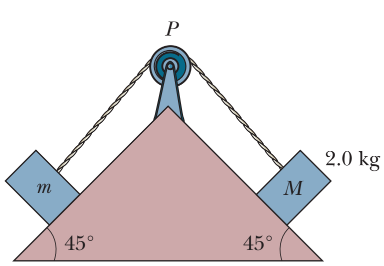

Figure 6-14 Problem 4.

5 A 2.5 kg block is initially at rest on a horizontal surface. A horizontal force $\vec{F}$ of magnitude 6.0 N and a vertical force $\vec{P}$ are then applied to the block (Fig. 6-15). The coefficients of friction for the block and surface are $\mu_s = 0.40$ and $\mu_k = 0.25$. Determine the magnitude of the frictional force acting on the block if the magnitude of $\vec{P}$ is (a) 8.0 N, (b) 10 N, and (c) 12 N.

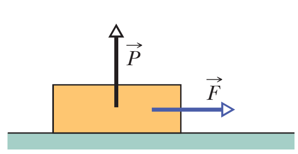

Figure 6-15 Problem 5.

6 A baseball player with mass $m = 83$ kg, sliding into second base, is retarded by a frictional force of magnitude 485 N. What is the coefficient of kinetic friction μ_k between the player and the ground?

7 A person pushes horizontally with a force of 260 N on a 55 kg crate to move it across a level floor. The coefficient of kinetic friction is 0.30. What is the magnitude of (a) the frictional force and (b) the crate's acceleration?

8 *The mysterious sliding stones.* Along the remote Racetrack Playa in Death Valley, California, stones sometimes gouge out prominent trails in the desert floor, as if the stones had been migrating (Fig. 6-16). For years curiosity mounted about why the stones moved. One explanation was that strong winds during occasional rainstorms would drag the rough stones over ground softened by rain. When the desert dried out, the trails behind the stones were hard-baked in place. According to measurements, the coefficient of kinetic friction between the stones and the wet playa ground is about 0.80. What horizontal force must act on a 20 kg stone (a typical mass) to maintain the stone's motion once a gust has started it moving? (Story continues with Problem 37.)

Jerry Schad/Photo Researchers, Inc.

Figure 6-16 Problem 8. What moved the stone?

9 A 3.5 kg block is pushed along a horizontal floor by a force $\vec{F}$ of magnitude 15 N at an angle $\theta = 40°$ with the horizontal (Fig. 6-17). The coefficient of kinetic friction between the block and the floor is 0.25. Calculate the magnitudes of (a) the frictional force on the block from the floor and (b) the block's acceleration.

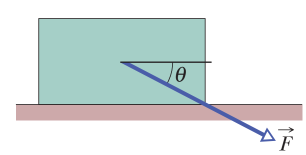

Figure 6-17 Problem 9.

10 In Fig. 6-18 a block of weight W experiences two applied forces, each of magnitude $W/2$. What coefficient of static friction between the block and the floor puts the block on the verge of sliding?

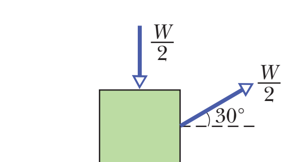

Figure 6-18 Problem 10.

11 A 68 kg crate is dragged across a floor by pulling on a rope attached to the crate and inclined 15° above the horizontal. (a) If the coefficient of static friction is 0.65, what minimum force magnitude is required from the rope to start the crate moving? (b) If $\mu_k = 0.35$, what is the magnitude of the initial acceleration of the crate?

12 In about 1915, Henry Sincosky of Philadelphia suspended himself from a rafter by gripping the rafter with the thumb of each hand on one side and the fingers on the opposite side (Fig. 6-19). Sincosky's mass was 79 kg. If the coefficient of static friction between hand and rafter was 0.70, what was the least magnitude of the normal force on the rafter from each thumb or opposite fingers? (After suspending himself, Sincosky chinned himself on the rafter and then moved hand-over-hand along the rafter. If you do not think Sincosky's grip was remarkable, try to repeat his stunt.)

