



physics

relative gravity quantum

model experiment

element orbiting nature

mathematics chemistry

laboratory optical

teaching connection book

information einstein

neutron medicine biology

activity

microcosm molecule

magnet photon

spectrum scientist

education university

equipment

fusion study

research chemical power

conservate

process optics

core lesson

at electric

electro

DR. DAVID WRIGHT
INSTRUCTOR



DR. DAVID WRIGHT

Along with Griffin, Alpeneist and Apollo's Chariot, spring at Busch Gardens showcases the physics shenanigans of Tidewater community college professor David Wright in his highly interactive shows that began in April. Wright rides a hovercraft, jumps on a pogo stick and removes a tablecloth from a table, leaving the dishes intact.

His shows are presented to middle & high school physical science & physics students along with some college students. The idea is to show off how relevant and fun studying physics can be.

He has taught physics at Tidewater Community College since 1974, took part in the debut of the Travel channel series "Insane Coaster Wars.", was Dr D in the NASA Sci Files TV series, and is also the author of this workbook.

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LAUNCH INTO PHYSICS

BENCHMARKS FOR SCIENCE LITERACY PROJECT 2061



“The terms and circumstances of human existence can be expected to change radically during the next human lifespan. Science, mathematics and technology will be at the center of that change—causing it, shaping it, responding to it. They will therefore be essential to the education of today’s children for tomorrow’s world. What should the substance and character of such education be? Project 2061—which began in 1985, the year Halley’s Comet was last here—is a long-term effort of

scientists and educators on behalf of all children. Its purpose is to help transform the nation’s school system so that all students become well educated in science, mathematics and technology. Today’s young people will, as adults, greatly influence what life on earth will be like in 2061, the year Halley’s Comet next returns. Being literate in science is condition for doing so responsibly, as well as for living a full

and interesting life. Benchmarks for Science Literacy and its companion publication Science for All Americans, contribute to that end.”

Benchmarks are different from a curriculum, a curriculum framework, a curriculum design or a plan for a curriculum. It is a tool to be used by educators in designing a curriculum that makes sense to them and meets the standards for science literacy recommended in Science for All Americans.¹

Doing physics at Busch Gardens is an excellent way to work on advancing these standards for Science Literacy. Relevant Benchmarks, from

the book Benchmarks for Science Literacy, are listed below with activities from the Launch Into Physics Workbook listed after each Benchmark that can contribute to its achievement.

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LAUNCH INTO PHYSICS
BENCHMARKS FOR SCIENCE LITERACY:
PROJECT 2061



4E Energy Transformation

GRADES 6TH - 8TH

- Whenever energy appears in one place, it must have disappeared from another.
 - Level 1: Finnegan's Flyer
 - Level 2: Pantheon, Escape from Pompeii, Lock Ness Monster, Battering Ram, Griffon

GRADES 9TH - 12TH

- Whenever the amount of energy in one place or form diminishes, the amount in other places other forms increase's by the same amount.
 - Level 1: Finnegan's Flyer
 - Level 2: Pantheon, Escape from Pompeii, Lock Ness Monster, Bettering Ram, Griffon

4F Motion

GRADES 6TH - 8TH

- An unbalanced force acting on an object changes its speed or direction of motion or both. Whenever an object is seen to speed up, slow down or change direction, it can be assumed that an unbalanced force is acting on it.
 - Level 1 and Level 2: All Rides

GRADES 9TH - 12TH

- The change in motion of an object is proportional to the applied force and inversely proportional to the mass. (Newton's Second Law)
 - Level 1 and Level 2: All Rides
- Whenever one thing exerts a force on another, an equal amount of force is exerted back on it. (Newton's Third Law)
 - Level 1: Der Autobahn, The Trade Wind

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8C Energy Sources and Use

GRADES 6TH - 8TH

- Transformations and transfers of energy with a system usually result in some energy escaping into its surrounding environment (heat).
 - Level 2: Escape from Pompeii, Loch Ness Monster (Power)

9B Symbolic Relationships

GRADES 6TH - 8TH

- Graphs can show a variety of possible relationships between two variables. As one variable increases uniformly, the other may do one of the following: always keep the same proportion to the first, increases or decreases steadily, increase or decrease faster and faster, get closer and closer to some limiting value, reach some intermediate maximum or minimum, alternately increases and decreases indefinitely, increase or decrease in steps or do something different from any of these.
 - Level 1: Le Scoot Log Flume, Griffon
 - Level 2: Alpenegeist, Apollo's Chariot

GRADES 9TH - 12TH

- Any mathematical model, graphic or algebraic, is limited in how well it can represent how the world works. The usefulness of a mathematical model for predicting may be limited by uncertainties in measurements, by neglect of some important influences, or by requiring too much computation.
 - Level 1: Apollo's Chariot
 - Level 2: Apollo's Chariot, Alpenegeist
- Tables, graphs and symbols are alternative ways of representing data and relationships that can be translated from one to another.
 - Level 1: Loch Ness Monster
 - Level 2: Alpenegeist, Griffon

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9C Shapes

GRADES 6TH - 8TH

- The graphic display of numbers may help to show patterns such as trends, varying rates of change, gaps or clusters. Such patterns sometimes can be used to make predictions about the phenomena being graphed.
 - Level 1: Le Scoot Log Flume, Alpengeist
 - Level 2: Alpengeist, Apollo's Chariot

GRADES 9TH - 12TH

- Distances and angles that are inconvenient to measure directly can be found from measurable distances and angles using scale drawings or formulas.
 - Level 2: Apollo's Chariot

12B MANIPULATION AND OBSERVATION

GRADES 6TH - 8TH

- Insert instructions in a computer spreadsheet to program arithmetic calculations.
 - Introduction: Spreadsheet Simulations of a Roller Coaster

12C Manipulation and Observation

GRADES 6TH - 8TH

- Use calculators to compare amounts proportionally.
 - Level 2: Loch Ness Monster (both sections), Der Wirblewind, Escape from Pompeii, Battering Ram, Alpengeist, Griffin

GRADES 9TH - 12TH

- Use computers for producing tables and graphs and for making spreadsheet calculations.
 - Pre-Activities: Spreadsheet Simulation of a Roller Coaster

12D Communications Skills

GRADES 6TH - 8TH

- Read simple tables and graphs produced by others and describe in words what they show.
 - Level 1 and Level 2: All Rides

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The workbook provides opportunities to work on Virginia Standards of Learning for both Physical Science and Physics. Following each SOL is a list of those rides that are relevant. Teachers also can add additional questions to the workbook to address a particular SOL need.

All rides involve research skills and investigation of real world problems.

PHYSICAL SCIENCE
PS. 1

The student will plan and conduct investigations in which;

- independent and dependent variables, constants, controls, and repeated trials, are identified.
- valid conclusions are made after analyzing data
- research methods are used to investigate practical problems and questions; and
- experimental results are presented in appropriate written form.

The following utilize interpretation of graphs:

- Level 1: Le Scoot log flume, Alpgeist, Apollo's Chariot, Loch Ness Monster, Griffon, Invadr, Finnegan's Flyer, Pantheon
- Level 2: Loch Ness Monster, Alpgeist, Apollo's Chariot, Battering Ram, Griffon, Tempesto, Verbolten, Pantheon

PS. 6

The student will understand states and forms of energy and how energy is transferred and transformed.

Key concepts include:

- potential and kinetic energy
- mechanical, chemical and electrical energy
 - Level 1: Finnegan's Flyer
 - Level 2: Escape from Pompeii, Loch Ness Monster (energy), Battering Ram, Apollo's Chariot

PS. 7

The student will investigate and understand temperature scales, heat and heat transfer. Key concepts include:

- absolute zero, phase change, freezing point, melting point, boiling point, conduction, convection, vaporization and condensation
 - Level 2: Escape from Pompeii, Loch Ness Monster (power)

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P S . 1 0

The student will investigate and understand scientific principles and technological applications of work, force and motion. Key concepts include:

- Work, Force, Mechanical Advantage, Efficiency, Power, Horsepower, Gravitational Force, Speed/Velocity, Mass/Weight, Newton's three laws of motion acceleration:
 - Level 1: Loch Ness Monster, Der Autobahn (bumper cars), Le Scoot Log Flume, The Trade Wind, ALpeneist, Apollo's Chariot, Griffon, Invadr, Finnegan's Flyer
 - Level 2: Loch Ness Monster (both sections), Der Wirblewind (swings), Escape from Pompeii, Battering Ram, Alpeneist, Apollo's Chariot, Griffon, Tempesto, Verbolten, Pantheon

P S . 1 1

The student will investigate and understand basic principles of electricity and magnetism. Key concepts include:

- Static Electricity, Current Electricity, and Circuits
- Magnetic Fields and Electromagnets
- Motors and Generators
 - Level 2: Verbolten, Pantheon, Tempesto

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Physics

01

PH. 1

The student will investigate and understand how to plan and conduct investigations in which the components of a system are defined

- Instruments are selected and used to extend observations and measurements of mass, volume, temperature, heat exchange, energy transformations, motion, fields, and electric charges
- Information is recorded and presented in an organized format
- Metric units are used in all measurements and calculations
- The limitations of the experimental apparatus and design are recognized
- The limitations of measured quantities through the appropriate use of significant figures or error ranges are recognized.

Almost all of the ride sections satisfy this SOL.

PH. 2

The student will investigate and understand how analyze and interpret data. Key concepts include:

- A description of a physical problem is translated into a mathematical statement in order to find a solution
- Relationship between physical quantities are determined using the shape of a curve passing through experimentally obtained dates
- The slope of a linear relationship is calculated and includes appropriate units
- Interpolated, extrapolated, and analyzed trends are used to make predictions
- Situations with vector quantities are analyzed using trigonometric or graphical methods

All of the Level 2 sections involve mathematical interpretation of a physical situation, and all except for Escape from Pompeii and Der Wirllewind involve graphical interpretation, analysis and prediction. Many of the Level 1 rides also satisfy this SOL.

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Physics

PH. 5

The student will investigate and understand the inter-relationships among mass, distance, force and time through mathematical and experimental processes. Key concepts include:

- Linear motion
- Uniform circular motion
- Newton's laws of motion
- Gravitation
- Work, Power, Energy
 - Level 1: Loch Ness Monster, Der Autobahn, Le Scoot Log Flume, The Trade Wind, Alpeneist, Apollo's Chariot, Griffon, Ivadr, Finnegan's Flyer, Pantheon
 - Level 2: Loch Ness Monster (both sections), Der Wirblewind, Escape from Pompeii, Battering Ram, ALpeneist, Apollo's Chariot, Griffon, Tempesto, Verbolten, Pantheon

PH. 6

The student will investigate and understand that quantities including mass, energy, momentum and charge are conserved. Key concepts include:

- Kinetic and potential energy
- Elastic and inelastic collisions
 - Level 1: Der Autobahn, Verbolten, Pantheon
 - Level 2: Escape from Pompeii, Loch Ness Monster (energy), Battering Ram, Apollo's Chariot

PH. 7

The student will investigate and understand the energy can be transferred and transformed to provide usable work. Key concepts include:

- Transformation of energy among forms, including mechanical, thermal, electrical, gravitational, chemical and nuclear
- Efficiency of systems
 - Level 1: Finnegan's Flyer
 - Level 2: Escape from Pompeii, Loch Ness Monster (Energy), Battering Ram, Griffon, Pantheon

A note from Busch Gardens Williamsburg

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Students will not be able to take any measurement devices on the rides.

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Busch Gardens is one of the world's largest physics labs. Here you can investigate forces and accelerations, energy, weightlessness and inertia. Instead of just watching forces act on objects, you will be the object on which the forces are acting. You can experience forces similar to the space shuttle astronauts on the Loch Ness Monster, feel the effects of inertia as you rapidly decelerate on Escape from Pompeii, feel close to weightless as the log plunges down the incline on the Le Scoot log flume or confuse your senses as you go upside down on Alpengeist. Physics at Busch Gardens is definitely X-treme physics.

Why do people love roller coasters and other thrill rides? Speed alone is not the answer. An airplane trip at 500 mph is not very exciting, unless the plane is taking off, landing, turning or experiencing turbulence. It is accelerations that provide the excitement. The rides are in many ways very similar to experiences in cars or airplanes, but everything is very much exaggerated.

Launch into Physic Show

The Launch Into Physics workbook may be used at Busch Gardens on any day that the park is open. There also will be a number of special days each year in which there will be a "Launch into Physics Show" in the Abbey Stone theatre. Busch Gardens Williamsburg, presents this high-energy physics show where hip-hop jams collide with the physics of motion. Inspired by the perplexing twists and turns of the park's world famous roller coasters, this dynamic show encompasses interactive demonstrations and energetic experiments. Don't miss the extraordinary David Wright, Ph.D., Professor of Physics at Tidewater Community College, as he explains the physics behind Busch Gardens Williamsburg's thrills. For more information, email: BGW.GroupSales@BuschGardens.com

Preparation for Your Visit

Each set of exercises in the workbook is designated as Level 1 or Level 2 and generally focuses upon a particular physical principle such as Acceleration or Energy. Most roller coasters have both Level 1 and Level 2 exercises. (The Loch Ness Monster has two sets of Level 2 exercises: one covering Vertical Accelerations and the other concerned with Power, Energy and Acceleration.) There are nine sets of Level 1 exercises and eleven sets of Level 2 exercises. To allow for maximum flexibility, there are many more exercises in the workbook than can be done by the students in one day. You should make copies of those sections of the workbook that you want your students to do. You may assign all of the students to do the same rides, let them choose from a list or arrange for different groups to do different rides and then share with each other later. You can also choose to allow students to just do parts of some rides (i.e Apollo's Chariot Level 2 Questions 1,2,4,7,9) Your students will get more out of their experience if you prepare them for it. This workbook contains a number of pre-activities, and also a review of Principles of Physics applicable to a park visit. This Principles of Physics section also includes the relevant equations that are needed to complete some of the questions in the workbook. Plan a recap day after your return from the park to discuss the activity, compare notes and reinforce the concepts learned.

Middle school teachers will want to assign Level 1 exercises. If you have an advanced middle school class, you also may pick some of the Level 2 exercises. High school teachers may want to mix some Level 1 experiences in with a Level 2 core. Level 1 questions are less mathematical than Level 2. Level 1 exercises do not require the use of any equipment. Stopwatches are needed to gather data in all of the Level 2 exercises, except Apollo's Chariot. Angle measuring devices are needed for some Level 2 rides (Der Wirlwind, Loch Ness Monster, and Battering Ram). The instrument requirements are mentioned at the beginning of each set of exercises.

Student will not be able to take any measuring equipment on the rides

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Graphs

1. Theoretical graphs: These graphs in the workbook were produced using a computer program. They include the following relationships: Force Factor vs. Distance, Force Factor vs. Speed, Force Factor vs. Banking Angle, Speed vs. Height and Force Factor vs. Radius. They can be used in the place of equations to determine values or simply used to get a visual representation of the relationships
2. CBL Force Factor graphs: These graphs were produced with the use of a TI-83 calculator, a CBL and a low g accelerometer. Data for the Loch Ness Monster, Alpengeist, Da Vinci's Cradle, Apollo's Chariot, Griffon and the Battering Ram is included in the workbook.

These Force Factor graphs are not based on any scientifically accurate accelerometer testing of the ride. In fact, the testing was done solely for the purpose of providing information necessary to complete the experiments in this workbook and does not reflect the actual ride conditions.

3. Coaster Profile Graphs: These graphs represent only an approximate representation of the coaster. They are not intended to provide an accurate scale drawing of the coaster.

Suggestions

1. Have the students work in groups of three to five. They will be able to share ideas as well as equipment. Arrange to have them check in with you in the middle of the day to monitor their progress.
2. Have the students make three measurements for each time measurement required. You may decide to have one person make three measurements or three people make one measurement each. This may depend on how many rides you want them to investigate.
3. Have students read the section entitled WHAT TO DO ON THE RIDE before they get on the ride. Have them circle their answers to the PREDICTIONS before riding the rides or making any measurements.
4. Those who do not wish to ride can make those observations and measurements that can be done OFF THE RIDE while they are waiting.
5. Please be courteous and obey all of the park rules.
6. If you visit on a "Funky Physics Show" day, plan to have your students attend the show at the Abbey Stone Theatre.

Measurements

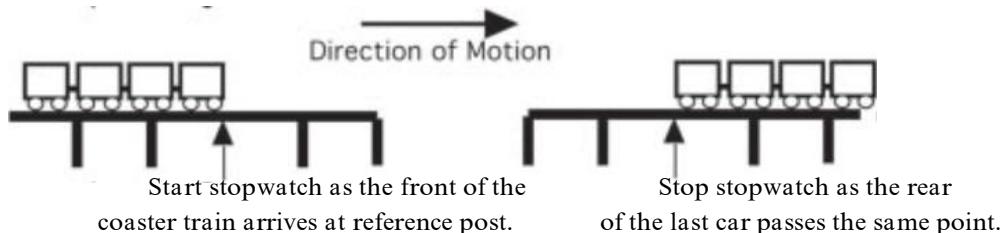
Time

Time measurements are used to find speeds. In equations, the speed will be indicated by the letter "v" for velocity. The terms velocity and speed are often used interchangeably in ordinary language. Strictly speaking, a velocity has both a magnitude and a direction, and the magnitude of the instantaneous velocity is called the speed.

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a. **Front to Back times** are used to find the speed of coaster trains such as the Loch Ness Monster. They also can be used with slow moving boats, like Escape from Pompeii after the splash.

$$\text{Speed} = \frac{\text{length of coaster train}}{\text{front to back time}}$$



b. **Total time** is used to find the average speed for an entire ride, such as on Apollo's Chariot.

$$\text{Average speed} = \frac{\text{total distance}}{\text{beginning to end time}}$$

c. **Point to Point time** is a technique that is useful when a front to back time is just too small. The boat in Escape from Pompeii is timed between a post and the splash at the bottom of the hill. It is also used to measure the speed of Alpengeist as it passes between two columns at the bottom of its first hill. The stopwatch is started when the front of the boat or coaster passes point A and then stopped when the front arrives at point B.

$$\text{Average speed} = \frac{\text{(distance between A & B)}}{\text{(time to go between A & B)}}$$

Force Vertical Forces

Forces that are experienced while on the rides are measured using something called the Force factor (FF).

$$\text{Force Factor(FF)} = \frac{\text{Seat force on rider}}{\text{Weight of the rider}} = \frac{\text{Force}}{\text{mg}}$$

If riders are not accelerating, they will be experiencing a vertical force factor of 1. This is because the chair (or seat) must exert an upward force equal to their weight to keep them from falling. A force factor of 1 is normal.

In order for the rider to accelerate upward, such as the bottom of a coaster hill or at the bottom of the swing of Da Vinci's Cradle, the chair must push up on the rider with a force that is greater than the rider's own weight (mg). If the rider experiences a force factor of 2, this signifies that the force is twice normal body weight and the rider will feel twice as heavy as normal. On hilltops, the rider may experience a force factor of 0.5. This would indicate that the seat is pushing up with a force that is half the normal weight of the rider and he will feel light.

Astronauts and test pilots talk about "pulling g's." Pulling 3 g's means the same thing as a force factor of 3. When discussing forces, force factor and "g's" are often used interchangeably. Typically, theme park rides do not exceed a force factor of about 4.

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If we were to use the “force” instead of the “force factor,” each person will have to report a different number, based upon his own weight.

The following rides have mounted accelerometers: Battering Ram (as seen from the ride queue: left most seat, and first seat right of center), Da Vinci’s Cradle (rows 5 and 6), Alpengeist (row 6), Apollo’s Chariot (row 6), Griffon (row 3).

The normal position of the hanging weight is a force factor of 1. One line below that is 2. The lowest line is a force factor of 4. When the spring is totally compressed that represents a force factor of 0.

The middle of the hanging weight is used to indicate the force factor.



Horizontal Forces

If a rider is stationary or moving at a constant speed in a straight line, he or she experience a horizontal force factor of zero. A horizontal force factor of 0 is normal. If the rider is accelerating and the horizontal force factor is 1, then this would indicate a horizontal force equal to the weight of the rider. A rider that weighs 100 lbs and experiences a horizontal force factor of .5 would be experiencing a horizontal force of 50 lbs. These horizontal forces are produced by the back of the chair (or seat), friction between the pants and seat and the side of the car or the lap bar. The horizontal force factor is seldom greater than 1.

Horizontal forces can be forward, backward or sideways. If the horizontal force is forward, the person will feel pushed back into their seat. If the force is backward, then the person will feel pushed forward. A person experiencing a force to the left will feel thrown to the right. A force to the right will feel like being thrown to the left.

An angle measuring device may be constructed for off-the-ride measurements. They will be used on the following Level 2 Rides: Der Wirlwind, Loch Ness Monster, and Battering Ram. A protractor with a hanging weight on a string works well. There also are commercially available cardboard devices that consist of metal balls in a plastic tube.



To measure an angle, line up the straight edge of the protractor, or the top of the cardboard with the incline of the Loch Ness Monster, or the hanging swing of the Der Wirlwind. In the case of the Battering Ram, you will line up the top of the protractor between the rotational point at the top, and the middle point of the Battering Ram boat at its highest position. With the Battering Ram and Der Wirlwind, you will be measuring the angle with respect to the vertical. This can be read directly off the protractor. With the incline of the Loch Ness Monster, you will need to subtract the protractor reading from 90 degrees to find the angle with respect to the horizontal. The cardboard angle measuring device works just the opposite, with a subtraction from 90 required for the Der Wirlwind and the Battering Ram.

