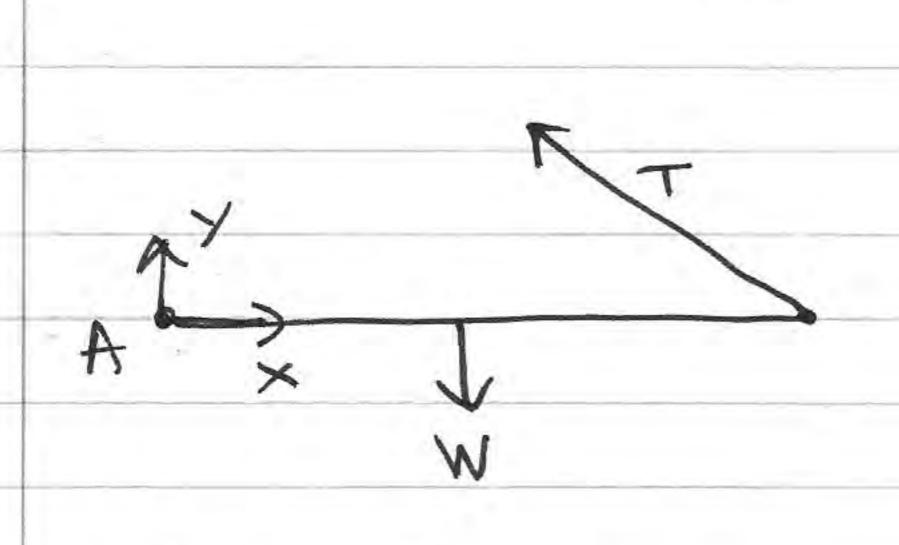
## M2 JAN 05



a) 
$$AU W \times 4qx = \frac{3}{5}T \times 8qx = T = \frac{4W \times 5}{24} = T = \frac{5}{6}W$$

9 9 9 11 9 11 12 x6 + (200-911) logx x = 200 logy 10

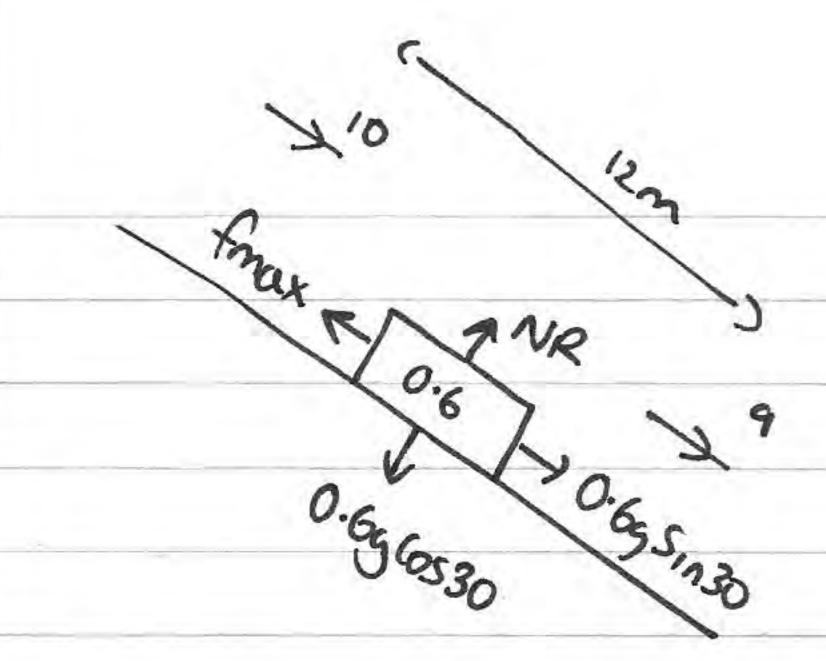
 $54\pi + (200 - 9\pi) = 2000$ 

A 
$$Q = 200-9\pi h$$

$$= 200-9\pi h$$

=) 
$$5c = 2000 - 54T$$
  
2000 - 9TT

$$M = 2000$$
 G (10,0)



$$KE lost = \frac{1}{2}(0.6)(10^2-9^2)$$
  
= 5.75.

PE lost = 0.69(6) = 3.690.

- b) KEA + PEA Wodagainst friction = LEB + PEB
  - ? WE lost + PE lost = wad against friction.
- -)  $40.98 = f_{\text{max} \times 12}$  =)  $3.41S = \mu \times 0.65 (\frac{\sqrt{3}}{2})$   $3.41S = \mu \times 0.65 (\frac{\sqrt{3}}{2})$ 3 = 0.67 (2sf)

4) 
$$V = (6t+4)i + (t^2+3t);$$
 $0 = dV = 6i + (2t+3);$ 
 $1 = 4, 0 = 6i+11;$ 
 $1 = 12.4^2+4.4^2;$ 
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PMT

$$a = -\frac{3500}{2500} = -1.4 \text{ m}^{-1}$$

=) dec = 1.4ms.2

c) 1250 - T

d) U=2S,  $\alpha=-1.4$ , V=0  $V^2=U^2+2\alpha S=0=2S^2-2.8S$ => S=223.214...m

Will by braking force = 1500 x 223.214. = 334821.42...) = 3354)

e) air resistance will be greater at furter speeds, so resistances should vary during the model.

CLM =) 
$$6mu - 2mu = 3mVp + 2mVq$$
  
=)  $4mu = 3mVp + 2mVq$   
=)  $3Vp = 4u - 2Vq$ 

=) 9eu=3Vq-4u+2Vq =>5Vq=9eu+4u

If P is reversed 
$$V_P < 0 \Rightarrow \frac{2}{5}\mu(9e+4) > 4\chi$$

$$9e+4 > 10$$

$$9e > 6 \Rightarrow 1e > \frac{2}{3}$$

c) Mom Q before = 
$$-2mu$$
  
 $+ Impulse = \frac{32}{5}mu$   
 $\Rightarrow Mom Q cupter = \frac{22}{5}mu = (2m)Vq$ 

6) 
$$(VI)$$
  $U=32Sind=19.21$   
 $\alpha I=-9.8$   
 $SI=-20$ 

$$Sin \alpha = \frac{3}{5}$$
  $\frac{5}{3}$   $\frac{6}{5}$   $\frac{4}{5}$ 

=) 
$$t = 19.2 + \sqrt{19.2^2 - 4(4.9)(-20)}$$
 =)  $t = 4.775 (3sf)$ 

6) (F) 
$$Vel = 32(05x) = 25.6$$
  $t = 4.77...$   $OC = 25.6 \times 4.77...$   $OC = 122m(3st)$ 

$$(x2)$$
  $V^2 = 32^2 + 85 = )$   $V = \sqrt{32^2 + 84} = 33.2 \text{ ms}^{-1}(34)$