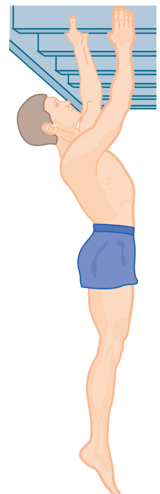
Figure 6-19 Problem 12.

13 A worker pushes horizontally on a 35 kg crate with a force of magnitude 110 N. The coefficient of static friction between the crate and the floor is 0.37. (a) What is the value of $f_{s,\max}$ under the circumstances? (b) Does the crate move? (c) What is the frictional force on the crate from the floor? (d) Suppose, next, that a second worker pulls directly upward on the crate to help out. What is the least vertical pull that will allow the first worker's 110 N push to move the crate? (e) If, instead, the second worker pulls horizontally to help out, what is the least pull that will get the crate moving?

14 Figure 6-20 shows the cross section of a road cut into the side of a mountain. The solid line AA' represents a weak bedding plane along which sliding is possible. Block B directly above the highway is separated from uphill rock by a large crack (called a *joint*), so that only friction between the block and the bedding plane prevents sliding. The mass of the block is 1.5×10^7 kg, the *dip angle* θ of the bedding plane is 24°, and the coefficient of static friction between block and plane is 0.63. (a) Show that the block will not slide under these circumstances. (b) Next, water seeps into the joint and expands upon freezing, exerting on the block a force $\vec{F}$ parallel to AA'. What minimum value of force magnitude F will trigger a slide down the plane?

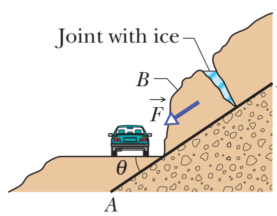

Figure 6-20 Problem 14.

15 In Fig. 6-21, a block of mass $m = 5.0$ kg is at rest on a ramp. The coefficient of static friction between the block and ramp is not known. Find the magnitude of the net force exerted by the ramp on the block.

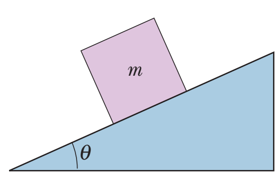

Figure 6-21 Problem 15.

16 In Fig. 6-22, a small block of mass m is sent sliding with velocity v along a slab of mass $10m$, starting at a distance of l from the far end of the slab. The coefficient of kinetic friction between the slab and the floor is μ_1; that between the block and the slab is μ_2, with $\mu_2 > 11\mu_1$. (a) Find the minimum value of v such that the block reaches the far end of the slab. (b) For that value of v, how long does the block take to reach the far end?

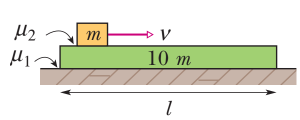

Figure 6-22 Problem 16.

17 In Fig. 6-23, a force $\vec{P}$ acts on a block weighing 45 N. The block is initially at rest on a plane inclined at angle $\theta = 15°$ to the horizontal. The positive direction of the x axis is up the plane. Between block and plane, the coefficient of static friction is $\mu_s = 0.50$ and the coefficient of kinetic friction is $\mu_k = 0.34$. In unit-vector notation, what is the frictional force on the block from the plane when $\vec{P}$ is (a) $(-5.0\text{ N})\hat{i}$, (b) $(-8.0\text{ N})\hat{i}$, and (c) $(-15\text{ N})\hat{i}$?

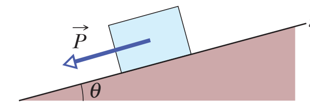

Figure 6-23 Problem 17.

18 You testify as an *expert witness* in a case involving an accident in which car A slid into the rear of car B, which was stopped at a red light along a road headed down a hill (Fig. 6-24). You find that the slope of the hill is $\theta = 12.0°$, that the cars were separated by distance $d = 30.0$ m when the driver of car A put the car into a slide (it lacked any automatic anti-brake-lock system), and that the speed of car A at the onset of braking was $v_0 = 18.0$ m/s. With what speed did car A hit car B if the coefficient of kinetic friction was (a) 0.60 (dry road surface) and (b) 0.10 (road surface covered with wet leaves)?