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1. Practice with the Stopwatch

a. Front to Back Measurements

On the Loch Ness Monster the speed can be determined by timing how long it takes the coaster train to pass a fixed point. Several of these front to back time measurements that need to be made at Busch Gardens are less than one second, and therefore it is a good idea to have the students practice. Have them measure the length of the car, then make front to back time measurements as it drives by.

They start the stopwatch as the front of the car passes some point, such as a light pole or tree, and then stop the stopwatch when the back bumper of the vehicle passes the same point. Speed then is equal to the length of the car divided by the front to back time. This is a great opportunity to discuss measurement errors. Since each student is measuring the same event, they all should have the same time. This also will give them a chance to practice taking measurements of small times. A typical car is about 15 feet long. Thus, if it drives by at 10 miles/hour, the front to back time will be close to 1 second. If it drives by at 15 miles/hour the front to back time will be about .7 seconds.

Many of the times that the students will measure at the theme park will be in the neighborhood of .7 seconds. The coasters will be going about 60 miles/hour, which is four times faster than 15 mph, but they also will be about four times as long.

If you are unable to go outside to use a car, then try using one of the following:

1. Have a person walk by with a board or a pole. Choose a board length, and speed of walking so that the front to back measurement will be between .5 and 1 second.
2. Have a chain of people holding hands run by. This will simulate the coaster train, which is made of several cars.

b. Point to Point Measurements

If a vehicle is very small (such as the boat on Escape from Pompeii) it is difficult to make a Front to Back time measurement to determine its speed. Times less than a half a second are almost impossible to take accurately. With Escape from Pompeii, it is possible to take a front to back measurement at the top of the hill where the speed is slow, but not at the bottom of the hill where it is going much faster. With these smaller vehicles, timing the vehicle between two different points can be used to determine the speed. As long as the distance between these two different points (posts, light poles, rocks, etc.) is known and the points are far enough apart such that the time will be longer than 0.5 seconds, the speed can be determined.

Measure the distance between two points (desks, standing students, cones, etc.) in the classroom or hallway and have a student run by. Have the class time this student between these two points and determine the speed. Have several students time the runner, and compare their results. This should help indicate the need for multiple measurements and practice.

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2. Pre-Activities Involving the Physics Principles

a. Which Way is Up?

Upside down - Ask the class to imagine that someone is grasping their ankles and holding them upside down. Have them name as many ways as possible that they are hanging upside down.

Possible answers might include: hair fell down, blood rushed to the head (they will look red, and feel warm and “heavy headed”), everyone looked upside down, they felt the force of the hands holding them up. The students can then be asked to remember these things when they are upside down on the coasters and see how many of these things they experience on the coaster.

Weightless - Drop a milk carton full of water with a hole punched in the bottom. No water will leave the carton on the way down. While it is in a state of free fall, the water and carton are weightless.

Chair Force determines “weight.” Sit in a chair and take your feet off the floor. Describe what you feel. Only the force of the chair.) Now put your hands underneath your chair and pull up fairly hard. Describe how you feel. Would your bottom feel any different if you were to put on a lot of weight? (No. The force with which the chair pushes on you determines your “weight” or how heavy you feel.)

b. Centripetal Acceleration

Bucket of Water - Take a bucket of water and spin it around your head. The water doesn’t fall out. The water tries to go in a straight line and the bucket keeps applying a force toward the middle that makes it go in a circle.

c. Banking Angle

Spinning Hanging Weight - Hold a string with an object tied onto it at arms length and spin around. The angle at which the weight hangs is the banking angle for that speed and radius of turn.

Spinning Book - Take a book and place an object such as a pencil or eraser on it. Then hold the book at arms length with the object on top of the book. Start to spin slowly at first and as you speed up slowly incline the book, giving it a banking angle. Have the student pay attention to how the banking angle depends on how fast you spin and how far out you hold the book.

Bicycle - Ride a bicycle around in a circle. Note how the banking angle depends upon the speed and radius of the turn.

d. Energy

Basketball and Tennis Ball - If a basketball and tennis ball are dropped separately, they will both bounce up to a position that is below where they were dropped. This is because some of the original gravitational potential energy is changed into heat energy in the collision. If the tennis ball is placed on top of the basketball and then dropped, the tennis ball will bounce much higher than the position from which it was dropped. It appears that it got the energy from nowhere. However, you also should notice that the basketball bounced somewhat lower than before. Some of the original energy of the basketball was transferred to the tennis ball.

Pendulum - Tie a string to the ceiling and attach a metal ball. Once the ball is released, it will not gain new energy but will simply change gravitational potential energy into kinetic energy, and then back to gravitational potential energy. Therefore, it can’t swing any higher than its release point. Hold the ball up to your nose and release it. Friction will assure that it will not quite come back to the nose.

e. Oscillations

Period - Measure the period of a ball on a string. Keep the angle small. Compare the theory to the actual measurement. Now time the period again, but this time use a very large swing angle. Does this create much of a difference?

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3. Spreadsheet Simulation of a Roller Coaster

This activity can be either a pre- or post-trip activity.

Equipment Required: Computer with spreadsheet program (Lotus 1-2-3, Quattro Pro, Excel, Appleworks, etc.) A great way to understand the physics of roller coasters is to “play” with a model of a coaster on a spread- sheet. Even if students don’t have an understanding of the equations that produce the results, they can still alter the initial conditions and see what the effects are (i.e. What if the initial hill were twice as high, how much would the speed at the bottom increase? How can I produce a force of 4 g’s at the bottom of the first hill? What if the second hill were higher than the first?). The students can see at a glance how the magnitude of the Velocity (speed), Potential Energy (PE), Kinetic Energy (KE), Total Energy (TE), Banking Angle (BNK ANGL), and Force Factor(FF) vary as the Height (H), Radius of the turns and loops (R) are changed.

The spreadsheet model presented on the page entitled Spreadsheet Formulas was written in Excel, but other spreadsheet programs are very similar. The initial coaster has a first hill 25 meters high, followed by a clothoid loop that is 15 meters high, a second hill 15 meters high and a horizontal loop that is 10 meters above the ground. The first hill bottom (C) has a radius of curvature of 35 meters, the radius of the top of the clothoid loop is 10 meters, and the radius of curvature of the second hilltop is 60 meters. The back curve has an initial horizontal radius of 70 meters and the big horizontal loop has a radius of 30 meters.

The equations that are used to find the force factors, banking angle and energy are listed below. In all of these calculations the value of mass is taken to be “1.”

Force Factor Equations			
Bottom of Hill	Top of Loop	Hilltops	Banked Turns
$v^2/rg + 1$	$v^2/rg - 1$	$1-v^2/rg$	$1/\cos(\text{angle})$

$$\text{Banking Angle: } \tan(\text{angle}) = v^2/rg$$

Kinetic Energy $.5mv^2$ Potential Energy mgh Total Energy $PE+KE$

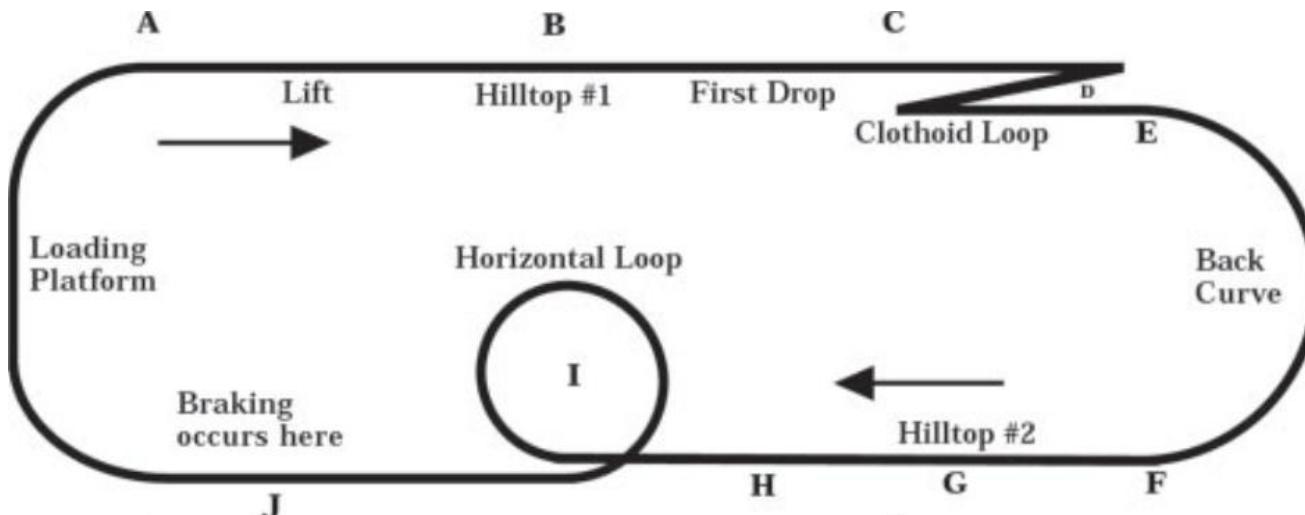
The students should only make changes in heights (H) and radius (R) of the turns and loops. The new values of energy, force factor and banking angle will then be computed by the spreadsheet. The students will need a copy of the sheet with the top and side views of the roller coaster.

The sheet entitled **What If** (Spreadsheet) demonstrates some of the possible changes that can be made to the coaster, and illustrates some of the investigations that can be made.

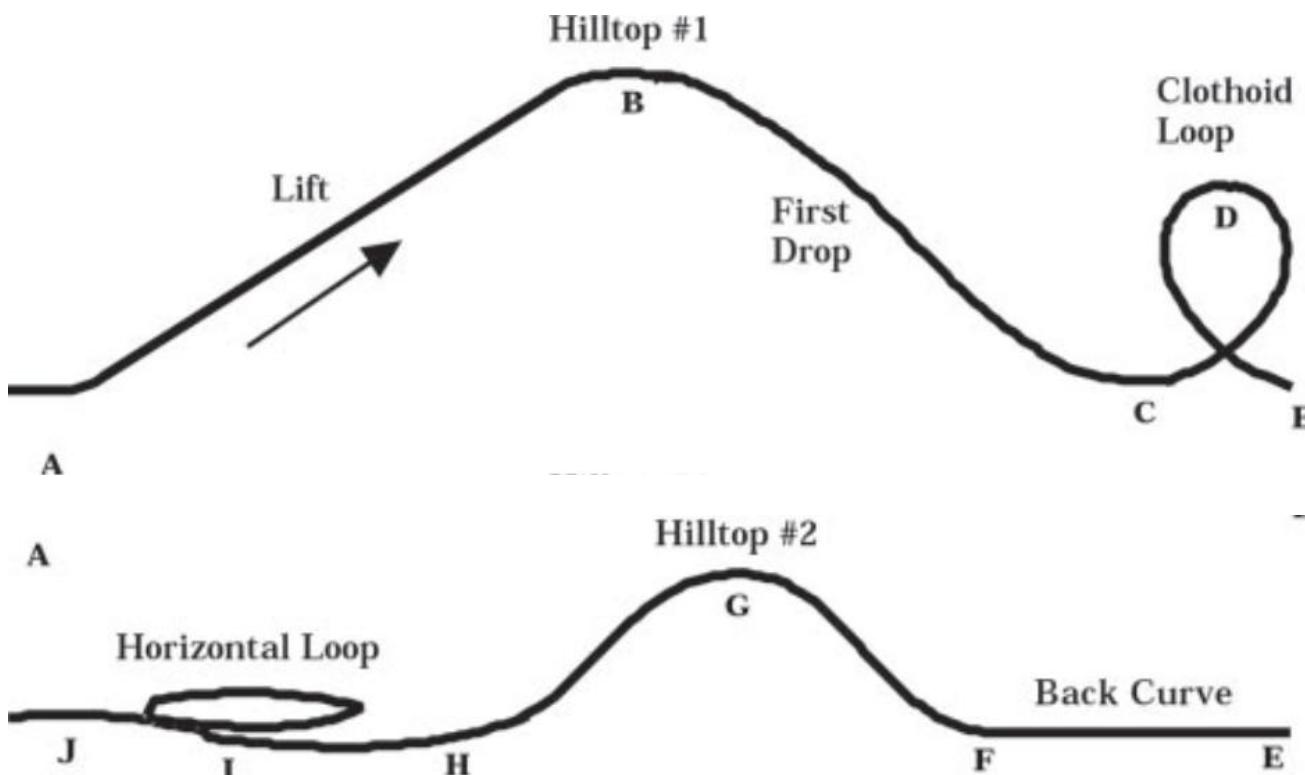
Miscellaneous Notes: A negative force factor indicates the coaster will leave the track unless it has a second set of wheels underneath the track. An imaginary answer indicates that the result is not possible. Friction is not taken into account in this model, so the sum of Kinetic + Potential energy is always equal to the total energy.

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**BASIC ROLLER COASTER
TOP VIEW**



SIDE VIEW

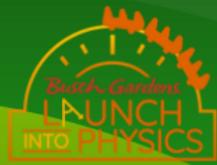


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SPREADSHEET FORMULAS

	A	B	C	D	E	F	G	H	I	F
1	LOCATION	H	VELOCITY	PE	KE	TE	R	BNK ANGL		
2	B	25	=SQRT(2*9.8*(\$B\$2-B2))	=9.8*B2	=0.5*C2^2	=D2+E2				
3	C	0	=SQRT(2*9.8*(\$B\$2-B3))	=9.8*B3	=0.5*C3^2	=D3+E3	35		=+C3^2/(G3/9.8+1)	
4	D	15	=SQRT(2*9.8*(\$B\$2-B4))	=9.8*B4	=0.5*C4^2	=D4+E4	10		=+C4^2/(G4/9.8-1)	
5	BCK CRV*	0	=SQRT(2*9.8*(\$B\$2-B5))	=9.8*B5	=0.5*C5^2	=D5+E5	70	=ATAN(C5^2/G5/9.8)*180/PI()	=1/COS(H5*PI()/180)	
6	G	15	=SQRT(2*9.8*(\$B\$2-B6))	=9.8*B6	=0.5*D6^2	=D6+E6	60		=1-C6^2/G6/9.8	
7	H*	10	=SQRT(2*9.8*(\$B\$2-B7))	=9.8*B7	=0.5*C7^2	=D7+E7	30	=ATAN(C7^2/G7/9.8)*180/PI()	=1/COS(H7*PI()/180)	
8			Mass is assumed to be equal to 1 in all equations					180/PI converts radians to degrees	Here, degrees must be converted to radians before the cosine of the angle is taken	
9										
0										
1										
2										

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SPREADSHEET

Original Specifications of the Roller Coaster with m=1

Location	Height	Velcoity	PE	KE	TE	Radius	BnkAngle	FF
B (Hilltop #1)	25	0.00	245	0	245			
C (Bottom of Drop)	0	22.14	0	245	245	35		2.43

D(Top of Loop)	15	14.00	147	98	245	10		1.00
Back Curve	0	22.14	0	245	245	70	35.54	1.23
G(Hilltop #2)	15	14.00	147	98	245	60		0.67
I (Horizontal Loop)	10	17.15	98	147	245	30	45.00	1.41

Increase the height of the first hill to 50 meters.

Notice the changes in the velocity, banking angle and force factors.

Location	Height	Velocity	PE	KE	TE	Radius	BnkAngle	FF
B(Hilltop #1)	50	0.00	490	0	490			
C(Bottom of Drop)	0	31.30	0	490	490	35		3.86
D(Top of Loop)	15	26.19	147	343	490	10		6.00
Back Curve	0	31.30	0	490	490	70	55.01	1.74
G(Hilltop #2)	15	26.19	147	343	490	60		-0.17
I (Horizontal Loop)	10	28.00	98	392	490	30	69.44	2.85

Adjust two of the turn radii to avoid force factors that are either too high or negative.

Location	Height	Velocity	PE	KE	TE	Radius	BnkAngle	FF
B(Hilltop #1)	50	0.00	490	0	490			
C(Bottom of Drop)	0	31.30	0	490	490	35		3.86
D(Top of Loop)	15	26.19	147	343	490	20		2.50
Back Curve	0	31.30	0	490	490	70	55.01	1.74
G(Hilltop #2)	15	26.19	147	343	490	80		0.13
I (Horizontal Loop)	10	28.00	98	392	490	30	69.44	2.85

Make the second hill higher than the first (#NUM! is an imaginary number)

Location	Height	Velocity	PE	KE	TE	Radius	BnkAngle	FF
B(Hilltop #1)	25	0.00	245	0	245			
C(Bottom of Drop)	0	22.14	0	245	245	35		2.43
D(Top of Loop)	30	Err:502	294	Err:502	Err:502	10		#NUM!
Back Curve	0	22.14	0	245	245	70	35.54	1.23
G(Hilltop #2)	15	14.00	147	98	245	60		0.67
I (Horizontal Loop)	10	17.15	98	147	245	30	45.00	1.41

By changing only the radii of the turns, design an exciting coaster with a heavy

bottom, a very light hilltop, and a horizontal loop that is steep and forceful.

Location	Height	Velocity	PE	KE	TE	Radius	BnkAngle	FF
B(Hilltop #1)	25	0.00	245	0	245			
C(Bottom of Drop)	0	22.14	0	245	245	20		3.50
D(Top of Loop)	15	14.00	147	98	245	10		1.00
Back Curve	0	22.14	0	245	245	70	35.54	1.23
G(Hilltop #2)	15	14.00	147	98	245	20		0.00
I (Horizontal Loop)	10	17.15	98	147	245	10	71.57	3.16

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WHICH WAY IS UP?

As the students ride the roller coasters, they may have a hard time telling which way is up. When they are upside down in a loop, they will not feel like they are falling out and up seems like down. When going around a turn that is steeply banked, they will not fall to the side and up now seems to be sideways. Going over a parabolic hill, there seems to be no "up" as they experience weightlessness.

Think of sitting in a chair. If you concentrate, you will notice the force of the chair pushing up on your seat.

You can't feel the gravitational force acting on any particular part of your body, but you know from experience that it exists. You know that you need this "up" chair force to keep you from falling "down."

"Up" is the direction of the felt force, which keeps you from falling down. The direction of "up" is therefore the same as the direction of the "chair force" or support force. This could also be the floor pushing up on your feet. Your weight, is really a measure of the strength of the "chair force" or support force.



Top of the Loops on the
Loch Ness Monster

In a steeply Banked Turn

Weightlessness

According to Einstein's **Principle of Equivalence**, an observer cannot tell the difference between the absence of gravitational forces and being in a state of free fall. Both observers would experience "weightlessness."

If only the force of gravity acts on an object, it is in a state of free fall. Diving off a high dive or bungee cord jumping produces this sensation. When an upside-down cup of water is dropped, the water will not fall out. The water appears weightless because it is falling just like the cup.



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After a football is kicked, it is in a state of free fall. It follows the path called a parabola.



NASA trains astronauts to deal with weightlessness by putting them in a plane that flies in a parabolic path. A roller coaster also can achieve “weightlessness” if the track follows a parabolic path like a Camelback Hump. A steep coaster hill, which has the shape of a half parabola, like the Loch Ness Monster also produces near weightless sensations.



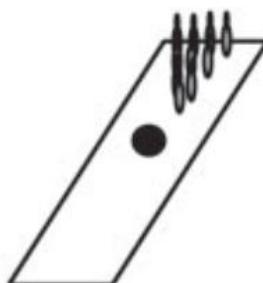
Horizontal Accelerations

Acceleration is a change in speed or a change in direction. Accelerations are produced by forces. Newton's Laws of Motion describe the relationship between acceleration and forces.

Newton's First Law: Objects at rest remain at rest and objects in motion remain in motion unless acted upon by an external force.



Table Cloth and Dishes



Bowling Ball Rolls

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LAUNCH INTO PHYSICS

PRINCIPLES OF PHYSICS



A tablecloth can be pulled out from underneath a set of dishes, if it is pulled quickly. This is because the dishes have what is called inertia, or a tendency to remain at rest. The bowling ball on the other hand, once in motion will continue in a straight line forever, unless it hits the pins or friction eventually supplies the force to slow it down.

Newton's Second Law: Every acceleration (change in speed or direction) requires a force. The greater the acceleration, the greater the required force. If two objects undergo the same acceleration, the more massive of the two will require a greater force.

A horizontal acceleration of 9.8 m/s requires a force equal to the weight of the object (1 g). A vertical acceleration of 9.8 m/s requires a force equal to twice the weight of the object (2 g's), since an upward force of 1 g is required to simply keep the object from falling through the floor.



Dodge Viper 0 to 60 mph in 4.1 seconds. Acceleration=6.43 m/s or $2/3$ g. The car must produce a force that is $2/3$ the weight of the car to cause this change in speed. The passengers also experience a horizontal force of $2/3$ their weight pushing them forward.

Space Shuttle Takeoff 3.0 g's



Apollo Moonshot 7.5 g's



Dragster 3.5 g's



Commercial Airliner taking off $1/5$ g's

Newton's Third Law: For every action, there is an equal and opposite reaction.



Person A on the skateboard will always lose the tug o' war. Person A can't pull on the rope without being pulled.



To accelerate the person in the elevator upward, the floor of the elevator must push up on the feet with a force greater than the weight of the person, and the feet push back on the floor with the same force. The person will feel heavy.

(If the upward force was 3 g's, they would feel 3 times heavier than normal.)

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Applications

On a roller coaster, it is the acceleration that produces the thrills. Accelerations can be changes in either speed or direction. While experiencing accelerations passengers feel heavy or light, feel pushed back into their seats or thrown forward, or feel like they are thrown to the left or to the right.