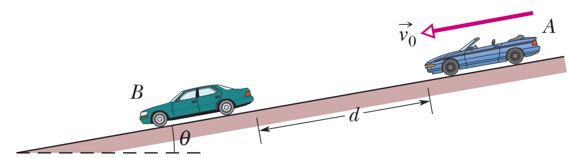

Figure 6-24 Problem 18.

19 A 12 N horizontal force $\vec{F}$ pushes a block weighing 5.0 N against a vertical wall (Fig. 6-25). The coefficient of static friction between the wall and the block is 0.60, and the coefficient of kinetic friction is 0.40. Assume that the block is not moving initially. (a) Will the block move? (b) In unit-vector notation, what is the force on the block from the wall?

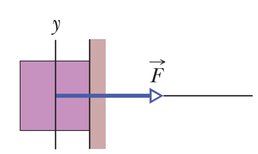

Figure 6-25 Problem 19.

20 In Fig. 6-26, a box of Cheerios (mass $m_C = 1.0$ kg) and a box of Wheaties (mass $m_W = 3.0$ kg) are accelerated across a horizontal surface by a horizontal force $\vec{F}$ applied to the Cheerios box. The magnitude of the frictional force on the Cheerios box is 2.0 N, and the magnitude of the frictional force on the Wheaties box is 3.5 N. If the magnitude of $\vec{F}$ is 12 N, what is the magnitude of the force on the Wheaties box from the Cheerios box?

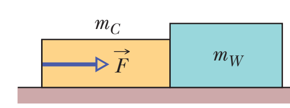

Figure 6-26 Problem 20.

21 In Fig. 6-27, a 15 kg sled is attached to a 2.0 kg sand box by a string of negligible mass, wrapped over a pulley of negligible mass and friction. The coefficient of kinetic friction between the sled and

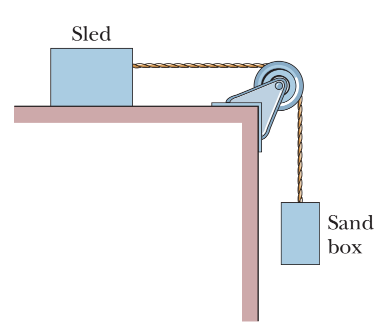

Figure 6-27 Problem 21.

table top is 0.040. Find (a) the acceleration of the sled and (b) the tension of the string.

22 In Fig. 6-28*a*, a sled is held on an inclined plane by a cord pulling directly up the plane. The sled is to be on the verge of moving up the plane. In Fig. 6-28*b*, the magnitude F required of the cord's force on the sled is plotted versus a range of values for the coefficient of static friction μ_s between sled and plane: $F_1 = 2.0$ N, $F_2 = 5.0$ N, and $\mu_2 = 0.25$. At what angle θ is the plane inclined?

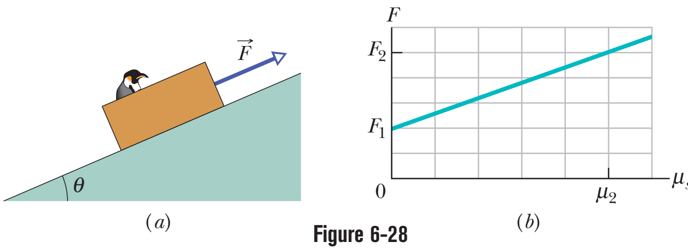

Figure 6-28 Problem 22.

23 When the three blocks in Fig. 6-29 are released from rest, they accelerate with a magnitude of 0.500 m/s^2. Block 1 has mass M, block 2 has $2M$, and block 3 has $2M$. What is the coefficient of kinetic friction between block 2 and the table?

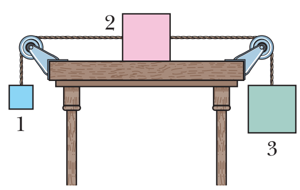

Figure 6-29 Problem 23.