Force < 1 g



Change in Speed: BRAKING

A force is required to make the passengers slow down. If the change in speed occurs quickly, the seat of the coaster car can't produce enough force and the passengers feel as if they are thrown forward. Actually, the coaster car stopped and they didn't. These forces are generally less than 1g.

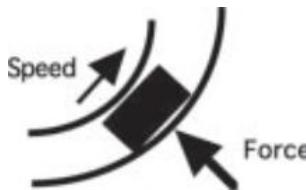
Initial Speed

Force < 1 g



Increase in Speed: HORIZONTALLY

If the speed along the horizontal is increased, the back of the seats must push the passengers. They in turn feel pushed back into their seats. This sensation occurs for passengers in the last coaster car at the top of the hills.



Changing Direction: TURNING A CORNER

To turn a corner to the left requires a force to the left. The passengers feel like they are thrown to the right. (In reality, their inertia carries them forward as the coaster turns the corner. This makes it appear as if they were thrown to the right.) The greater the speed or smaller the radius of the turn, the greater the force required. When g forces are high, the turns are banked to keep passengers from being thrown to the left and right. (See section on Centripetal Force).

Force Factor

Every acceleration requires a force to cause it. The force factor (FF) indicates how much larger or smaller than the weight of an object a force acting on that object is. Thus, if an object "weighs" 100 lbs, and it experiences a horizontal force of 150 lbs, that would be called a force factor of 1.5. If the horizontal force were 50 lbs, that would then be a force factor of 0.5. To compute the force factor, take the force acting on the object and divide by the weight of the object.

Force Factor = Force/mg
Newton's Second Law states $F=ma$

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Launch into Physic Principles of Physics - Part 5

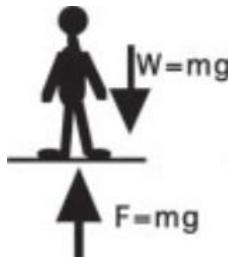
Substituting this into the force factor equation produces

$$\text{Force Factor} = ma/mg \text{ or } FF = a/g$$

So, an acceleration of 1.2 g in the horizontal direction corresponds to a force factor of 1.2. Sometimes, the force factor is expressed in g's with 1 g corresponds to a force equal to the weight.

Vertical Accelerations

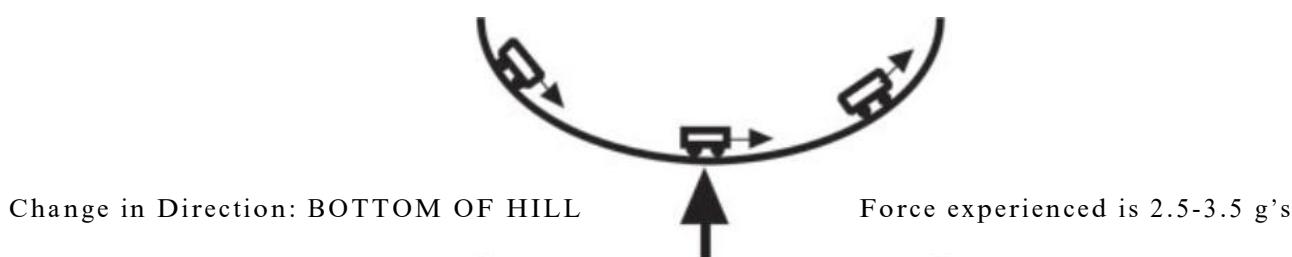
A vertical acceleration may be either a change in speed or change in direction. In both cases a vertical force is required to cause this acceleration. When the vertical force acting on a person is equal to their weight, then the person will have no vertical acceleration. This force could be the ground pushing up or the force of the chair that the person is sitting in.



The person feels normal. We say that they are experiencing a force factor of 1, which is sometimes also expressed as 1g. (If a force other than gravity acts on a person, the force factor tells how many times their weight (mg) the force is.)

If the upward force is greater than their weight, say twice as much, then the force factor is 2, or they are experiencing 2g's.

If there is no upward force, then the person feels weightlessness as they free fall.



An upward force is required to make the coaster change its direction at the bottom of a hill. The coaster car seat pushes up on the passenger, so the passenger pushes down on the seat and feels heavy. On Apollo's Chariot and Loch Ness Monster this force exceeds 3 g's on many of the hill bottoms. The maximum force experienced is between 3.5 and 4 g's.

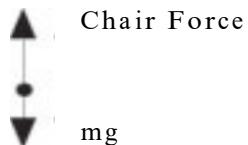
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LAUNCH INTO PHYSICS

PRINCIPLES OF PHYSICS



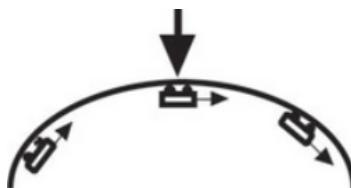
The resultant of these two forces must equal the centripetal force.



$$\text{Chair Force} - mg = mv^2/r$$

$$\text{Chair Force} = mv^2/r + mg$$

$$\text{Force Factor} = \text{Chair Force}/mg = v^2/rg + 1$$



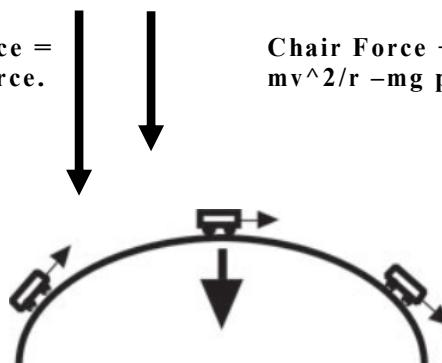
Change in Direction: TOP OF A LOOP

Force experienced is 0 to 2 g's

A downward force is required to make the coaster change its direction at the top of a loop. Gravity provides part of the force, but generally the coaster is designed to move fast enough at the top so that the track must also push down on the coaster. (If the track does not push down at all, then the passengers would feel weightless at the top.) On some loops the passengers feel light, less than 1 g, but never leave their seats. On other loops, the passengers will actually feel heavy at the top. Either way, down now seems to be up. If the riders keep their eyes closed on a loop, they will never know that they were upside down. Alpengeist riders experience six inversions.

Chair Force + mg = mv^2/r Chair Force = mv^2/r - mg produce the centripetal force.

Chair Force + mg = mv^2/r Chair Force = mv^2/r - mg produce the centripetal force.



Change in Direction: TOP OF THE HILL

Force experienced is less than 1

At the top of a hill, a downward force is needed to cause the change in direction. If the coaster is moving slowly enough, gravity can provide sufficient force to cause this change in direction. As a result, however, the passengers feel light. This is the same sensation experienced when a car goes over a large bump in the road and the passengers experience a "tummy lifter." The Camelback Hump on Apollo's Chariot is designed so that the force experienced is very close to zero for more than 3 seconds. (If a force greater than that of gravity is required because of the speed of the coaster, then the passengers must have shoulder harnesses and the coaster must have two sets of wheels, one above as well as below the tracks.)

Here the Chair Force is up and the Weight is down, so these two forces subtract Toward the center of the circle is considered positive.



$$mg - \text{Chair Force} = mv^2/r$$

$$\text{Chair Force} = mg - mv^2/r$$

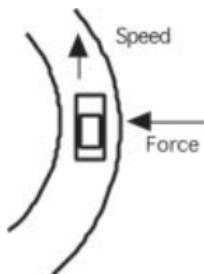
$$\text{Force Factor} = 1 - v^2/rg$$

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CENTRIPETAL ACCELERATIONS

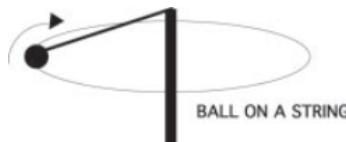
An acceleration is either a change in speed or a change in direction. An object traveling in circular motion is constantly changing direction and therefore accelerating. This kind of acceleration (circular motion) is called Centripetal Acceleration. Newton's Laws indicate that all accelerations are created by forces acting on an object. Centripetal accelerations are created by forces acting in toward the center of the circle, which are called Centripetal Forces.

The magnitude of the centripetal acceleration of an object traveling at velocity v and in a circle of radius r is given by $a = v^2/r$. The direction of this acceleration is in toward the center of the circle. According to Newton's Second Law, the force required to create this acceleration is given by mv^2/r and is called the Centripetal Force.

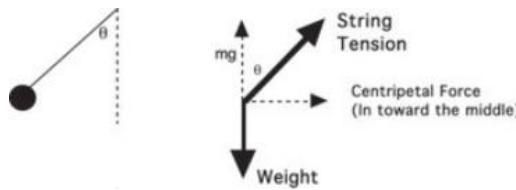


In order for a car to turn a corner to the left, there must be a force to the left. Friction between the tires and the road provides the force for the car to turn the corner. The car in turn must apply a force to the people inside to make them turn the corner.

The centripetal force factor is given by the centripetal force divided by the weight of the object. It indicates what fraction of the object's weight is required to make it go in a circle. In the case of the car, it is given by $(mv^2/r)/mg = v^2/rg$



In the example illustrated above, the tension in the string provides not only the force required to make the ball go in a circle but also the force to support the weight of the ball.



$$\begin{aligned} \text{Centripetal Force Factor} &= \text{Force}/mg = \tan \theta \\ \tan \theta &= \text{Centripetal Force}/mg \text{ or} \\ \text{Centripetal Force} &= mg (\tan \theta) \end{aligned}$$

The centripetal force factor on any object traveling in a circle is simply equal to the tangent of the angle at which the swinging object hangs. This is true whether the angle is formed by the hanging weight of a horizontal accelerometer, or the swing on Der Wirllewind. The angle of swing can be measured with a protractor and then the centripetal force factor can be computed as the tangent of this angle.

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As indicated on the previous page, the centripetal force factor also can be determined if the velocity and radius of the turn are known (v^2/rg). The angle that such an object will hang as it swings around can then be determined by using the inverse tangent.

Vertical Circle



If a bucket of water is swung in a vertical circle, a centripetal force is required. When the bucket is upside down, the bucket must push the water in toward the center of the circle, or in this case downward. According to Newton's Third Law, the water then pushes up on the bucket. The water doesn't fall out if the bucket is spun fast enough.

The Loch Ness Monster has two large vertical loops. When a coaster car is upside down in the loop the track must push down on the car to keep it going in a circle. The car then pushes up on the track. The seat of the car pushes down on the passengers and they in turn push up on the seat. They think that down is up.

At the top of loops, passengers do not feel upside down, because the force of the seat is pushing them down.

The loops on the Loch Ness Monster are called Clothoid Loops. The curvature of these loops is shallow near the bottom and very tight near the top. Because the loop is so high, the coaster cars have slowed down to under half their bottom speed by the time they reach the top. The shape of the loop is critical. If the loop had the same shape at the bottom where the speed is very high as it does at the top, the passengers would experience over 10 g's at the bottom. If the curve were as shallow at the top as it is at the bottom, the passenger would really need the "safety" harness to keep you from falling out of the coaster.

At the top of the loop, the track pushes down on the coaster car, and the seat in turn pushes down on the passengers. Gravity also pulls down on the car and the passengers.

The sum of these two forces on the passengers, the seat force and gravity must equal the centripetal force.

$$\text{Seat Force} + mg = mv^2/r$$

$$\text{Seat Force} = mv^2/r - mg$$

Since the Force Factor is Seat Force divided by mg,

$$\text{Force Factor} = (mv^2/r - mg)/mg = v^2/rg - 1$$

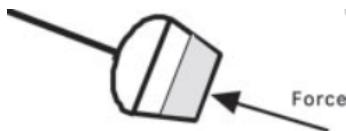
Thus, if the first term is less than one, the coaster car would fall off the track. As the velocity increases, the force factor gets larger.

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BANKING ANGLE

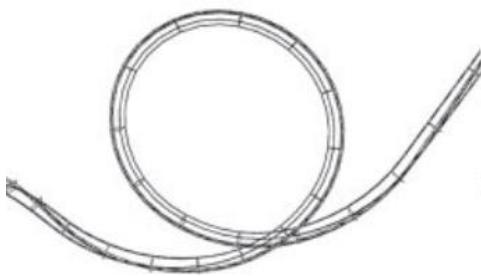


A bobsled can't turn a flat corner because there is very little friction with the ice. The turn must be banked. When a turn is banked properly, there is no sideways force required, only a force perpendicular to the track. If the bobsled pushes with a force of 3 times the weight of the riders (force factor of 3), they push back with a force factor of 3 and feel three times heavier than normal (Newton's Third Law). The angle of banking depends on the speed of the bobsled and the sharpness of the turn.



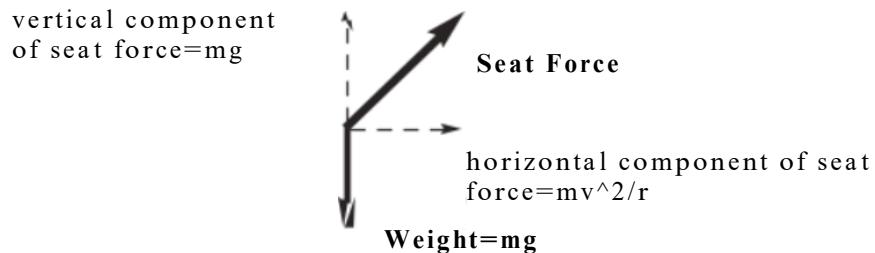
A bucket of water twirled around will naturally hang at the appropriate angle so that there is no sideways force. Therefore, the water does not spill out. The water level remains parallel to the bottom of the bucket. Hanging coasters don't have banked turns, but the coaster cars swing out as they turn the corners. The angle of swing for a hanging coaster is mathematically the same as the banking angle for a standard coaster that is turning a corner with the same speed and radius of curvature.

Because of the banked turns of a roller coaster, especially in tight turns as illustrated below, the passengers experience a force parallel to their spine, instead of "feeling" a sideways force. The riders will feel heavy, but even at high banking angles, which are as high as 70 degrees on some coasters, they will not be thrown against the side of the car.

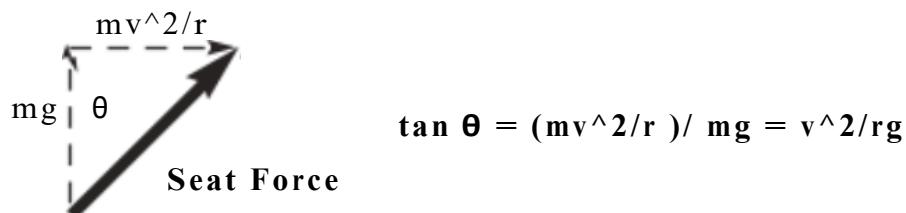


To compute the banking angle: As a coaster rounds a corner or the swings go around in a circle, two forces act on the passengers: the seat force and their weight. The seat force has a vertical and a horizontal component. The vertical component must equal the weight of the object so that it can balance gravity. The horizontal component must be equal to the centripetal force (mv^2/r) so that it can create circular motion.

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Using trigonometry, the tangent is equal to the opposite divided by the adjacent:



To compute the force factor: By trigonometry, $\cos \theta = mg/\text{Seat Force}$ or $\text{Seat Force}/mg = 1/\cos \theta$. Since $\text{Seat Force}/mg = \text{force factor}$,

$$\text{Force Factor} = 1/\cos \theta$$

The banking angle can be computed using the radius and velocity or measured with a protractor. Once the banking angle is known, the force factor can be computed.

Example: Find the banking angle and the force factor when

$$r = 8 \text{ m } v = 14 \text{ m/s}$$

$$\theta = \text{inv} \tan (14 \text{ m/s})^2 / (8 \text{ m})(9.8 \text{ m/s}^2) = 68.1 \text{ degrees.}$$

$$\text{Force Factor} = 1/\cos (68.1 \text{ deg}) = 2.69$$

(Note: The centripetal force factor (v^2/rg), which was derived in the Centripetal Acceleration section of this booklet, is the force required to make the rider go in a circle of radius r . In this example, its value of 2.5 is only slightly less than the total force factor experienced by the rider. These two values are different, because of the banking angle. The seat must supply a force to both causing the rider to go in a circle, and also to support the weight of the rider.)

The force factor could also be computed by using the force triangle above, applying the Pythagorean theorem to find the Seat Force, and then dividing by mg .

$$(\text{Seat Force})^2 = (mg)^2 + (mv^2/r)^2 \text{ thus,}$$

$$\text{Seat Force}/mg = \text{Force Factor} = \text{Sqrt}(1 + (v^2/rg)^2)$$

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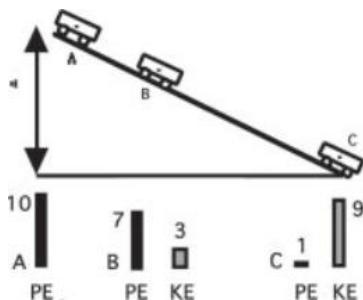
Energy

Energy can be changed from one form to another, but it can never be lost

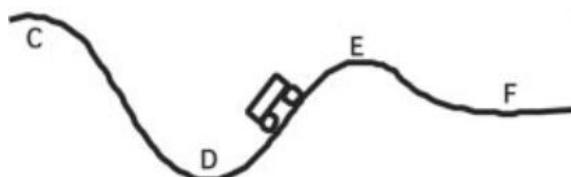
Roller coaster cars do not have a motor. A heavy-duty motor attached to a chain pulls them up the first hill. At the top of the first hill, the roller coaster cars have what is called Gravitational Potential Energy. They have the greatest Gravitational Potential Energy when they are the highest.

After the center of mass passes over the top of the hill, the coaster cars begin to speed up. They begin to lose their Gravitational Potential Energy as gravity pulls them down the hill and gain Kinetic Energy or energy of motion. The total amount of energy remains the same. As they go up the next hill, they slow down and lose Kinetic Energy while gaining Gravitational Potential Energy.

The total amount of energy remains the same. As they go up the next hill, they slow down and lose Kinetic Energy while gaining Gravitational Potential Energy



The coaster had 10 units of energy at the top of the hill and 10 units of energy at the bottom of the hill. This is called Conservation of Energy. The sum of the Potential and Kinetic Energy always adds to the same number. The less Potential Energy the coaster has the more Kinetic Energy it will have and the faster it will go.

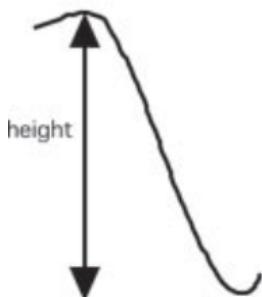


Kinetic energy (Highest to Lowest): D, F, E, C

In actual operation the coaster may lose nine units of potential energy and only gain seven units of Kinetic Energy. It may appear that energy has been lost. What actually happened is that part of the energy has been changed into heat. As the coaster cars move over the track, friction between the wheels and the track and air friction produces heat energy. The coaster hills must become smaller as the ride progresses because of this heat production. Apollo's Chariot loses almost 60% of its initial energy due to friction before it is braked at the end of the ride. Brakes must then convert any remaining energy of motion into heat at the end of the ride, or it will not stop at the station. Even though the coaster is traveling slower at the end of the ride because of friction, the ride can still be made exciting by having sharper turns.

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Examples of Energy Conservation



The height of the first hill (original gravitational potential energy) determines the maximum speed of a roller coaster ride. A steeper first hill will get you to the bottom quicker, but not change the speed at the bottom. The height of the first hill on the Loch Ness Monster is 34.8 m (114 ft). If we assume no friction, and a fairly slow speed at the top, then the speed at the bottom of this coaster would be about 26.1 m/s (59 mph).

In order to have a speed that is twice this value (52.2 m/s or 118 mph) would require a hill that is four times as high (139.2 m or 457 ft). A speed of 40 m/s, which is about 30 mph faster than the original would require a hill that was 81.6 m or 268 ft. The cost of producing hills this high explains why coasters generally have maximum speeds of no greater than 60 to 70 mph.

If the speed at the top of the hill is small, then the speed at the bottom will be given by the square root of $2 \cdot g \cdot h$.

Listed below are other rides in the park with their hill heights, and theoretical speeds.

Apollo's Chariot	64 m	35.4 m/s
Escape from Pompeii	15.2 m	17.2 m/s

If the speed at the top of the hill is not small, or you wish to compute a more accurate speed at the bottom, use the following equation (conservation of energy) and solve for v at the bottom.

$$(.5 m v^2 + mgh) \text{ at top} = (.5 m v^2 + mgh) \text{ at bottom}$$

In order to compute energy losses (conversions to heat) the following equation could be used:

$$(\text{Energy at top} - \text{Energy at bottom}) / (\text{Energy at top}) \times 100\% = \% \text{ of energy lost}$$



The third hill can be higher than the second, as long as it is not higher than the first. Since kinetic and potential energy are converted to heat throughout the ride, the hills must in general be getting smaller near the end of the ride.

It takes work to change the energy of an object. When the Le Scoot log flume or Escape from Pompeii makes the big splash at the bottom of the hill, the water does work on the boat to slow it down. Since this happens when the boat is moving horizontally, there is no change in the gravitational potential energy. The work done is therefore equal to the change in kinetic energy of the boat.

$$\text{Work} = \text{Force} * \text{distance} = \text{Initial Kinetic Energy} - \text{Final Kinetic Energy}$$

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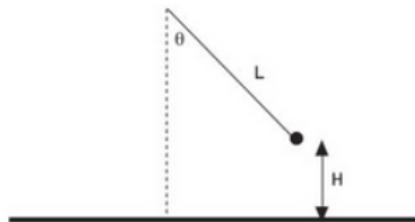
OSCILLATIONS

A simple pendulum oscillates about a pivot with a period described by

$$T = 2\pi\sqrt{L/g}$$

The period describes the time that it takes to go from an extreme position, back to that position again. If a hanging object is oscillating back and forth, then at the bottom of the swing, the cord is tight, whereas it is almost slack at the top.