24 A 4.10 kg block is pushed along a floor by a constant applied force that is horizontal and has a magnitude of 50.0 N. Figure 6-30 gives the block's speed v versus time t as the block moves along an x axis on the floor. The scale of the figure's vertical axis is set by v_s = 5.0 m/s. What is the coefficient of kinetic friction between the block and the floor?

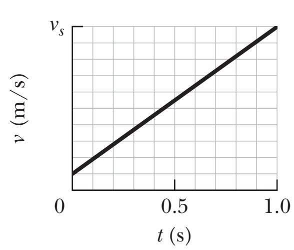

Figure 6-30 Problem 24.

25 Block B in Fig. 6-31 weighs 750 N. The coefficient of static friction between block and table is 0.25; angle θ is 30°; assume that the cord between B and the knot is horizontal. Find the maximum weight of block A for which the system will be stationary.

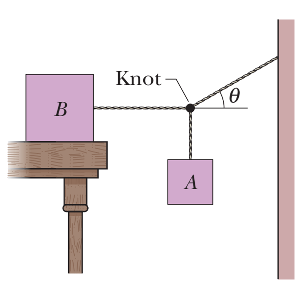

Figure 6-31 Problem 25.

26 Figure 6-32 shows three crates being pushed over a concrete floor by a horizontal force $\vec{F}$ of magnitude 425 N. The masses of the crates are $m_1 = 30.0$ kg, $m_2 = 10.0$ kg, and $m_3 = 20.0$ kg. The coefficient of kinetic friction between the floor and each of the crates is 0.700. (a) What is the magnitude F_{32} of the force on crate 3 from crate 2? (b) If the crates then slide onto a polished floor, where the coefficient of kinetic friction is less than 0.700, is magnitude F_{32} more than, less than, or the same as it was when the coefficient was 0.700?

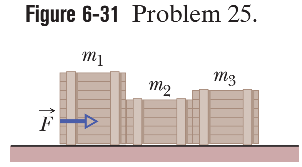

Figure 6-32 Problem 26.

27 In Fig. 6-33, a 2.0 kg block lies on a 20 kg trolley that can roll across a floor on frictionless bearings. Between the block and the trolley, the coefficient of kinetic friction is 0.20 and the coefficient of static friction is 0.25. When a horizontal 2.0 N force is applied to the block, what are the magnitudes of (a) the frictional force between the block and the trolley and (b) the acceleration of the trolley?

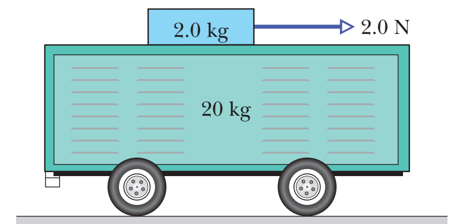

Figure 6-33 Problem 27.

28 In Fig. 6-34, two blocks are connected over a pulley. The mass of block A is 15 kg, and the coefficient of kinetic friction between A and the incline is 0.20. Angle θ of the incline is 30°. Block A slides down the incline at constant speed. What is the mass of block B?

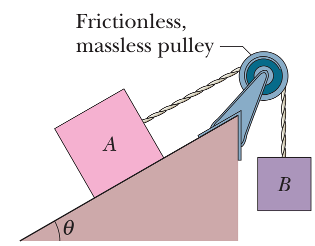

Figure 6-34 Problem 28.

29 In Fig. 6-35, block A of mass 2.0 kg, block B of 3.0 kg, and block C of 6.0 kg are connected by strings of negligible mass that run over pulleys of negligible mass and friction. The coefficient of kinetic friction between block B and the table top is 0.40. When the system is released, the blocks move. What is the magnitude of their acceleration?

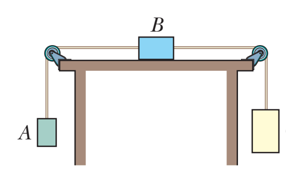

Figure 6-35 Problem 29.

30 A toy chest and its contents have a combined weight of 200 N. The coefficient of static friction between toy chest and floor is 0.47. The child in Fig. 6-36 attempts to move the chest across the floor by pulling on an attached rope. (a) If θ is 42°, what is the magnitude of the force $\vec{F}$ that the child must exert on the rope to put the chest on the verge of moving? (b) Write an expression for the magnitude F required to put the chest on the verge of moving as a function of the angle θ. Determine (c) the value of θ for which F is a minimum and (d) that minimum magnitude.

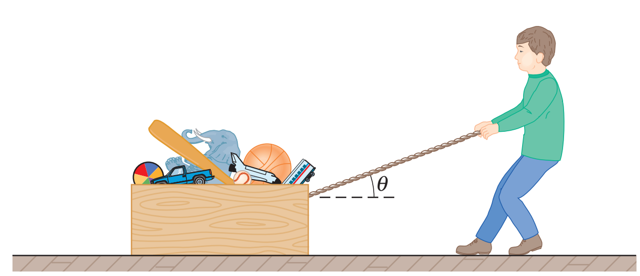

Figure 6-36 Problem 30.

31 In Fig. 6-37, two blocks, in contact, slide down an inclined plane AC of inclination 30°. The coefficient of kinetic friction between the 2.0 kg block and the incline is $\mu_1 = 0.20$ and that between the 4.0 kg block and the incline is $\mu_2 = 0.30$. Find the magnitude of the acceleration.

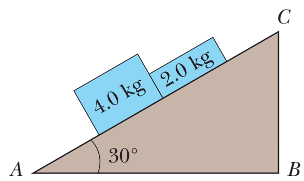

Figure 6-37 Problem 31.

32 A block is pushed across a floor by a constant force that is applied at downward angle θ (Fig. 6-17). Figure 6-38 gives the acceleration magnitude a versus a range of values for the coefficient of kinetic friction μ_k between block and floor: $a_1 = 3.0\ \text{m/s}^2$, $\mu_{k2} = 0.20$, and $\mu_{k3} = 0.40$. What is the value of θ?

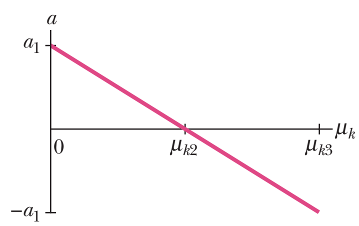

Figure 6-38 Problem 32.

33 A 1000 kg boat is traveling at 100 km/h when its engine is shut off. The magnitude of the frictional force $\vec{f}_k$ between boat and water is proportional to the speed v of the boat: $f_k = 70v$, where v is in meters per second and f_k is in newtons. Find the time required for the boat to slow to 45 km/h.

34 In Fig. 6-39, a slab of mass $m_1 = 40$ kg rests on a frictionless floor, and a block of mass $m_2 = 12$ kg rests on top of the slab. Between block and slab, the coefficient of static friction is 0.60, and the coefficient of kinetic friction is 0.40. A horizontal force $\vec{F}$ of magnitude 120 N begins to pull directly on the block, as shown. In unit-vector notation, what are the resulting accelerations of (a) the block and (b) the slab?

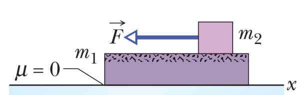

Figure 6-39 Problem 34.

35 The two blocks ($m = 16$ kg and $M = 88$ kg) in Fig. 6-40 are not attached to each other. The coefficient of static friction between the blocks is $\mu_s = 0.33$, but the surface beneath the larger block is frictionless. What is the minimum magnitude of the horizontal force $\vec{F}$ required to keep the smaller block from slipping down the larger block?

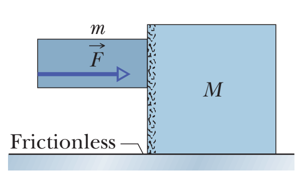

Figure 6-40 Problem 35.