The kinetic energy is maximum at the bottom and the potential energy is a minimum.



To find the velocity at the bottom:

$$\frac{1}{2}mv^2 = mgh$$

$$\text{where } H = L - L \cos \theta$$

$$\text{Therefore } \frac{1}{2}mv^2 = mg(L - L \cos \theta)$$

$$\text{and } v = \sqrt{2g(L - L \cos \theta)}$$

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WHICH WAY IS UP? LOCH NESS MONSTER



Predictions:

Circle your answers before riding the ride or making any measurements. **Draw a line under your answer after you complete the questions and calculations.**

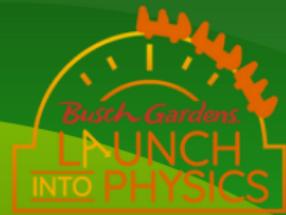
1. When will you feel light or close to weightlessness?
At the bottom of the first hill Coming down the first hill Top of the loops
2. When you are upside down will you
Feel pressed into your seat Lose contact with your seat
3. When the ride goes in horizontal circles inside the mountain at a steeply banked angle, you will
Feel light Feel heavy and pushed against the side Feel heavy, but upright in car

WHAT TO DO AND NOTICE ON THE RIDE

1. When going around a banked turn, note whether you are thrown to the left or the right or remain upright in your seat. When you are going in circles in the darkness of the Monster's Lair, note how steeply the turns are banked and pay attention to whether you feel pressed into your seat.
2. When you are upside down, note all the ways that you can tell that you were upside down. Close your eyes on one of the two loops. Note whether you ever lose contact with the seat.
3. Pay attention to your feelings when you are coming down hills A and C. Note whether your stomach feels lighter or heavier.
4. Ride once in the front car (or near the front) and once near the rear of the coaster train. Note any differences in the two rides.

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Questions:

- 1a. List all the ways that you could tell that you were upside down.
- 1b. Did you ever leave your seat when you were upside down? Did you feel upside down?
- 1c. When you closed your eyes, how could you tell that you were upside down?
- 1d. According to the CBL graph** on the next page, what was your force factor when you were upside down? Does this match your answer to question 1b?

- 2a. While going around the steeply banked turns, did you feel pushed to the left or right or did you stay upright in the coaster car? Why?
- 2b. In the darkness of the Monster's Lair, as you are turning in circles at a steeply banked angle, are you pressed into your seat? Which direction appears to be down?

- 3a. While going down the first and second hills, did you feel weightless? Why?

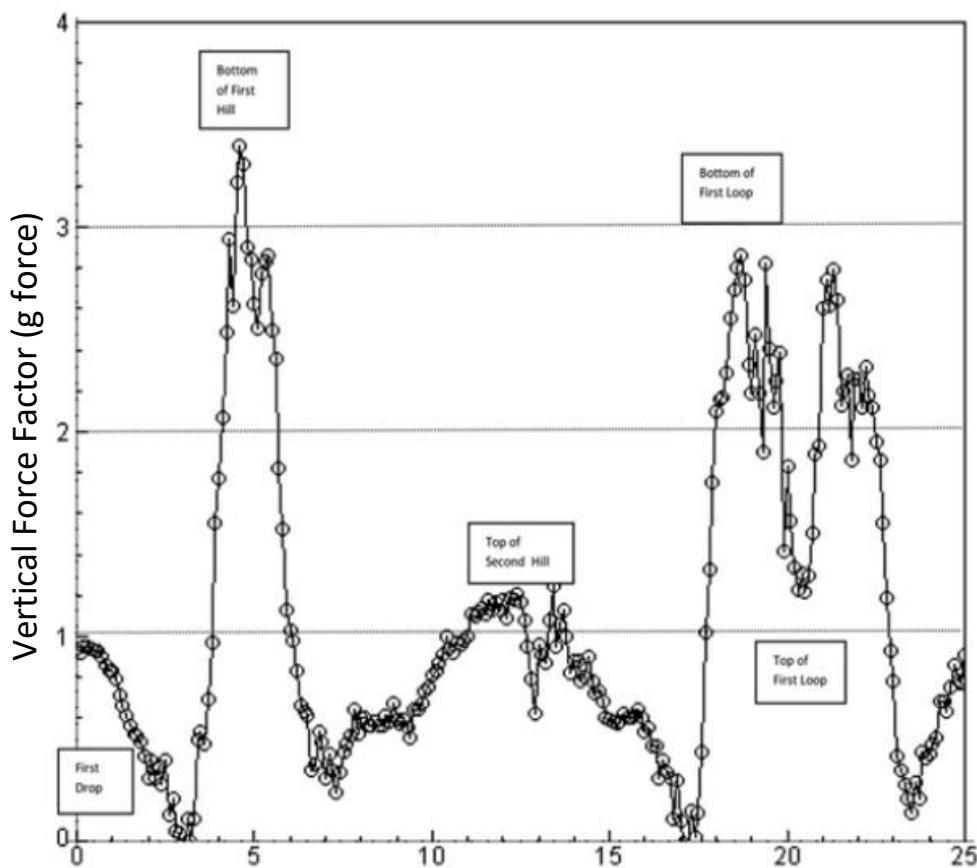
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3b. Does the CBL graph** on the next page match your feelings on these two hills? According to the graphs, for how long did you feel light?

4. Describe any differences between riding in the front car and the rear car of the coaster train. Explain why these were different.



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HORIZONTAL ACCELERATION **DIE AUTOBAHN BUMPER CAR**

Predictions: Circle your answers before riding the ride or making any measurements. Draw a line under your answer after you complete the questions and calculations.

- When your car is hit from the rear, your body will
 lean forward feel pushed backward
- When your car is hit from the left, you will feel
 pushed to the left pushed to the right
- When you strike a car, you will
 lean forward feel pushed backward it depends on how you hit them
- Car A collides with a stationary Car B. Which passenger experiences a greater force?



The stationary passenger (B) The moving passenger (A) Both the Same

WHAT TO DO AND NOTICE ON THE RIDE

- In the following collisions, note whether your body feels pushed forward, backward to the left or to the right.
 - You strike a stationary car from the rear (Like A above)
 - You are stationary and are struck from behind. (Like B above)
 - You are struck from the left or right by another car
- You strike a car on its side.

Data Table

When you strike a car from the rear, you feel pushed	Forward	Backward	Left	Right
When you are struck from the rear, you feel pushed	Forward	Backward	Left	Right
When you are struck on the left side, you feel pushed	Forward	Backward	Left	Right
When you strike a car on its side, you feel pushed	Forward	Backward	Left	Right

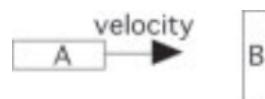
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Questions:

1. In which kind of collision did you feel the greatest force?
2. How does this force compare to what you feel on Le Scoot log flume or Escape from Pompeii?
3. The direction of force is opposite to the direction that your body moves. Indicate the direction of the force experienced by A, B, C and D in each of the collisions illustrated below.



4. Based upon your observations, who experiences a greater force in a collision? Is it the person being hit, the person hitting or are they both the same?

HORIZONTAL ACCELERATION LE SCOOT LOG FLUME

Predictions: Circle your answers before riding the ride or making any measurements. Draw a line under your answer after you complete the questions and calculations.

1. At the bottom of the hill when the log makes a big splash, will you
feel pressed back into your seat slide forward neither
2. Which makes a bigger splash
an empty log a log with two in the front a log with two in back all the same

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WHAT TO DO AND NOTICE ON THE RIDE

1. At the splash at the bottom of the last hill, note whether you feel pressed back into your seat or slide forward.
2. Pay attention to your feelings on the last long drop.

WHAT TO DO AND NOTICE OFF THE RIDE

1. From the wooden bridge that leads to Germany, watch a number of logs come down the hill. Try to discover what determines the type of splash produced. (Big or small, long lasting or short, etc.) Also note whether empty logs or partially filled logs come down slower, faster or the same as logs with four people.

Questions:

1. How do your feelings on the drop compare to the drops on the roller coasters in the park (i.e. is it scarier, does it feel more weightless?) Does the fact that there is no lap bar make a difference?
2. Were you thrown forward or pushed back into your seat at the bottom of the hill? Why?
3. Based upon your observations, what makes a difference in the size of the splash? (What produces a maximum splash, minimum splash, etc.)
4. What is the direction of the force that you experienced? Draw a sketch of you in the log showing the movement of the log and the direction of the force and remember the force is opposite to the direction that your body moves.

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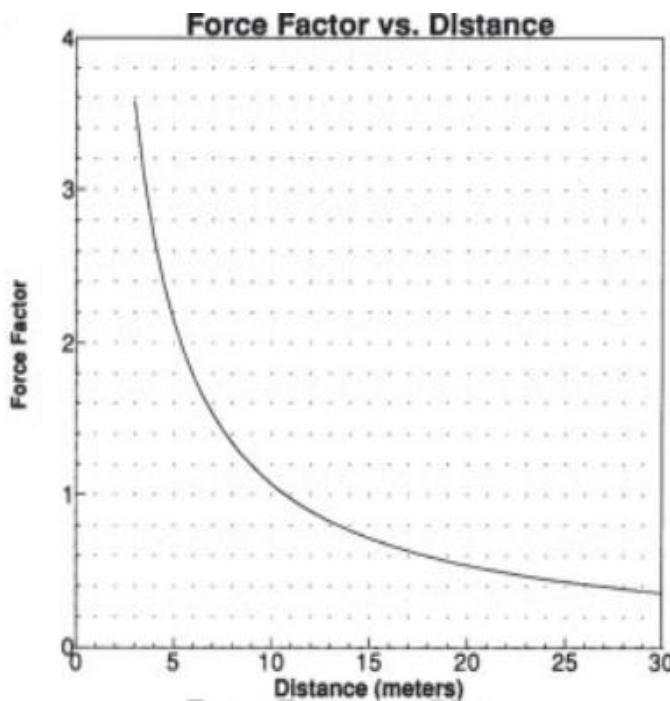
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5. The shorter the stopping distance, the greater the force. The chart below, based on Newton's Laws, illustrates the force factor required to stop a log at the bottom of the last drop in a given distance.

- According to the graph, what is the minimum stopping distance that you think would be safe? What is the force factor corresponding to this distance?
- When the Distance is doubled, the force factor is: (Hint: Compare 11m and 22 m) Doubled Stays the Same 1/2 as much 1/3 as much 1/4 as much 1/5 as much
- What would be the force factor if the distance were 60 meters?



6. Do the partially loaded logs come down faster, slower, or the same as fully loaded logs? Why?

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Centripetal Acceleration The Trade Wind

Predictions: Circle your answers before riding the ride or making any measurements. Draw a line under your answer after you complete the questions and calculations.

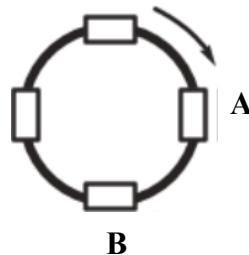
1. As The Trade Wind cars spin in a circle, a force
 pushes you outward pushes you in toward the center
2. If you are riding with a little child, they should sit on the side of the car closest to the
 outside inside

WHAT TO MEASURE AND NOTICE ON THE RIDE

1. Ride The Trade Wind twice, once toward the middle and once toward the outside. Notice the differences in ride sensations.

Questions:

1. As you accelerate, your body will feel like it is pushed or flung in the direction opposite to the direction of the force acting on you. Because of the high speed and fairly small radius of rotation of this ride, the force required to cause the acceleration is very close to your own weight. Remembering your feelings on the ride, indicate on the diagram below the direction of this force on you at points A and B.



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2. Using Newton's Law of Inertia, explain why you feel as if you are flung outward.

3a. What pushes on you to make you go in a circle if you are seated alone?

3b. What pushes on you if you are seated on the inside next to someone?

3c. What is the difference between riding on the inside or the outside?

3d. Where should a little child sit? inside outside

Vertical Acceleration Alpengeist

Instrument Needed: Mounted Vertical Accelerometer. Sit in Row 6.

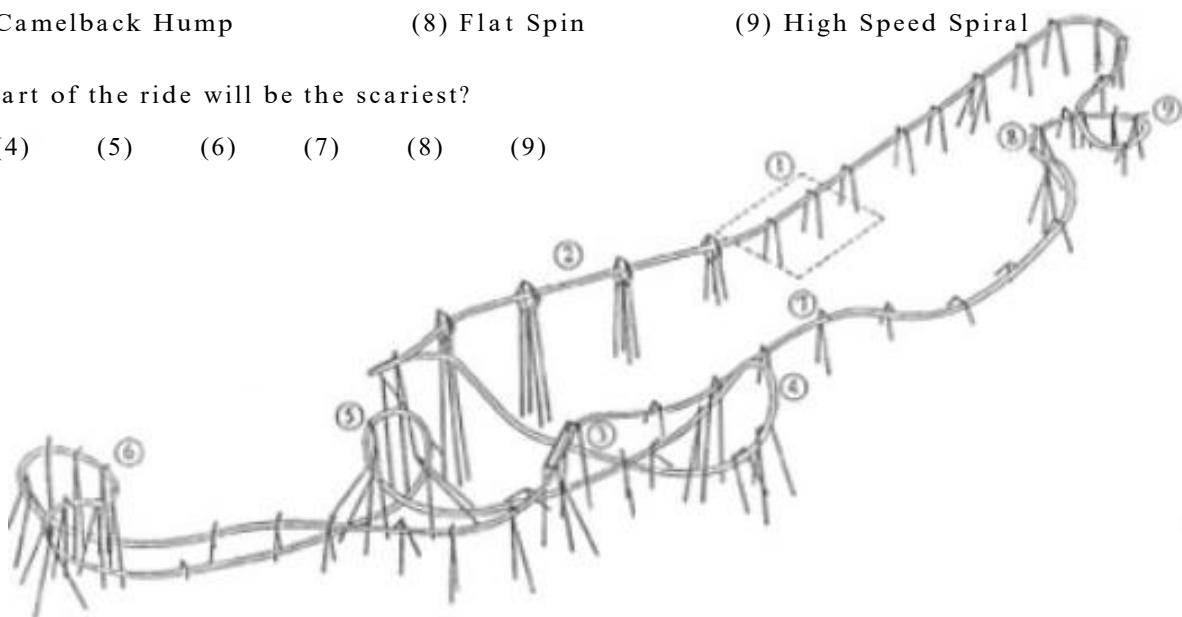
Predictions: Circle your answers before riding the ride or making any measurements. Draw a line under your answer after you complete the questions and calculations.

1. At what point on the ride will you experience the maximum force?

(3) Bottom of the First Hill (4) Immelman Loop (5) Vertical Loop (6) Cobra Roll
(7) Camelback Hump (8) Flat Spin (9) High Speed Spiral

2. Which part of the ride will be the scariest?

(3) (4) (5) (6) (7) (8) (9)



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WHAT TO DO AND NOTICE ON THE RIDE

1. Record the maximum force factor and note where on the ride it occurs.

	#1	#2	#3	Average
Maximum Force Factor				

If you are not in a row with the accelerometer, or the accelerometer is missing or not functioning pay attention to where you feel the heaviest on the ride

Questions:

1. The speed at the bottom of the first hill of Alpenegeist is approximately 67 mph. How does this compare to the Loch Ness Monster? Why is this speed different from the Loch Ness Monster?

- 2a. What is the force factor at the bottom of the first hill where the speed is 67 mph (30 m/s)?

Force Factor (according to the chart):

- 2b. If the designer wanted to make a more intense ride, what maximum force factor should they set for the bottom of this hill? What speed would correspond to this force factor?

- 2c. If you were asked to redesign the coaster for those who don't like a thrilling ride and can't exceed a force factor of 1.5, what speed should you set for the bottom of this hill? Instead of changing the speed, how else could you make it "wimpy"?

3. As a roller coaster designer, what do you change in order to change the speed at the bottom of the first hill?

- 4a. According to your measurements, what point on the ride had the great force factor? Why was it big at that point?

- 4b. According to the CBL force factor graph** (following question 5) what point on the ride has the maximum force factor. How does this compare to your answer to 4a?

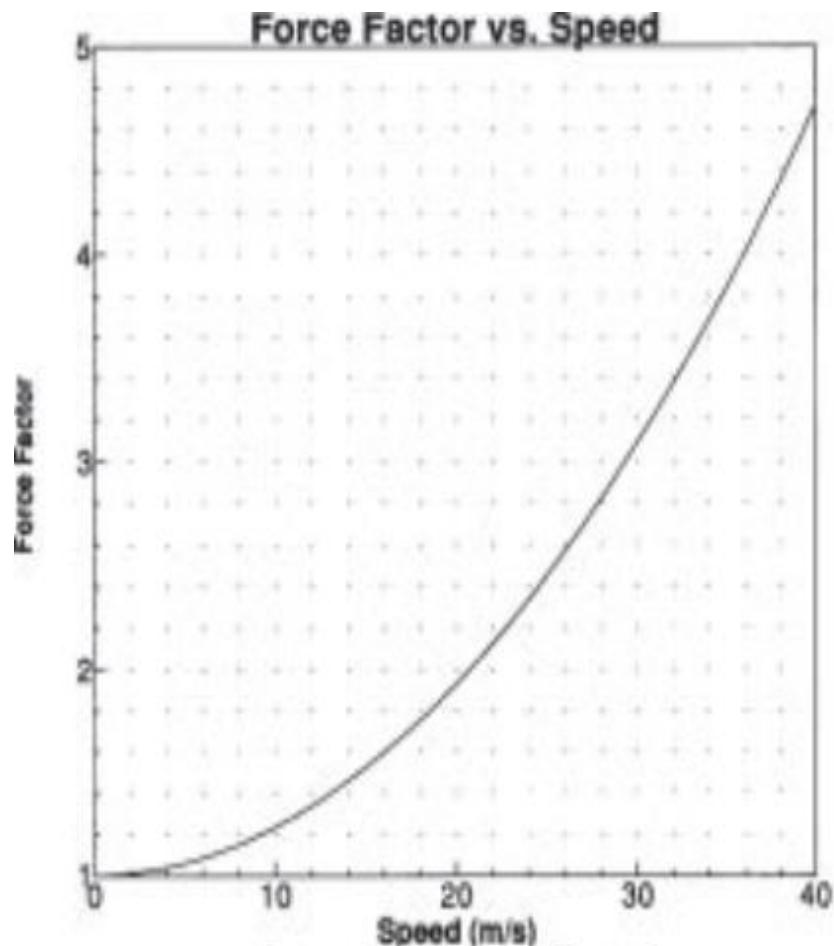
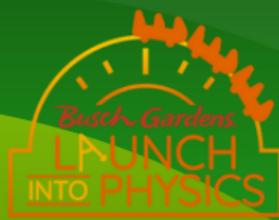
- 4c. According to the CBL force factor graph,** what is the force factor at the bottom of the first hill? How does this compare to the force factor computed in question 2b?

- 5a. Based on your experiences, which part of the ride was the scariest? Which was the most disorienting? Which part had the greatest thrills?

- 5b. According to the CBL force factor graph** on the next page, which part of the ride is the most intense? (You might define intense as being the highest force factor for the longest interval of time, or perhaps it is the greatest number of changes in force factors in a short period of time.)