36 A water droplet 4.0 mm in diameter is falling with a speed of 10 km/h at an altitude of 20 km. Another droplet 6.0 mm in diameter is falling at 25% of that speed and at 25% of that altitude. The density of air at 20 km is $0.20\ \text{kg/m}^3$ and that at 5.0 km is $0.70\ \text{kg/m}^3$. Assume that the drag coefficient C is the same for the two drops. Find the ratio of the drag force on the higher drop to that on the lower drop.

37 *Continuation of Problem 8.* Now assume that Eq. 6-14 gives the magnitude of the air drag force on the typical 20 kg stone, which presents to the wind a vertical cross-sectional area of 0.040 m^2 and has a drag coefficient C of 0.80. Take the air density to be $1.21\ \text{kg/m}^3$, and the coefficient of kinetic friction to be 0.80. (a) In kilometers per hour, what wind speed V along the ground is needed to maintain the stone's motion once it has started moving? Because winds along the ground are retarded by the ground, the wind speeds reported for storms are often measured at a height of 10 m. Assume wind speeds are 2.00 times those along the ground. (b) For your answer to (a), what wind speed would be reported for the storm? (c) Is that value reasonable for a high-speed wind in a storm?

38 Assume Eq. 6-14 gives the drag force on a pilot plus ejection seat just after they are ejected from a plane traveling horizontally at 1300 km/h. Assume also that the mass of the seat is equal to the mass of the pilot and that the drag coefficient is that of a sky diver. Making a reasonable guess of the pilot's mass and using the appropriate v_t value from Table 6-1, estimate the magnitudes of (a) the drag force on the *pilot + seat* and (b) their horizontal deceleration (in terms of g), both just after ejection. (The result of (a) should indicate an engineering requirement: The seat must include a protective barrier to deflect the initial wind blast away from the pilot's head.)

39 Calculate the ratio of the drag force on a jet flying at 1200 km/h at an altitude of 15 km to the drag force on a prop-driven transport flying at half that speed and altitude. The density of air is $0.38\ \text{kg/m}^3$ at 10 km and $0.67\ \text{kg/m}^3$ at 5.0 km. Assume that the airplanes have the same effective cross-sectional area and drag coefficient C.

40 In downhill speed skiing a skier is retarded by both the air drag force on the body and the kinetic frictional force on the skis. (a) Suppose the slope angle is $\theta = 40.0°$, the snow is dry snow with a coefficient of kinetic friction $\mu_k = 0.0380$, the mass of the skier and equipment is $m = 85.0$ kg, the cross-sectional area of the (tucked) skier is $A = 1.30\ \text{m}^2$, the drag coefficient is $C = 0.150$, and the air density is $1.20\ \text{kg/m}^3$. (a) What is the terminal speed? (b) If a skier can vary C by a slight amount dC by adjusting, say, the hand positions, what is the corresponding variation in the terminal speed?

41 A cat dozes on a stationary merry-go-round, at a radius of 6.0 m from the center of the ride. Then the operator turns on the ride and brings it up to its proper turning rate of one complete rotation every 6.0 s. What is the least coefficient of static friction between the cat and the merry-go-round that will allow the cat to stay in place, without sliding?

42 Suppose the coefficient of static friction between the road and the tires on a car is 0.60 and the car has no negative lift. What speed will put the car on the verge of sliding as it rounds a level curve of 32.0 m radius?

43 What is the smallest radius of an unbanked (flat) track around which a bicyclist can travel if her speed is 35 km/h and the μ_s between tires and track is 0.40?

44 During an Olympic bobsled run, the Jamaican team makes a turn of radius 7.6 m at a speed of 96.6 km/h. What is their acceleration in terms of g?

45 A student of weight 667 N rides a steadily rotating Ferris wheel (the student sits upright). At the highest point, the magnitude of the normal force $\vec{F}_N$ on the student from the seat is 556 N. (a) Does the student feel "light" or "heavy" there? (b) What is the magnitude of $\vec{F}_N$ at the lowest point? If the wheel's speed is doubled, what is the magnitude F_N at the (c) highest and (d) lowest point?