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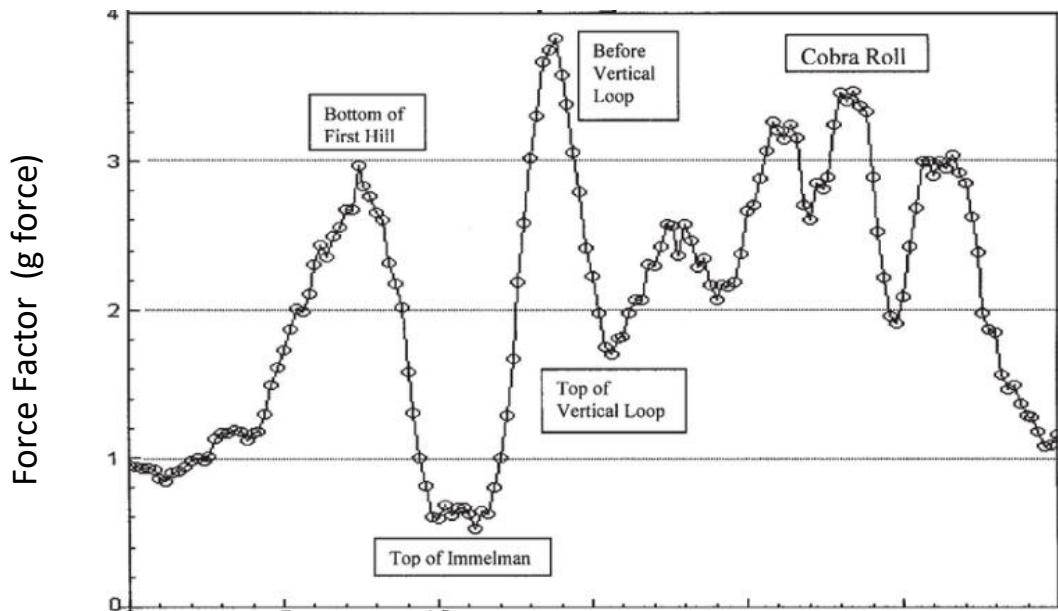


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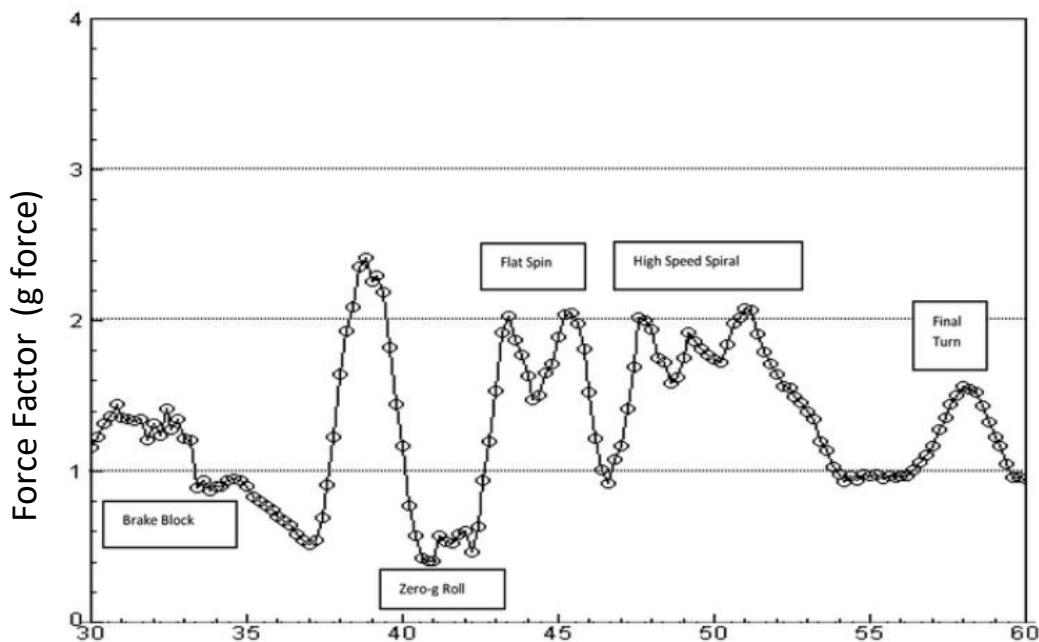
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Alpeneist



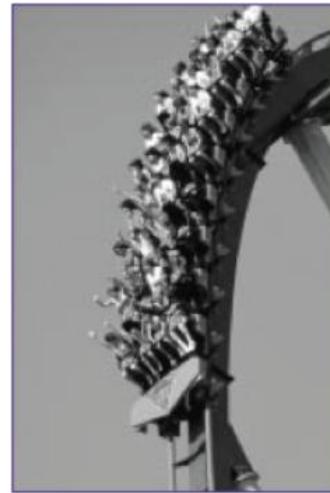
Alpeneist



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WEIGHTLESSNESS APOLLO'S CHARIOT

Instrument Needed: Mounted Vertical Accelerometer. Sit in Row 6.



Predictions: Circle your answers before riding the ride or making any measurements. Draw a line under your answer after you complete the questions and calculations.

1. Weightlessness occurs on the Camelback hills (Circle all that apply)

approaching the hilltop coming down from the hilltop at the hilltop

2. Which produces a weightless feeling?

going over the hilltop coming down the hilltop both

3. From the top of the first hill to just after the last dip seconds is approximately 66 seconds. From how many of those seconds will you be “out of your seat” (close to weightlessness)?

5 seconds 10 seconds 25 seconds 40 seconds

WHAT TO MEASURE AND NOTICE ON THE RIDE

1. Practice counting in seconds (one thousand one, one thousand two, ...or one Mississippi, two Mississippi, and then from the top of the first hill to the end of the ride, count how many seconds you experience “air time.” (“Air Time” or Weightlessness refers to being very light, or out of your seat. It is a time where the force factor is less than one, approaching zero.) Record your own time and the time of two friends, or do it three times yourself.

2. Pay attention to where the longest period of weightlessness occurs.

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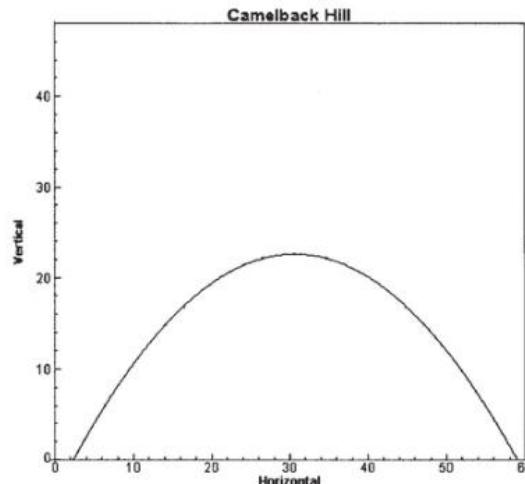
3. Note where on the ride you feel weightless (going up hills, coming down hills, tops of hills, spirals, bottom of hills, etc.).

4. Record the force factor at bottom of the first hill, the bottom of the second hill and the last dip.

	#1	#2	#3	Average
Air Time				
Force Factor at Bottom of First Hill				
Force Factor at Bottom of Second Hill				
Force Factor at Last Dip				

Questions:

1. The graph* below shows the top of the first camelback hill, with the scale in meters.



a. What mathematical shape does this hill appear to be?

b. Is the weightless feeling experienced on the way up the hill, on the way down, or both?

c. Where on the ride did you experience that longest period of weightlessness?

d. According to the CBL Force Factor graph (Apollo's Chariot 4th Row) which is on the pages following b question 6, what is the longest period of weightlessness experienced on Apollo's Chariot (Take the time of weightlessness to be the time that the force factor is less than 1.) Where does it occur?

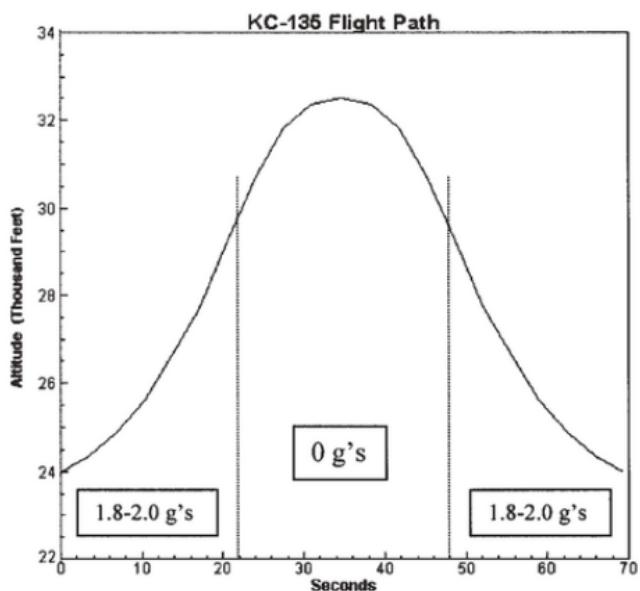
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e. Describe in general, where on the ride you experience weightlessness.

2. When the astronauts train for space travel, they fly in an Air Force plane, KC 135, that flies in a trajectory, as illustrated below. The plane is called the "Vomit Comet."



a. According to the graph, how long a period of weightlessness is achieved in the Vomit Comet?

b. How does the shape of the Camelback hills on Apollo's Chariot compare to the flight path of the KC-135?

3. The graph* at the top of the following page shows the first coaster drop of 64 m (210 ft). The circles indicate the actual shape of the hill. The line indicates a "perfect" parabola. The natural motion of a freely falling object is a parabola. When the coaster track follows this parabolic path, the passengers experience free fall, or weightlessness.

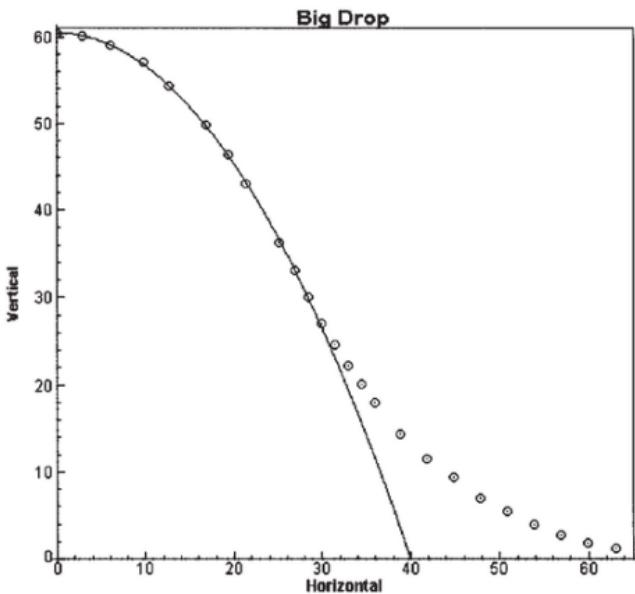
a. For how many meters does the track "essentially" follow the parabolic shape?

b. What happens at the bottom of the hill when the track deviates from the parabola?

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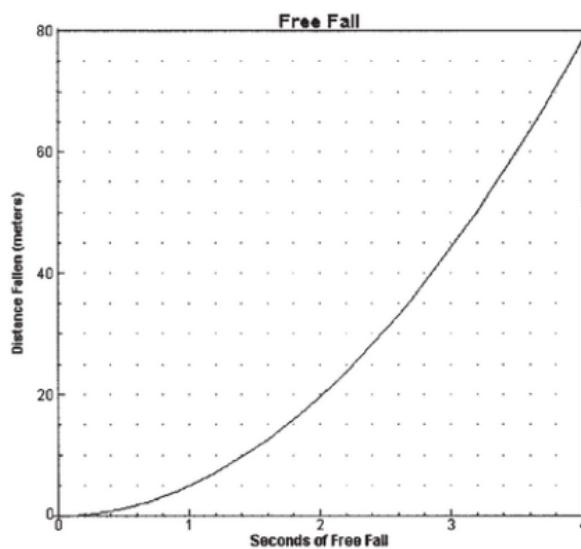


*This graph is only an approximate representation of the actual coaster.

c. According to the CBL Force Factor graph**, how many seconds of free fall does the coaster experience on the first drop? (Measure the time that the force factor is less than 1.)

d. The first hill is 64 meters tall, but there is about a 4-meter dip, before the first big drop of 60 meters. The graph on the next page indicates the distance fallen in a given time. What would be the falling time for a hill 60 meters tall?

e. What is the falling time for the portion of the curve that is “close” to the parabola? How does this compare to the actual “air time” found in 3c?



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4a. Using the Free Fall graph above, developed using equations of motion, compute the “airtime” on the Camelback Hill that is illustrated for Question #1. (Assume that the portion of the hill that is shown, is that fraction of the hill that is close to parabolic.)

4b. Find the actual “airtime” from the CBL Force Factor graph**($FF < 1$).

4c. If your answer to 4a is off by several seconds, explain why.

5a. What is the average number of seconds of “air time” that you counted on the ride?

5b. What fraction of the 66-second duration of the ride are you weightless?

c. Using the CBL Force Factor graphs on the next page, find how many seconds the coaster had a force factor less than

1.5d. How does this number compare to your “counted” value? Why are they different?

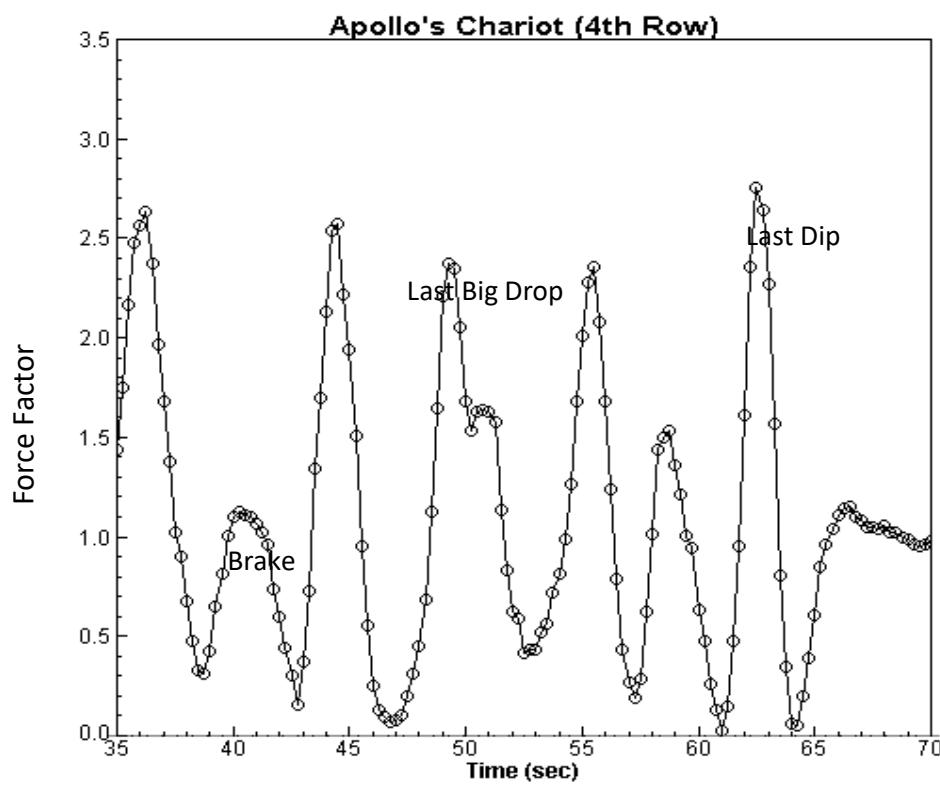
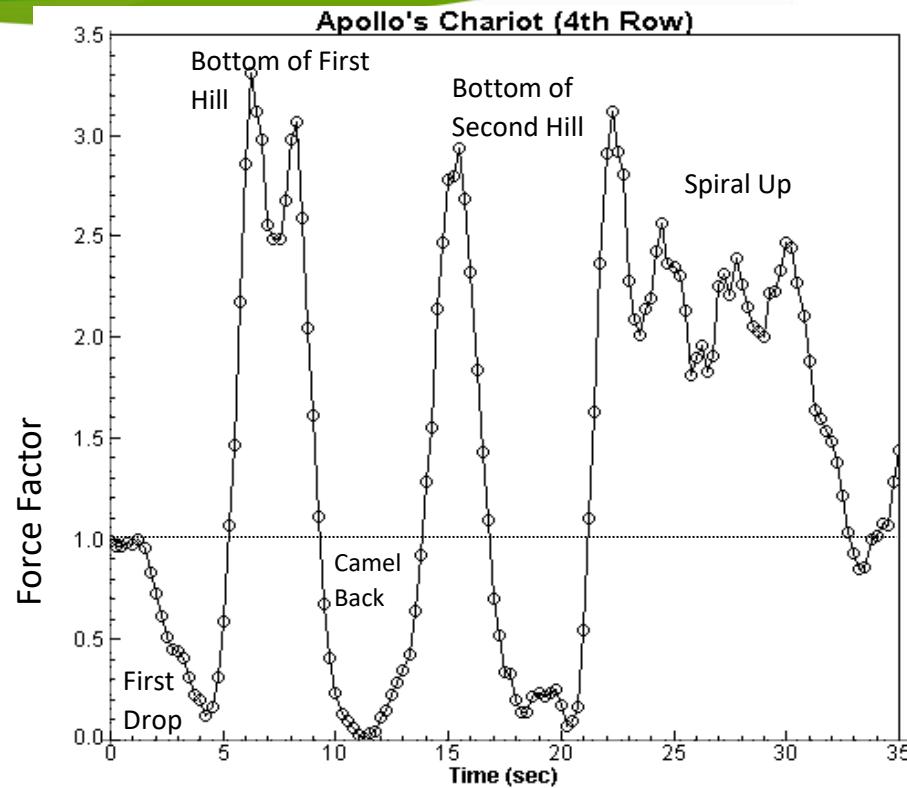
6. Using the CBL Force Factor graph on the next page, estimate the force factor at the bottom of the first hill, the bottom of the second hill and the last dip. first Hill bottom Second Hill bottom Last Dip How do these numbers compare with your data?

First Hill bottom _____ Second Hill bottom _____ Last Dip _____

How do these numbers compare with your data?

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WEIGHTLESSNESS **GRIFFON**

Instrument Needed: Stopwatch.

Predictions: Circle your answers before riding the ride or making any measurements. Draw a line under your answer after you complete the questions and calculations.

1. How long will you feel weightless on the big drop?

.5 seconds 1.5 seconds 2.5 seconds 3.5 seconds

2. Will you ever feel weightless when you are upside down?

yes no

3. How many times will you experience weightlessness?

once twice three times four times more than four times

WHAT TO MEASURE AND NOTICE ON THE RIDE

1. Practice counting in seconds (one thousand one, one thousand two, ... or one Mississippi, two Mississippi, etc.) and estimate the time that you're weightless on the big drop. Estimate to the nearest $\frac{1}{2}$ second. This weightless, out of your seat time, is often referred to as "air time." If you have a stop watch you can time instead of counting out loud.
2. Note how many times you are weightless throughout the ride, and which weightless periods are the greatest.
3. Estimate how long are you weightless during the second vertical drop? If you have a stop watch you can time instead of counting out loud.

WHAT TO MEASURE AND OFF THE RIDE

1. Estimate or measure the time that it takes for the coaster to "free fall" down the first hill. Begin when the coaster begins to fall (it will hang at the edge for approximately five seconds before falling), and stop when the coaster arrives at the top of the first white post that supports the track. The track begins to curve after this point. If you have a stopwatch, you can time it instead of counting out loud.

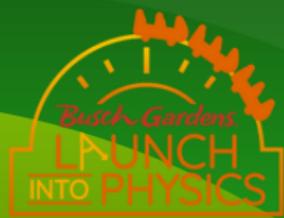
	#1	#2	#3	Average
ON RIDE: Time of Fall-First Drop				
ON RIDE: Time of Fall-Second Drop				
OFF RIDE: Time of Fall-First Drop				

Questions:

1. How does the weightless time on the first drop estimated on the ride, compare to the time estimated while watching the coaster off the ride?

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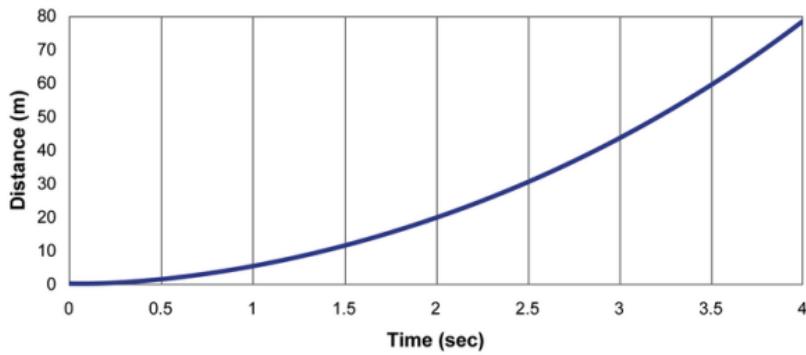


2a. From the Drop Distance versus Time graph at the bottom of this page, determine how far the coaster dropped in the time measured with the stopwatch.

2b. If the coaster dropped the entire 62.5 meters to the ground, how long would the falling time be? (Of course, this is not possible because the coaster track must begin curving before it reaches the ground.)

2c. Using the drop distance graph, what should the “free fall” time be? (It is 34.1 meters from the top of the hill to the white post.)

Drop Distance vs. Time



3a. Using your experiences on the ride, indicate where else on the ride, other than the two vertical drops, are you “weightless.”

Definitions: The upside down loops are called “Immelman” or inverse dive loops.

Camelback hump refers to a parabolic hill as illustrated to the right.

Hill bottom is simply the bottom of a large drop.

The block brake is the flat section of track in the middle of the ride, the water brake is where the big plumes of water are created, 1st and 2nd drop refers to the vertical drops on the ride.



4a. Now, using the Griffon 1st Row graph at the end of this section, name all of the times when you experienced “weightlessness.” Pick periods where the force factor is less than 0.5 seconds. Is this the same answer that you had in question No. 3?

4b. Using the chart, compute how long the first drop, and second drop produced weightlessness. (For an estimation, assume that a force factor of less than 0.5 is apparent weightlessness.) How do these times compare to what you estimated while riding or watching the ride.

4c. Using the chart, how does the weightless period for the first drop compare to the weightless period on the first Immelman?

1st drop is: much greater a little bit longer almost the same time a bit shorter

4d. Do the weightless periods on the 1st drop and Immelman feel the same or different? If different, why?

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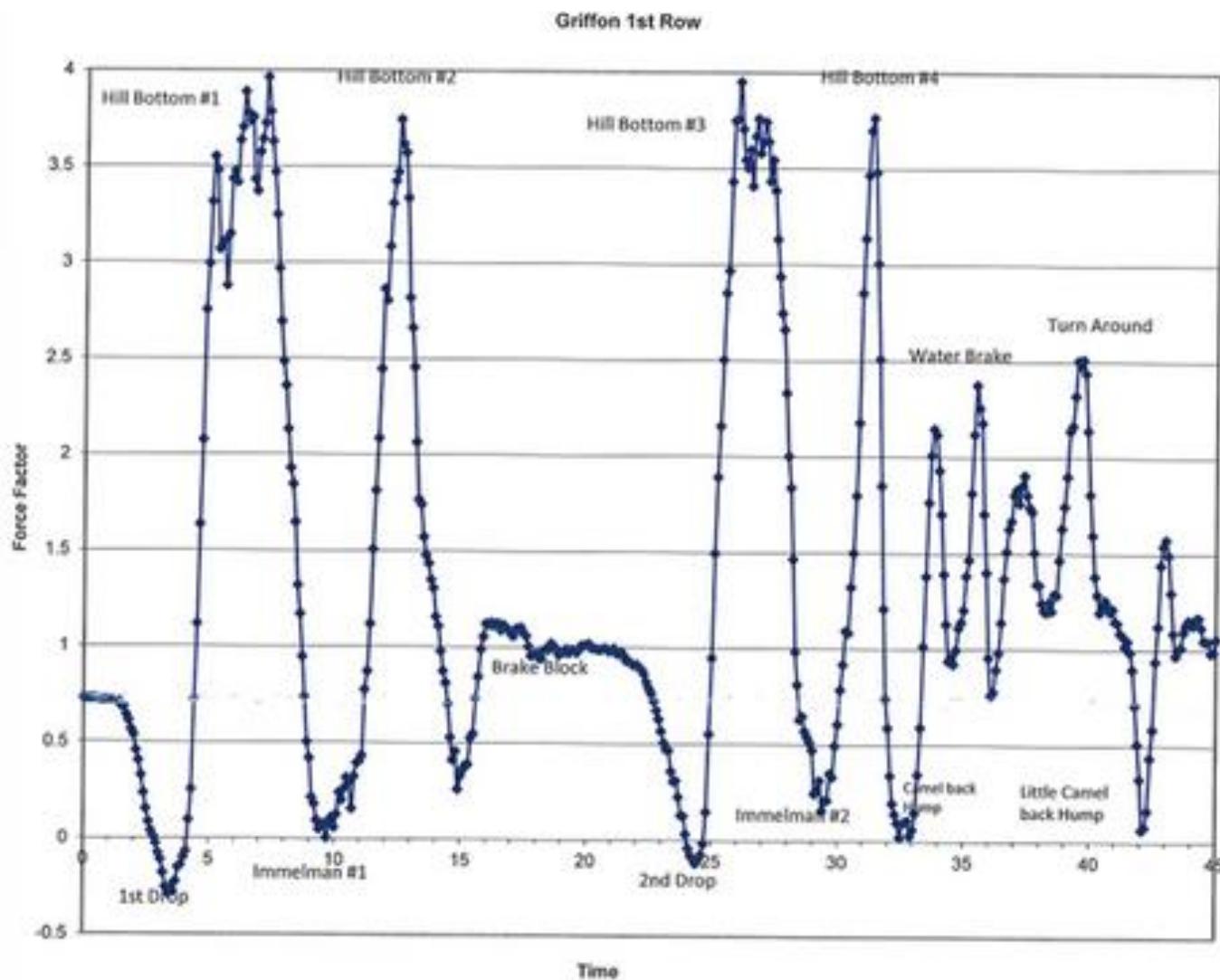
LEVEL 1



5a. There are three different situations that provide weightlessness on this ride. What are they?

5b. The vertical drops are visually very different from the other two situations. How else do the weightless periods differ from each other?

6. How do the weightless periods on Griffon compare to the weightless periods on Apollo's Chariot (Use the 8th Row graph)? (Compare number of weightless periods and length of airtime for individual instances and for the entire ride.)



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Launch into Physics Student Workbook Level 1 - Part 7

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ESTIMATION QUESTIONS:

1. How long did it take to construct Griffon?

6 months 10 months 12 months 15 months 18 months

2. How many sections of track were used to construct Griffon?

56 92 150 183 274

3. What is the heaviest section of track?

2,125 lbs 34,215 lbs 58,116 lbs 111,800 lbs 223,520 lbs

4. What is the total length of track?

560 feet 1,814 feet 3,108 feet 4,456 feet 6,321 feet

5. Once a coaster train is initially placed on the track, what is the minimum run time, fully loaded with water dummies, before it can be certified as safe?

1 hour 2 hours 4 hours 8 hours 12 hours

Note: Busch Gardens runs the coaster trains for many more hours than the minimum.

Vertical Acceleration and Weightlessness Invadr

Instrument Needed: None

Predictions:

1. How close together will the various elements of the track be (i.e. time between weightless feelings)

a) 1 sec b) 3 sec c) 4 sec d) 6 sec

2. The longest weightless period (<.5g) will be about

a) 2 sec b) 4 sec c) 6 sec d) 8 sec

3. You will feel heavy on the coasters at

a) Hill bottoms b) banked turns c) neither d) both

Questions:

The graph on the next page indicates the Force Factor (g force) for the elements of the Invadr. Each letter corresponds to the letters on the sketch of Invadr. A and D are banked turns. B, C and E are camelback hills, F is a Helix-a 360 degree turn at the very end of the ride, and G is the first drop of 74 ft.

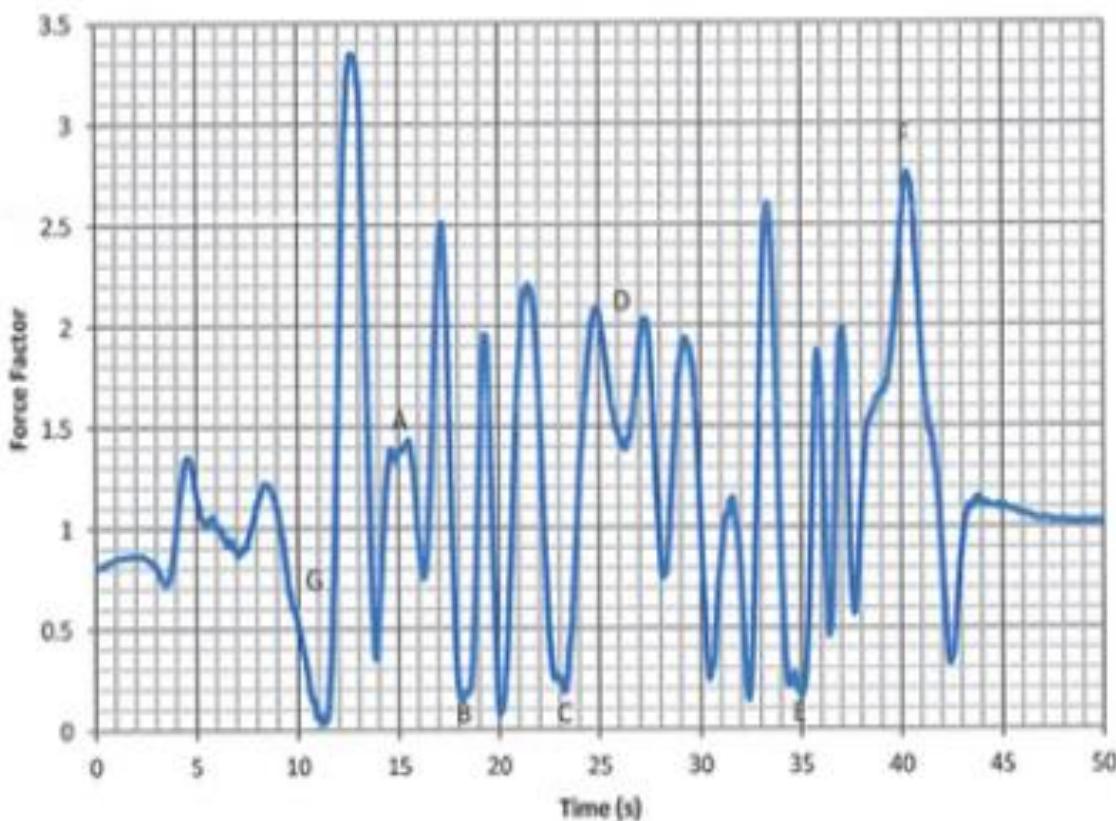
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Invadr Force Factor versus Time



1. There are many times during the ride, where you will feel weightless. If we assume that experiencing a Force Factor of less than 0.5 (0.5 gs') feels very close to weightlessness, which weightless experience was the longest? How long was it?

2. Going over a camelback hill, produces a weightless experience. It is a parabolic hill: You will also find a lot of these parabolic hills on Apollo's Chariot, but they are a lot bigger than those on Invadr. The three parabolic hills on Invadr that have the greatest "air time" are B(the first camelback after the banked turn after the first drop), C (the camelback that you approach soon after B, just after you make a turn to the right), and E(the camelback that goes over top of the first drop). You will feel weightless both going up and also coming down these camelback hills. Which of these three below have the longest weightless sensation(< 0.5 g's)?(The x axis is measured in units of seconds.) Describe your experiences on these three camelback hills.

The top line is 1 g



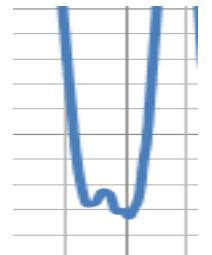
B

The middle line is 0.5 g



C

The bottom line is 0 g



E

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3. There were 13 times low g elements, where the Force Factor dipped below 0. How many times did the Force Factor go come close to or go over 1.5? How many times did it go over 2.0? According to the graph, the Largest Force Factor was almost 3.4. How does this compare to the first drop of the Loch Ness Monster or Alpengeist.
4. The highest speed on the coaster is about 48 mph, at the bottom of the 74 ft drop.
 - a. It is the slowest of the big coasters at the park, but it doesn't feel slow? Why?
 - b. What is next slowest coaster? Apolli's Chariot, Griffon, Alpengeist, Loch Ness Monster, Verbolten.
 - c. The second fastest speed on Invadr is the bottom of the Helix near the end of the ride. Near the end of the ride, friction has robbed the coaster of a lot of its speed, so how is this possible?
5. Hill bottoms produce a high Force Factor, like just after G, and at the bottom of the helix (F). What other place on the ride has high force factors?
6. Was the track banked each time you turned a corner, or just some of the turns? Why are the turns banked, and which of the following would determine the banking angle (speed, radius of the turn, both)? Did you feel heavy in the turns?
7. One of the things that makes Invadr so exciting is the non-stop action. From the top of the first hill to the end of the Helix is about 36 seconds. How close together are the elements on the average? (Find the average time by looking at the number of different elements in that time frame. You might counts episodes of less than 1g, or great than about 1.3 g, but don't count both. So you'll either be finding the time between light point or heavy points. {For comparison sake, Apollo's Chariot has some great thrills and wonderful airtime (it's longest airtime (<0.5 g's) is 4 seconds). It has a similar, but a little bit smaller number of elements that are below 1 g, but the time span is 66 seconds.)
8. How would compare this wooden roller coaster to the steel roller coasters at the park? How are the similar, how are they different? (Note: This coaster is called a Hybrid coaster, because the ride supports are made of steel, and not wood as on a traditional wooden coaster. Steel supports are more resistant to the weather and require much less bolt tightening than wooden supports.)



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Force Factor-Oscillations Finnegan's Flyer

Instrument Needed: Wristwatch or stopwatch

Predictions: Circle your answers before riding the ride or making any measurements. Draw a line under your answer after you complete the questions and calculations.

1. What is the period of one oscillation on Finnegan's Flyer at maximum angle.
a. 6 sec b. 8 sec c. 10 sec d. 12 sec
2. How much will the largest force factor be?
a. 3.0 b. 3.3 c. 3.5 d. 3.7 e. 3.9
3. What is the longest that you will feel close to weightless (Force Factor <0.5)?
a. 0.8 sec b. 1.1 sec c. 1.4 sec d. 1.8 sec

WHAT TO MEASURE AND NOTICE ON THE RIDE

1. Where do you feel weightless on the ride? How many times do you feel weightless? What seems to be the maximum time for a weightless event?

2. Where do you feel heavy? How does this heavy feeling compare to the bottom of the first hill on Loch Ness Monster or the Alpengeist?

WHAT TO MEASURE AND NOTICE OFF THE RIDE

1. Using your watch or the stopwatch on your phone, time 2 complete oscillations (periods) of Finnegan's Flyer, when it is above 90 degrees. (One complete period is from "A" back to "A")
Do this twice, or use a friend's data for the second trial.
Find the period, by taking the average time for 2 oscillations and dividing by 2.



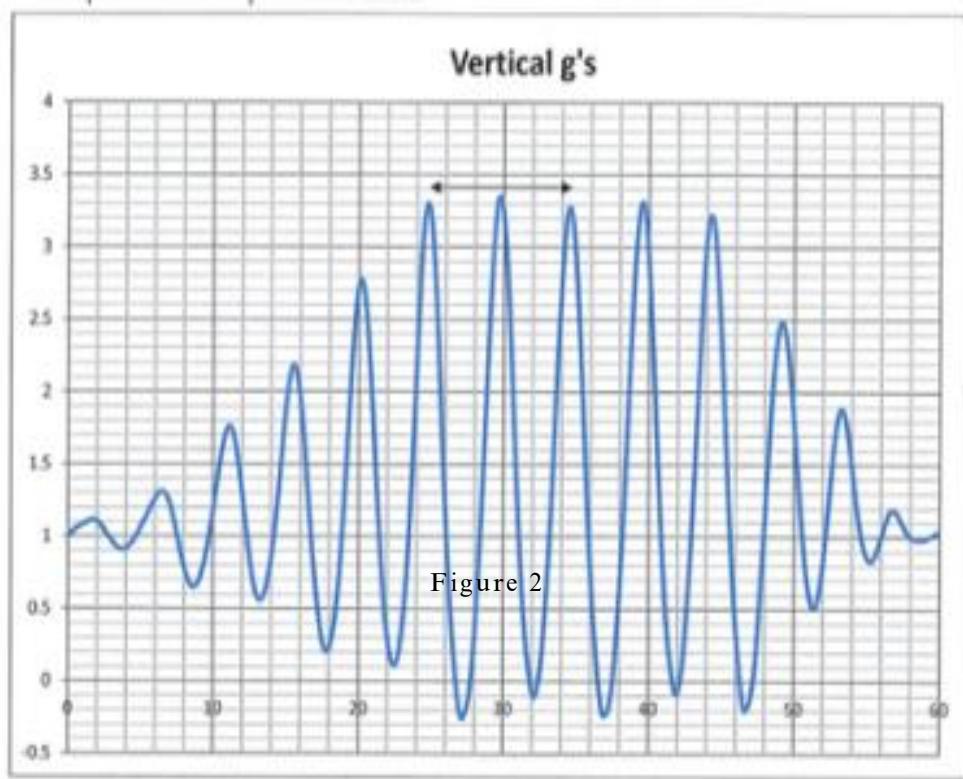
T1(time for 2 oscillations)	T2(time for 2 oscillations)	Average T $(T_1+T_2)/2$	Period $(T/2)$

Questions:

1. At the top of the next page is a force factor (g force) versus time graph of the pendulum's oscillation. It is not a position versus time graph, so a period is not the distance between two peaks, but between three peaks, or three zero points shown by the double arrow

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Use Figure 2 to find the period. (One period is indicated on the graph by the double arrow.) This should be close to the value that you measured with your watch/stopwatch. Is it? If it isn't, why not?

Period is _____ seconds

(Note: This period can't be accurately computed using the pendulum equation $T=2\pi\sqrt{L/g}$. This equation is a small angle approximation, which is fairly accurate when the angle is less than 10 degrees. However, when the angle is more than 90 degrees, like it is on Finnegan's Flye, the predicted value can be off by more than 20%. In this case, using the pendulum length $L=15.9\text{m}$, produces an expected period of only about 8 seconds.)

2. a. Where do you feel heavy on the ride? Is this in the same location as you feel heavy on coasters? Is it the same going forward and backwards?

b. Using Figure 2 to examine the heavy times on the ride.

The largest Force Factor FF=_____
 How does this compare to the FF on the coasters at the park?

c. What is the number of times that the Force rises above 2?

3. a. Where do you feel light or close to weightless on the ride? Describe this "weightless" feeling.

b. Defining a "weightless feeling" as having a force factor of less than or equal to 0.5, according to the graph, how many times would you feel "weightless" _____

c. This weightless feeling really adds to the thrill of the ride. Many rides at Busch Gardens have several weightless periods. Are there any rides that have as many or more than Finnegan's Flyer?

d. Figure 3, shows that same thing as Figure 2, but we have zoomed in to be able to find the time that you have a force factor of less than 0.5.

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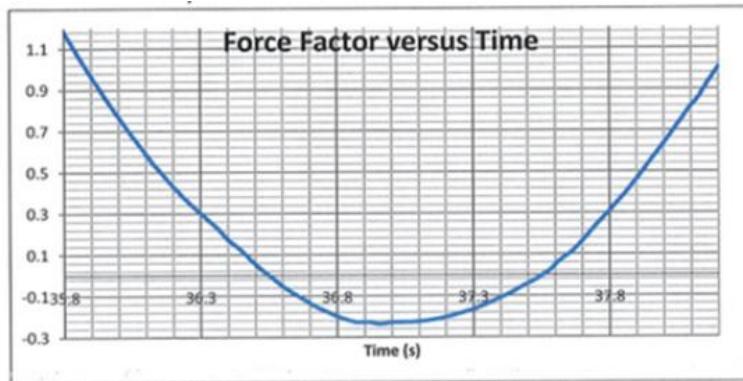
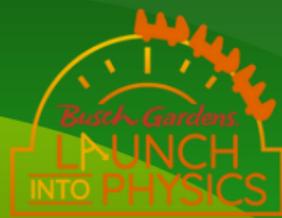


Figure 3

Time at less than a Force Factor of less than 0.5 = _____ sec

(For some comparison, at the Battering Ram, the other pendulum ride at the Park, the weightless time is about 1.2 seconds.)

e. Are the other rides at the park where you feel “weightless” for as long as on Finnegan’s Flyer.

4. Compute the maximum speed of Finnegan’s Flyer? We can use the conservation of energy to compute the speed ($mgh=1/2 mv^2$). If an object is dropped from rest at height “h”, and we ignore friction, its speed at the bottom will be given by $v=\sqrt{2gh}$ where $g=9.8 \text{ m/s}^2$

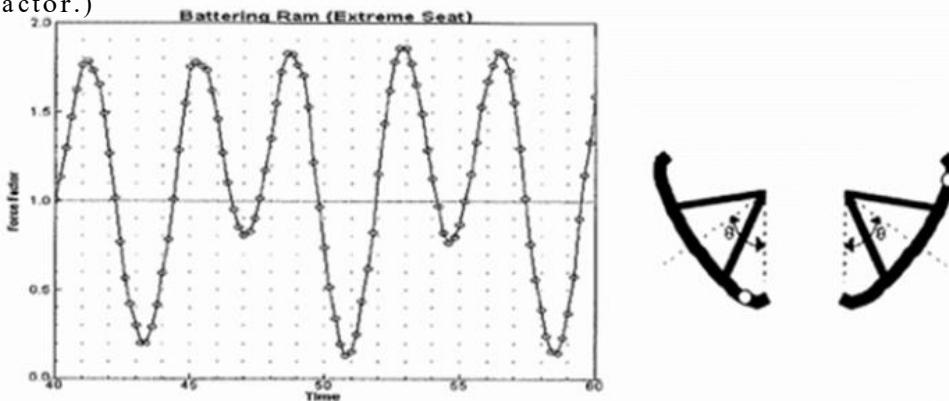
At its highest, Finnegan’s Flyer is about 22.5 m above its lowest point. (The pendulum length is 15.9 meters its biggest angle is about 115 degrees)

$V =$ _____ m/s = _____ mph (multiply velocity in m/s by 2.24 to produce mph)

5. Comparison of Finnegan’s Flyer to Battering Ram

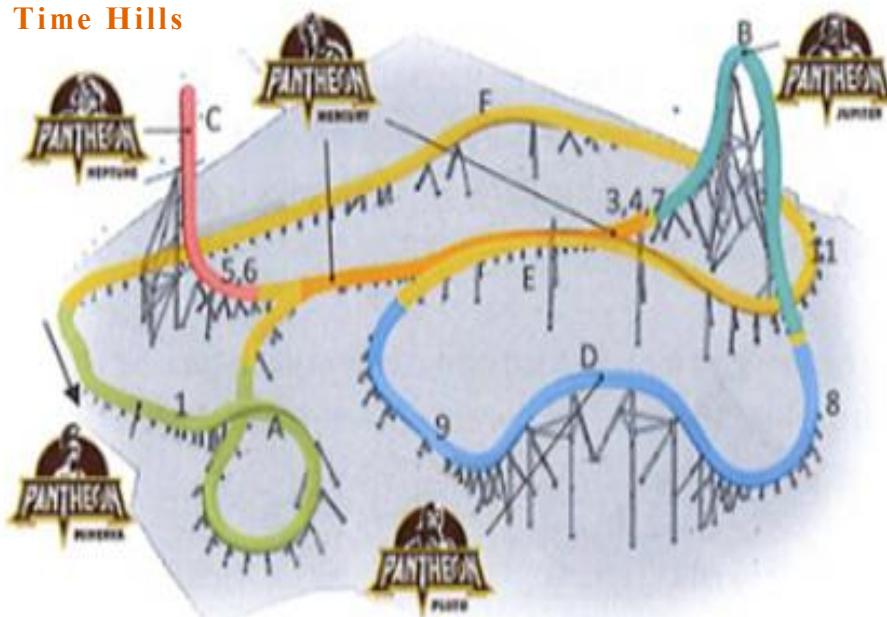
a. Why does the graph of the Force Factor of the extreme seat on Battering Ram look so different to the graph for Finnegan’s Flyer. We have included a picture which shows the position of the accelerometer on Battering Ram with a white circle,

b. Why is the maximum Force Factor on the Battering Ram so much smaller than on Finnegan’s Flyer? (Hint: It’s not the length of the arm, because it everything else is the same, a smaller arm would have a larger Force Factor.)



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Magnetic Launch and Air Time Hills Pantheon

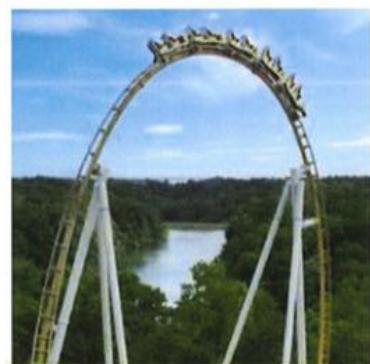


Predictions: Circle your answers before riding the ride or making any measurements. Draw a line under your answer after you complete the questions and calculations.