46 A police officer in hot pursuit drives her car through a circular turn of radius 300 m with a constant speed of 75.0 km/h. Her mass is 55.0 kg. What are (a) the magnitude and (b) the angle (relative to vertical) of the *net* force of the officer on the car seat? (*Hint:* Consider both horizontal and vertical forces.)

47 A circular-motion addict of mass 80 kg rides a Ferris wheel around in a vertical circle of radius 12 m at a constant speed of 5.5 m/s. (a) What is the period of the motion? What is the magnitude of the normal force on the addict from the seat when both go through (b) the highest point of the circular path and (c) the lowest point?

48 A roller-coaster car has a mass of 1300 kg when fully loaded with passengers. As the car passes over the top of a circular hill of radius 20 m, its speed is not changing. At the top of the hill, what are the (a) magnitude F_N and (b) direction (up or down) of the normal force on the car from the track if the car's speed is $v = 11$ m/s? What are (c) F_N and (d) the direction if $v = 14$ m/s?

49 In Fig. 6-41, a car is driven at constant speed over a circular hill and then into a circular valley with the same radius. At the top of the hill, the normal force on the driver from the car seat is 0. The driver's mass is 80.0 kg. What is the magnitude of the normal force on the driver from the seat when the car passes through the bottom of the valley?

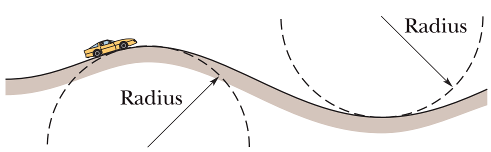

Figure 6-41 Problem 49.

50 An 85.0 kg passenger is made to move along a circular path of radius $r = 3.50$ m in uniform circular motion. (a) Figure 6-42*a* is a plot of the required magnitude F of the net centripetal force for a range of possible values of the passenger's speed v. What is the plot's slope at $v = 8.30$ m/s? (b) Figure 6-42*b* is a plot of F for a range of possible values of T, the period of the motion. What is the plot's slope at $T = 2.50$ s?

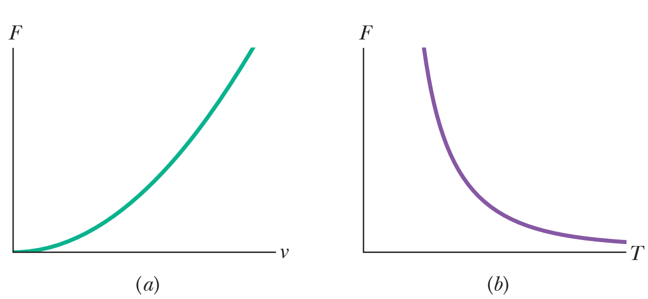

Figure 6-42 Problem 50.

51 An airplane is flying in a horizontal circle at a speed of 600 km/h (Fig. 6-43). If its wings are tilted at angle $\theta = 40°$ to the horizontal, what is the radius of the circle in which the plane is flying? Assume that the required force is provided entirely by an "aerodynamic lift" that is perpendicular to the wing surface.

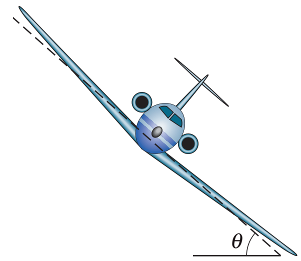

Figure 6-43 Problem 51.

52 An amusement park ride consists of a car moving in a vertical circle on the end of a rigid boom of negligible mass. The combined weight of the car and riders is 6.0 kN, and the circle's radius is 10 m. At the top of the circle, what are the (a) magnitude F_B and (b) direction (up or down) of the force on the car from the boom if the car's speed is $v = 5.0$ m/s? What are (c) F_B and (d) the direction if $v = 12$ m/s?

53 An old streetcar rounds a flat corner of radius 10.5 m, at 16 km/h. What angle with the vertical will be made by the loosely hanging hand straps?