1. Which point in the ride will have a big force factor (g') for the longest time?
(The bottoms of hills B and C have multiple numbers, because the coaster passes that point several times)
 - 1
 - 6
 - 8
 - B
 - C
 - D
2. Which point in the ride will have the very close to 0 g's for the longest time?
 - 1
 - 6
 - 8
 - B
 - C
 - D
3. Which coaster car has the more intense experience at the top of the hills?
 - Car 1
 - Car 10

WHAT TO MEASURE AND NOTICE ON THE RIDE

1. Where do you feel the heaviest for the longest time?
2. Which magnetic launch felt the most intense?
3. How does your inversion on Hill E compare to your feelings on the top of Hill D?
4. Ride in the front and the back car (or close to the front and back) and pay attention to your experience at the tops of the hills, especially Hilltop 8 and 9.



WHAT TO MEASURE AND NOTICE OFF THE RIDE

1. Watch carefully from a distance, as the coaster goes over the top of Hill Band Hill D. Pay careful attention to the speed of car 1 and car 10 as they reach and go over the top of the hill.

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Questions:

The Vertical Force Factor graphs for Pantheon, have the hill bottoms labeled with numbers and the hilltops labeled with Letters. (A force factor of 1, is the same thing as 1 g) These numbers correspond to the diagram on Pantheon on the first page of this Pantheon workbook section. Use the Row 1 graph to answer the questions, unless otherwise directed. The numbers 10, 20, 30, etc. are the times in seconds. All of the graphs have the vertical Force Factor (or g's) plotted on the y axis and time plotted on the x axis.

1. Use the Force Factor Chart for Row 1 to find out how many airtime hills there are. Now find the number on the Row 10 chart. We can define air time as being less than a force factor of 1. Is this number different on the Row 10 chart?

Row 1 Number of airtime hills _____ Row 10 Number of airtime hills _____

2. A vertical force factor of zero feels like floating. A positive force factor indicates that you are pressed into your seat and feel heavy. (A force factor of 1, is the same thing as 1 g.) A Negative force factor feels like you are being pulled out of your seat.

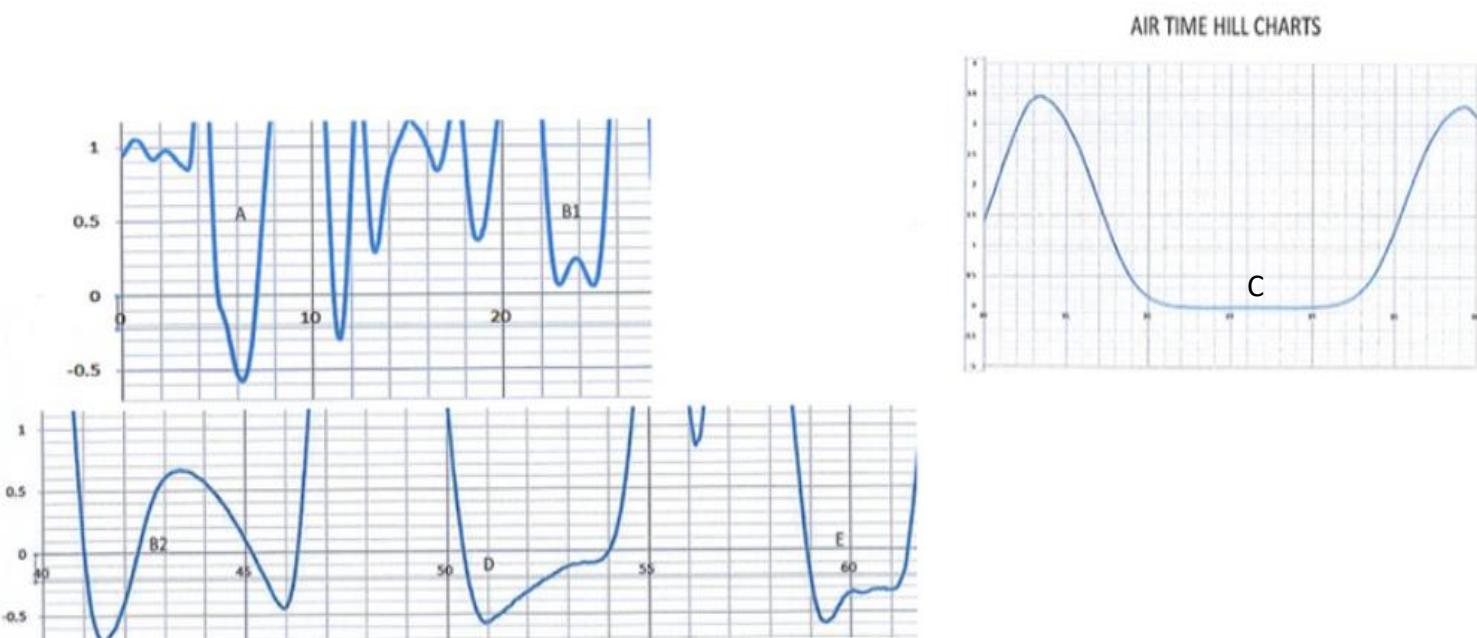
- Where in general do you find the negative g's?
- Where do you find a fairly constant zero g reading? How is this hill different from the others?
- Where do you find the high g readings?

3. a. Which place has the longest airtime (less than 0.5 g) How long is it? (The AIR TIME HILL CHARTS below show 6 of the hills with the longest air time.)

Longest Airtime _____ (Hill Top #____)

b. How does this compare to the longest air time on the other rides at Busch Gardens? Is it more less air time than Apollp's Chariot or Griffon? Which ride at Busch Gardens can come close to matching these air time hills on Pantheon?

c. What is generally the shape of these air time hills?



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LAUNCH INTO PHYSICS
STUDENT WORKBOOK
LEVEL 1



4. a. Where is the g force greatest for the longest period of time?

Large force factor for the longest time: Force Factor _____
 Time at close to maximum _____ Location _____

b. Compare this to other places with big times at a high force factor

Force Factor _____ Location _____ Length of time above 3g's _____
 Force Factor _____ Location _____ Length of time above 3g's _____

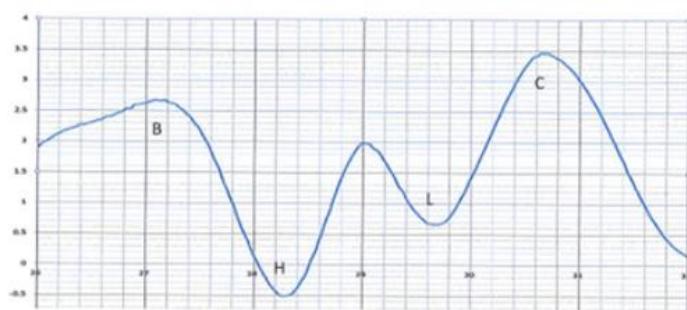
c. Did these places on the ride feel like the places of greatest intensity?

5. Launches: There are 7 launches on this roller coaster. The park publicity says that there are four launches, one at the beginning and then three between hills Band C. Between Band C there are actually two launches each way. 13 is the launch closest to Hill B, and why is the launch closest to Hill C.



Between the two launches is a small camelback hump hill that produced low g's. The white strip down the middle of the track is the electromagnets that produce the launch. The arrows show the beginning and end of the launches. Notice that in the 13 launch, the electromagnets continue up the hill a little. Also, the guard rails (and the track) on the Hill C side of the hump are going slightly uphill between the two white circles

The factor factor graph below is of the coaster going backwards toward Hill C, the Pike.



B is the bottom of hill B, C is the bottom of hill C, and H is the top of the hump between the two magnetic launches. L is caused by the slight rise after the Hump. It's like half of a parabola. One magnetic launch occurs between Band H. The other magnetic launch occurs around the vicinity of L.

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LAUNCH INTO PHYSICS
STUDENT WORKBOOK
LEVEL 1

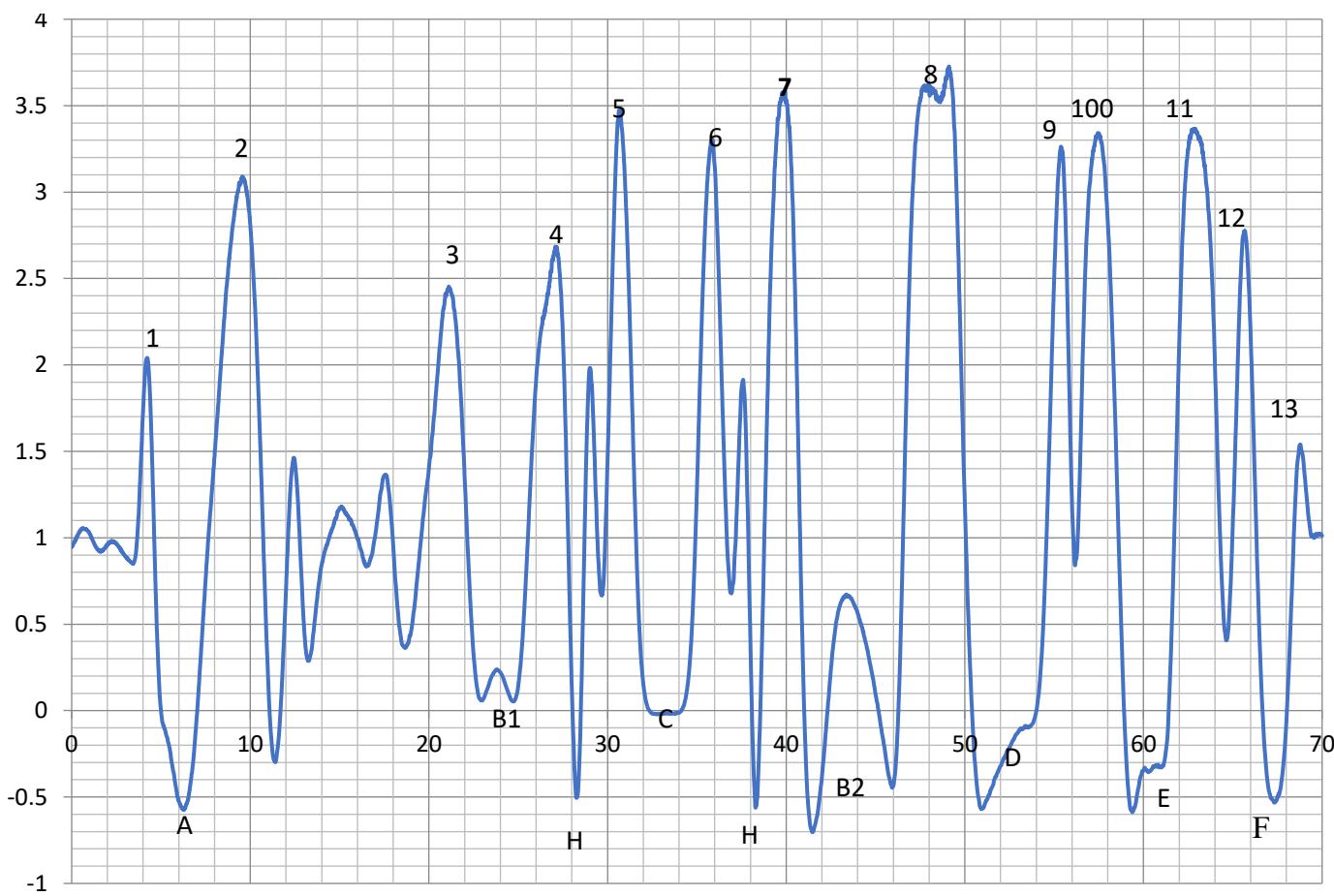


- a. Do these launches feel the same when you are going backwards and when you are going forwards?
- b. How do these launches compare to the first launch at the beginning of the ride. Which launches were the most intense?

6. From your observations and experiences on the coaster train at the tops of the hills, which coaster car was faster at the top and why. How does this affect the ride? Would car 10 or car 1 be a "better" ride at the top, and why?

7. Compare your experience on Hilltop D and Hilltop E which is an inverted air time hill. Now look at both the row 1 graph and the row 10 graph. Which one has more airtime? Does the graph give you any hint that the coaster is upside down.

Pantheon Row 1 Force Factor (y axis) versus Time (x axis)

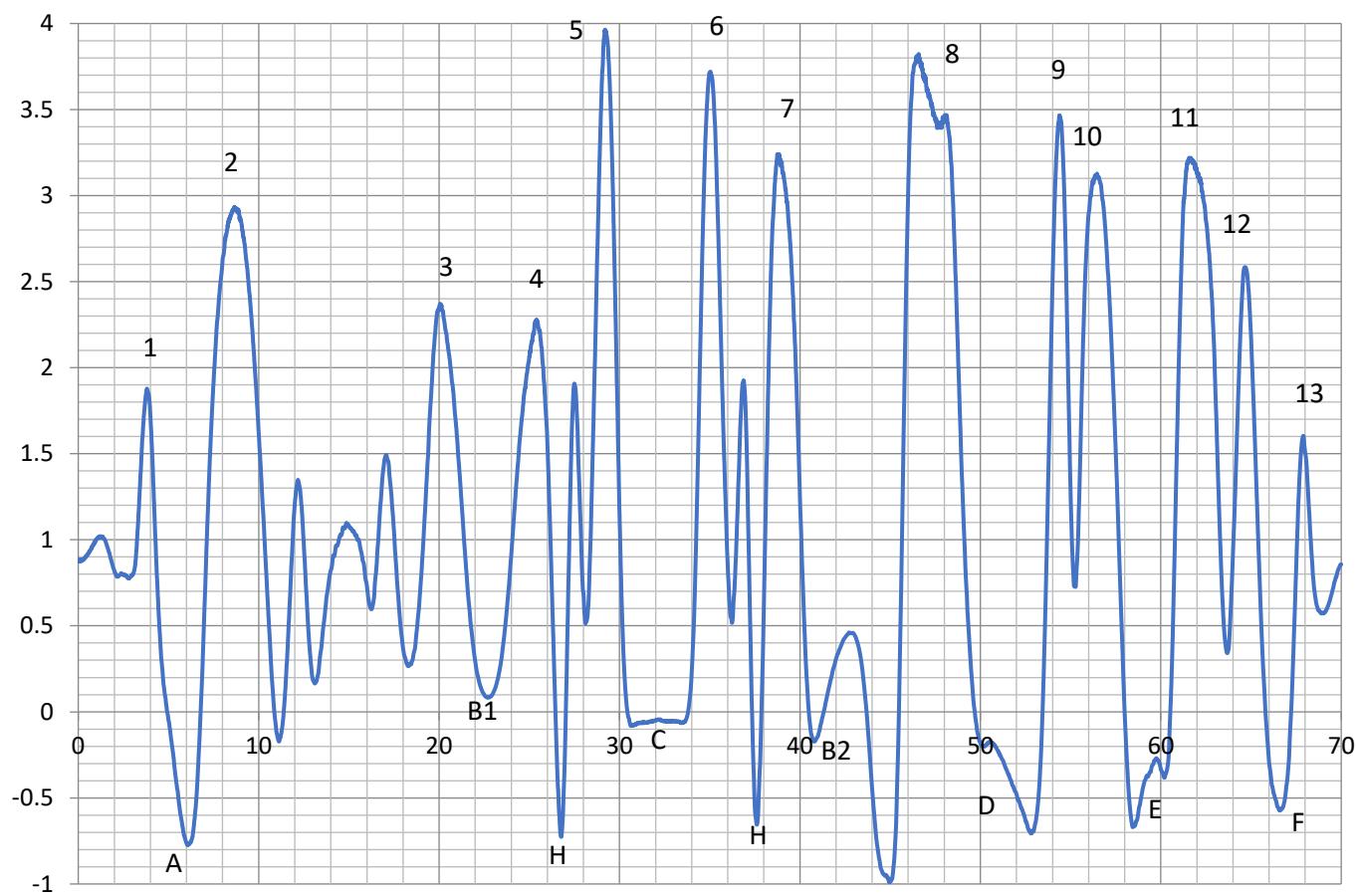


Launch into Physics Student Workbook Level 1 - Part 7
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LAUNCH INTO PHYSICS
STUDENT WORKBOOK
LEVEL 1

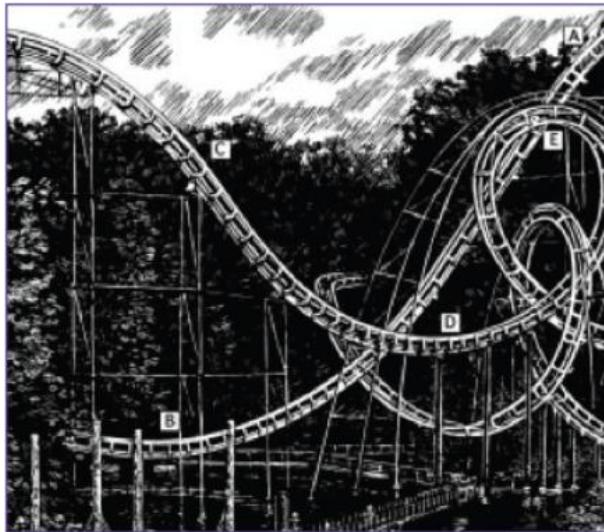


Pantheon Row 10 Force Factor (y axis) versus Time (x axis)



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Vertical Acceleration Loch Ness Monster



Instrument Needed: Stopwatch.

Predictions: Circle your answers before riding the ride or making any measurements. Draw a line under your answer after you complete the questions and calculations.

1. On the Loch Ness Monster you experience forces similar to those experienced by the space shuttle astronauts. What maximum force will you experience? (A force factor of 1, often called 1 g, is a force equal to your normal weight. 2 g's means twice your normal weight, etc.)

1.5 g 2.0 g 2.5 g 3.0 g 3.5 g 4.0 g 4.5 g 5.0 g 5.5 g 6.0 g

2. When you are upside down, will you ever lose contact with your seat? Yes No

3. When will you feel the lightest?

going down the hills in the valleys on the hilltops

WHAT TO DO AND NOTICE ON THE RIDE

1. Note where on the ride you feel heavy and where you feel the lightest.

2. Do you ever feel weightless?

3. Do you ever lose contact with your seat?

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LAUNCH INTO PHYSICS
STUDENT WORKBOOK
LEVEL 2



WHAT TO DO AND NOTICE OFF THE RIDE

Measure the front to back time at the bottom of the first hill at point B. Also measure the front to back times at D and E. (Note: The post at point B in the middle of the lake has a green ring around it.)

DATA TABLE

	#1	#1	#1	Average
B				
D				
E				

Questions:

1. Where on the ride did you feel the heavy? Why were you heavy? Where did you feel the heaviest?
2. Where did you feel light on the ride? Why? Did you ever feel weightless?
3. When you were upside down, did you ever lose contact with your seat? Why?
4. Compute the velocities at points B, D, and E using the front to back times measured. The length of the coaster train (d) is 18.2 m. $v = d/t$. Convert to Miles/Hour using the following conversions:

1 hour=3600 seconds, 1 mile=1609 meters.

Velocity at bottom of hill (B) = _____

m/s= _____ miles/hr

Velocity at bottom of hill (D) = _____

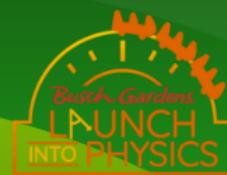
m/s= _____ miles/hr

Velocity at top of loop (E) = _____

m/s= _____ miles/hr

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LAUNCH INTO PHYSICS
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LEVEL 2



5. Given the radii of curvature at point B, D, and E, compute the force factors at these three points.

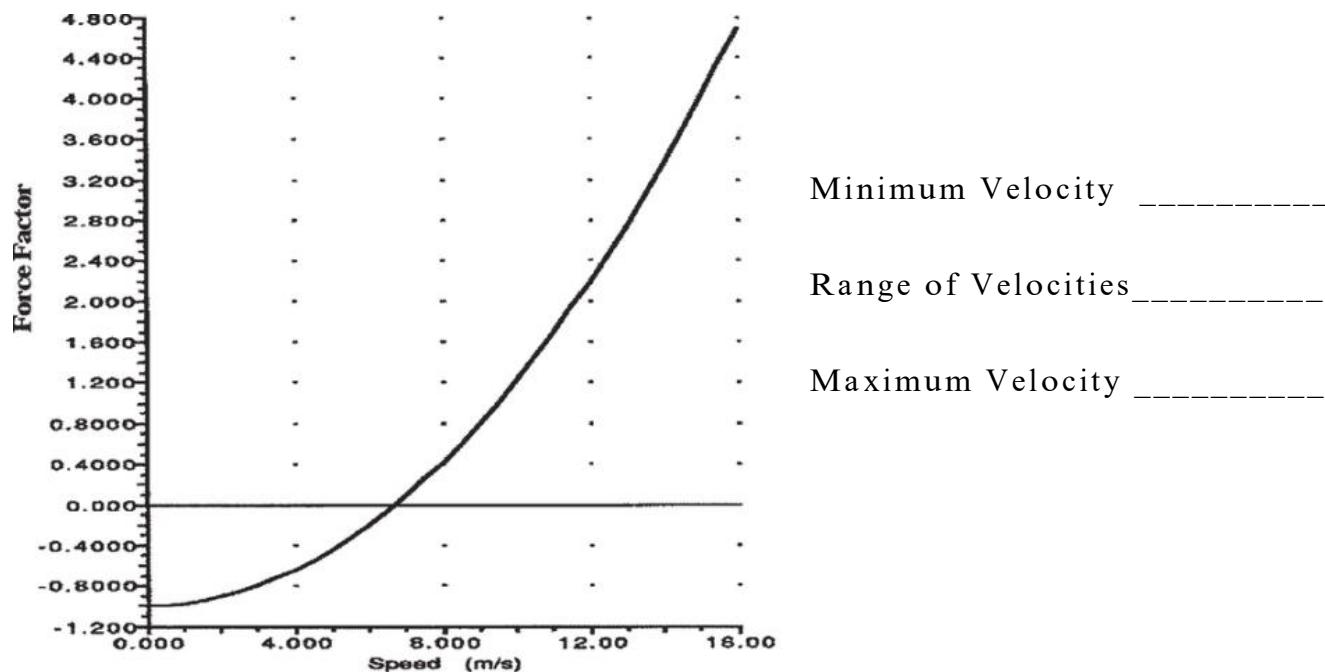
Radius at B= 30 m Radius at D= 16 m Radius at E= 4.6 m

Force Factors: B _____ D _____ E _____

FF=1+(v^2/rg) Hill Bottoms FF=(v^2/rg) -1 Tops of Loops

6. Where on the ride did you feel heavy?

7a. The graph below, based on Newton's Laws, represents the force factor as a function of velocity at the top of the loop. What is the minimum velocity required to get the coaster through the loop? What range of velocities would produce a light feeling at the top? What should the coaster designer use as the maximum velocity at the top?