54 In designing circular rides for amusement parks, mechanical engineers must consider how small variations in certain parameters can alter the net force on a passenger. Consider a passenger of mass m riding around a horizontal circle of radius r at speed v. What is the variation dF in the net force magnitude for (a) a variation dr in the radius with v held constant, (b) a variation dv in the speed with r held constant, and (c) a variation dT in the period with r held constant?

55 A bolt is threaded onto one end of a thin horizontal rod, and the rod is then rotated horizontally about its other end. An engineer monitors the motion by flashing a strobe lamp onto the rod and bolt, adjusting the strobe rate until the bolt appears to be in the same eight places during each full rotation of the rod (Fig. 6-44). The strobe rate is 2000 flashes per second; the bolt has mass 33 g and is at radius 4.0 cm. What is the magnitude of the force on the bolt from the rod?

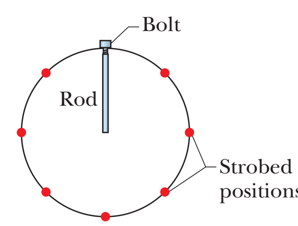

Figure 6-44 Problem 55.

56 A banked circular highway curve is designed for traffic moving at 65 km/h. The radius of the curve is 200 m. Traffic is moving along the highway at 40 km/h on a rainy day. What is the minimum coefficient of friction between tires and road that will allow cars to take the turn without sliding off the road? (Assume the cars do not have negative lift.)

57 A puck of mass $m = 1.50$ kg slides in a circle of radius $r = 25.0$ cm on a frictionless table while attached to a hanging cylinder of mass $M = 2.50$ kg by means of a cord that extends through a hole in the table (Fig. 6-45). What speed keeps the cylinder at rest?

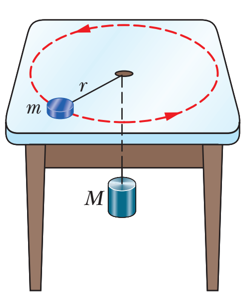

Figure 6-45 Problem 57.

58 *Brake or turn*? Figure 6-46 depicts an overhead view of a car's path as the car travels toward a wall. Assume that the driver begins to brake the car when the distance to the wall is $d = 107$ m, and take the car's mass as $m = 1400$ kg, its initial speed as $v_0 = 35$ m/s, and the coefficient of static friction as $\mu_s = 0.50$. Assume that the car's weight is distributed evenly on the four wheels, even during braking. (a) What magnitude of static friction is needed (between tires and road) to stop the car just as it reaches the wall? (b) What is the maximum possible static friction $f_{s,\max}$? (c) If the coefficient of kinetic friction between the (sliding) tires and the road is $\mu_k = 0.40$, at what speed will the car hit the wall? To avoid the crash, a driver could elect to turn the car so that it just barely misses the wall, as shown in the figure. (d) What magnitude of frictional force would be required to keep the car in a circular path of radius d and at the given speed v_0, so that the car moves in a quarter circle and then parallel to the wall? (e) Is the required force less than $f_{s,\max}$ so that a circular path is possible?

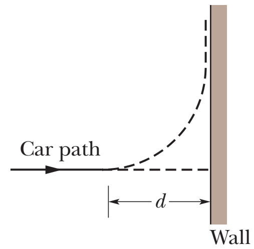

Figure 6-46 Problem 58.

59 In Fig. 6-47, a 1.34 kg ball is connected by means of two massless strings, each of length $L = 1.70$ m, to a vertical, rotating rod. The strings are tied to the rod with separation $d = 1.70$ m and are taut. The tension in the upper string is 35 N. What are the (a) tension in the lower string, (b) magnitude of the net force $\vec{F}_{net}$ on the ball, and (c) speed of the ball? (d) What is the direction of $\vec{F}_{net}$?

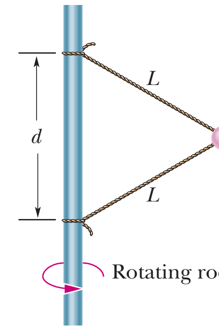

Figure 6-47 Problem 59.