7b. Using the speed at the top of the loop (E) computed in question 4, find the force factor from the graph.

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LAUNCH INTO PHYSICS
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8. The shape of the loop is called a Clothoid. It has a large radius of curvature at the bottom and a small radius at the top. To investigate what the loop would be like without a variable radius, first find the force factor at the bottom, if the radius at the bottom of the loop were the same as the top of the loop (4.6 m). Next find the force factor at the top of the loop, if the radius at the top were the same as the radius at the bottom (16 m). In both instances, use the velocities computed in #4.

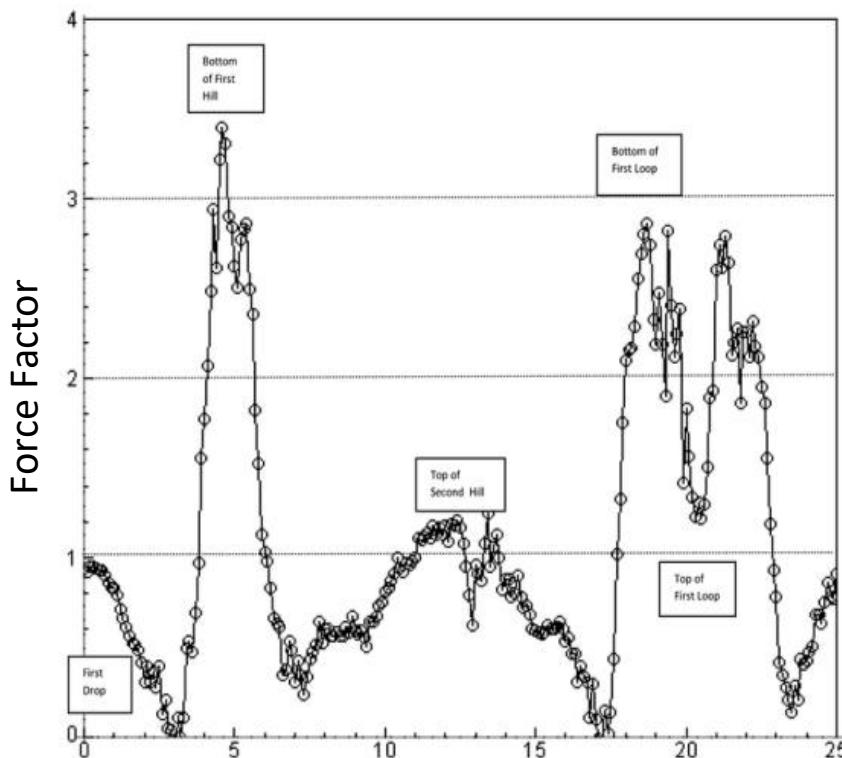
9. According to the CBL Force Factor graph** on the next page, what are the force factors at point B, D, and E? How do these compare to your calculations in question 5?

B _____ D _____ E _____

10a. According to the CBL Force Factor graph**, when do you feel light? Does this correspond to your experiences? How long does the graph indicate that you will feel light ($FF < 1$)?

10b. What value of force factor would indicate that you would lose contact with your seat? Does the graph indicate that you will lose contact? Did you lose contact? If so, where?

11. According to the CBL Force Factor graph**, how long do you feel heavy at the bottom of the first hill? (Notes: We will define heavy as being a force factor of 1.5 or greater. The dots on the graph are 0.1 seconds apart.)



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BANKING ANGLE DER WIRBELWIND

Instruments Needed: Stopwatch, angle measuring device.

Predictions: Circle your answers before riding the ride or making any measurements. Draw a line under your answer after you complete the questions and calculations.

1. How will the angle that an empty swing seat makes compare to that of a swing with a passenger? The empty seat will have:

same angle smaller angle larger angle

2 As you sit in the swing, does your body naturally align with the chains, or do you feel pulled toward the inside of the circle or pushed to the outside of the circle?

naturally aligns with chains pulled toward center pulled toward outside

3. As the swings go around, the top tilts so that you are going up part of the way around, and down part of the way. As you are on your way up, you feel:

heavier lighter normal

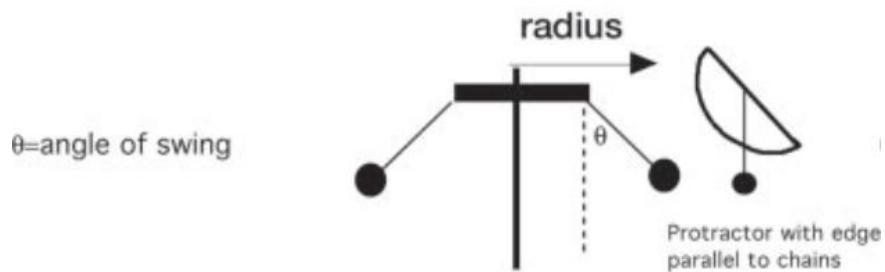
WHAT TO DO AND NOTICE ON THE RIDE

1. Do you feel heavy or light as you spin and are traveling upward?

2. Note how the angle your body naturally assumes compares to the angle of the swings. (Do you have to lean one way or the other to keep yourself parallel to the swing chains?)

WHAT TO DO AND NOTICE OFF THE RIDE

1. With an angle measuring device, find the average angle at which the swings hang relative to the vertical.



2. Find the revolutionary period of the swings, by waiting until it achieves full speed and then timing three revolutions and dividing by 3.

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LAUNCH INTO PHYSICS
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3. Notice the angle at which full and empty swings hang.

	#1	#2	#3	Average
Angle of Swing				
Time for Three Revolutions				

Questions:

1. Given that the radius of the outside swing is 9 meters when at maximum velocity, calculate the velocity of the swings.

$$\text{velocity} = \text{circumference} / \text{period}$$

$$\text{velocity} = \text{_____}$$

2. Determine the angle at which the swings should hang, based upon their velocity and radius, and compare this to the actual angle of swing. $\tan(\text{angle}) = v^2 / rg$

$$\text{Comp Measured angle} = \text{_____}$$

$$\% \text{ error between computed and measured values} = \text{_____}$$

3. Using this computed angle of swing, compute the force factor. How does this compare to how you felt?

$$\text{Force factor} = 1 / \cos(\theta) = \sqrt{1 + (v^2 / rg)^2}$$

$$\text{Force factor} = \text{_____}$$

4. On Alpeneist roller coaster, the coaster train goes through a horizontal circle near the end of the ride called the High Speed Spiral. The radius of this spiral is 8 meters, and the velocity of the coaster train at this point is about 12.3 m/s. In order for the coaster train to successfully negotiate the turn, the track must be banked. The same force diagram and equations are used to find the banking angle of a coaster and the forces experienced, as you used for the swings. Compute the force factor and the banking angle.

$$\text{Banking Angle } (\theta) = \text{_____}$$

$$\text{Force Factor} = \text{_____}$$



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LAUNCH INTO PHYSICS
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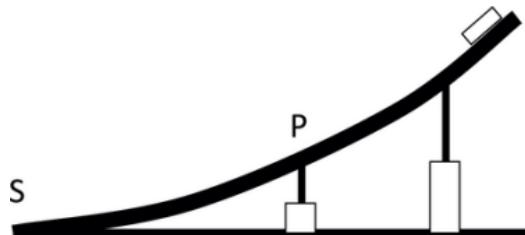
5. Do the empty swings hang at the same angle as the ones with people? Why?

6. While Der Wirblewind was spinning, did your body naturally hang at the same angle as the swings? Did you feel any force toward the center or toward the outside of the circle of swing?

7. There are two kinds of motion in this ride: the standard rotation, and the changing tilt of the top. What difference does the tilt of the top make in ride experience?

Energy **Escape from Pompeii**

Equipment needed: Stopwatch.



Predictions: Circle your answers before riding the ride or making any measurements. Draw a line under your answer after you complete the questions and calculations.

1. Estimate the speed of the boat at the bottom of the hill in mph. The hill is 15 m (5 stories) high.

5 10 15 20 25 30 35 40 45 50 55 60

2. A fully loaded boat will be faster slower about the same as partially full or empty boat

3. Which situation makes for the biggest splash?

empty boat fully loaded boat partially loaded boat all are the same

4. Which ride “loses” more of its energy going downhill?

A roller coaster A water ride like Pompeii

5. How much energy is “lost” coming down the big drop?

10% 20% 40% 60% 80%

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LAUNCH INTO PHYSICS
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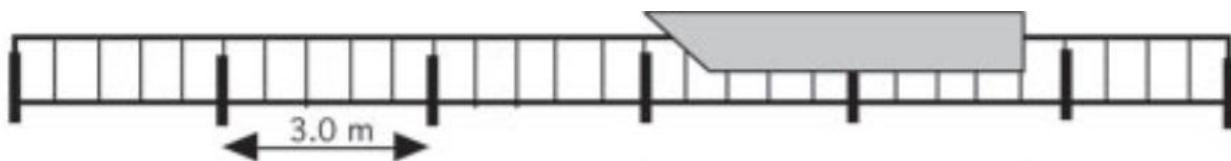


WHAT TO DO AND NOTICE ON THE RIDE

1. Note what happens to you at the bottom of the first drop. Do you feel pressed back into your seat or do you slide forward in your seat as if pushed forward? Is the force you experience greater than or less than that of the Le Scoot log flume?

WHAT TO DO AND NOTICE OFF THE RIDE

1. Time the boat from the lower steel beam (P), which is marked with a tan colored stripe, to the beginning of the splash (S). Start the stopwatch when the front of the boat reaches P, and stop it at the splash (S), at the bottom of the hill.
2. Are all the splashes the same size and duration? If not, what seems to make the difference? Is the force you experience greater than or less than that of the Le Scoot log flume?
3. Record the deceleration distance in meters. This is the distance that the boat travels during the splash, while it is slowing down to a constant speed. (Use the metal bars in the water, as illustrated below, to determine the distance. Every fifth bar has a bracket support.)



4. Pick a point some distance after the splash when the boat is moving at a constant speed, and time the boat past that point (Front to Back time).

	#1	#2	#3	Average
Time from P to S (in sec)				
Distance (d) of Deceleration (during the Splash) in meters				
Front to Back Time after the Splash				

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LAUNCH INTO PHYSICS
STUDENT WORKBOOK
LEVEL 2



Questions:

1. Compute the average velocity of the boat at the bottom of the hill, by dividing the distance between P and S (12.5 meters) by the average time. Convert to miles/hour by using the following conversion factors: 1 mile=1609 meters 1hour=3600 seconds.

Velocity= $12.5 \text{ m} / (\text{sec}) = \text{_____ m/s} = \text{_____ mph}$

2. According to the energy conservation, the potential energy at the top of the hill (mgh), should equal the kinetic energy at _____). The hill is 15.0 meters high, and _____ . If we assume that the velocity at the top of the hill is small, and set these two energies equal to each other, you can solve for the velocity at the bottom of the hill. $1/2 mv^2 = mgh$

Predicted velocity= m/s

3. Compute the percentage of the initial energy (potential energy at the top of the hill= mgh) that was not converted to Kinetic energy at the bottom of the hill (Final energy= $.5mv^2$) Use velocity from Q#1.

$(\text{Initial Energy}-\text{Final Energy})/\text{Initial Energy} * 100 \% = \text{_____ \%}$

4. What happened to this energy that was “lost?”

5. The Alpenegeist roller coaster is reported to have a velocity at the bottom of its first hill of 67 mph (30.0 m/s) The height of its hill is 49.4 m. Assuming a small speed at the top of the hill, what are the energy “losses” on the Alpenegeist?

$(\text{Initial Energy}-\text{Final Energy})/\text{Initial Energy} * 100 \% = \text{_____ \%}$

6. What factors seem to determine the size and duration of the splash at the bottom of the hill? Why do these factors make a difference?

7a. Compute the force factor experienced by the riders at the splash.

According to the conservation of energy, if there are no changes in potential energy, $\text{Work} = \text{Change in Kinetic Energy}$, where $\text{Work} = F \cdot d = \text{Force} * \text{Distance}$ of splash First compute the velocities before and after the splash.

$v(\text{before})$ was computed in question #1 $\text{_____} = \text{Distance of splash} = \text{_____}$

$v(\text{after}) = \text{length of boat/front to back time} = \text{_____}$

Length of boat= 5.4 m

Using these velocities and the splash distance, compute the force factor.

$$F \cdot d = 1/2 mv(\text{before})^2 - 1/2 mv(\text{after})^2$$

If both sides are divided by mgd , then $\text{Force factor} = v(\text{before})^2 - v(\text{after})^2 / 2dg$ where F/mg is the definition of force factor. Force factor = _____

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LAUNCH INTO PHYSICS
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7b. How is this force factor different from that experienced on the roller coasters? How does it compare to your experience on the log flume?

8. From your observations, does an empty (or partially full) boat have the same speed at the bottom as a full boat? Why?

9. Did you feel pressed back into your seat, or did you slide forward at the bottom of the hill? Why?

10. Heat energy is transferred by one of three methods: convection, conduction or radiation. As your boat tours the ruins of Pompeii, which of these three methods provides the predominant means of heating you?

Convection Conduction Radiation

Power, Energy and Acceleration **Loch Ness Monster**

Equipment Needed: Stopwatch, Angle measuring device.

Predictions: Circle your answers before riding the ride or making any measurements. Draw a line under your answer after you complete the questions and calculations.

1. A fully loaded coaster consists of 7 cars (914 kg/ car) and 28 people. An electric motor drives a chain that lifts the coaster up to the top of the first hill. How powerful must the motor be?

25 horsepower (19 kw) 125 horsepower (93kw) 400 horsepower (298 kw)

2. How much energy is lost to heat as the coaster plunges down the first hill?

5% 15% 25 %

3. Which of the coaster cars gets from the top of the hill to the bottom the quickest?

first car last car both the same

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LAUNCH INTO PHYSICS
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WHAT TO DO AND NOTICE OFF THE RIDE

1. Measure the front to back time at the bottom of the first hill. (If you have already have this data, then just copy it into the data table.) The reference post at the bottom of the hill is marked with a green stripe.
2. Measure steepest angle of descent of the first hill. This is best done on the bridge between Germany and Italy.
3. Time the first car from the top of the hill (point where the net ends) to the bottom (lowest point in the middle of the river, marked with the green stripe). Time the last car between the same two points. (Hint: These times are greater than 2 seconds.)
4. Time the ascent of the coaster as the chain pulls it up the lift hill.

	#1	#2	#3	Average
1. Front to Back at the Bottom of the Hill				
2. Angle of Descent				
3a. Top to Bottom of Hill: First Car				
3b. Top to Bottom of Hill: Last Car				
4. Time of Ascent				

Questions:

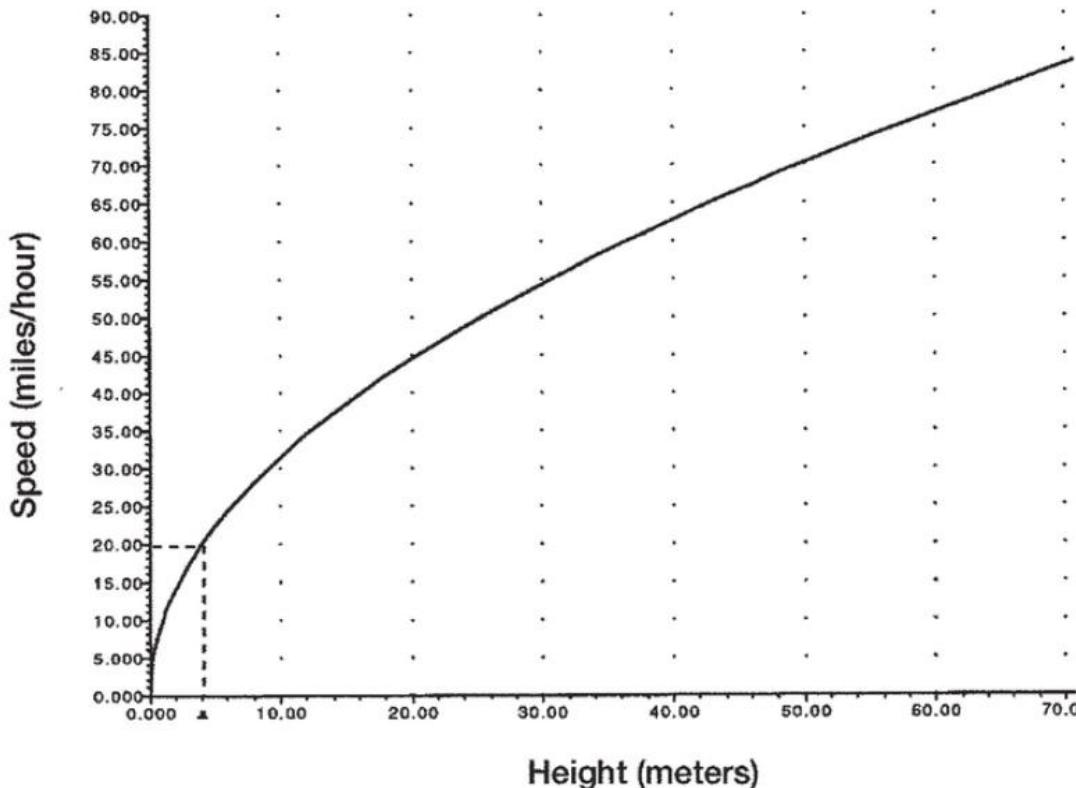
The graph based on kinematics below shows how the speed of a coaster depends on the height of the first hill. The dotted lines indicate how to find that 20 mph corresponds to a height of 4 meters.

The height of the first hill determines the total energy of the coaster. As it comes downhill it converts this gravitational potential energy to kinetic energy or energy of motion. The graph is based upon a negligible speed at the top.

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Launch into Physics Student Workbook Level 2 - Part 8

LAUNCH INTO PHYSICS
STUDENT WORKBOOK
LEVEL 2



1a. The Loch Ness Monster hill is 34.8 meters tall. According to the chart, what should be the speed at the bottom?

1b. Compute the speed at the bottom using the front to back time measurement, and then convert to mph by using 1 hour=3600 seconds and 1 mile=1609 meters.

$$\text{speed at bottom of the hill} = 18.2 \text{ m/} (\text{_____ sec}) = \text{_____ m/s} = \text{_____ mph}$$

1c. Compute % error between answers 1a and 1b above. % error Use 1a as the standard.

1d. Explain any difference between the speed computed with the graph and the speed computed with the front to back time.

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2. List the hill heights required for the following speeds. List the heights to the nearest meter.

20 miles/hour $h = 4$ meters 40 miles/hour $h =$ _____

40 miles/hour $h =$ _____ 60 miles/hour $h =$ _____

80 miles/hour $h =$ _____

3. How high would a hill have to be to have a speed of 120 miles/hour? (Hint: Note how many times higher is a 40 mph hill compared to a 20 mph hill. Also note how many times higher is an 80 mph hill compared to a 40 mph hill.)

72 m (236 ft) 108 m (354 ft) 144 m (472 ft) Do you think that this will ever be built?

4. Given the following information in addition to the data that you gathered, find the percentage of energy that is lost to heat as the coaster comes down the first hill:

Mass of coaster = 6400 kg

Mass of 28 People (estimate)

Height of first hill above the river = 34.8 m

Velocity of the coaster at the top of the hill = 5.7 m/s

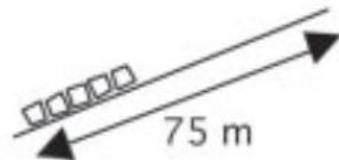
Percentage of total energy lost = _____

5. Using the time of descent for the first car along with the initial velocity at the top of the hill (5.7 m/s) and the velocity computed at the bottom of the hill, compute the average acceleration of the first coaster car. How does this compare with the theoretical velocity based on the angle of descent? Why will the computed acceleration of the last car be different?

Acceleration (First Car) = _____ Theoretical Acceleration (first car) _____

6. Using the time of ascent, the length of the incline (75 m), the angle of ascent (25 degrees) and the mass of the coaster train and passengers, compute the power that the motor must have to lift the coaster train up the hill. (See Question 4)

Power = _____



7. Was the top to bottom time for the first car significantly different from the top to bottom time of the last car? If so, why?

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Oscillations **Battering Ram**

Instruments Needed: Stopwatch, Angle measurement device, Mounted accelerometer.

Predictions: Circle your answers before riding the ride or making any measurements. Draw a line under your answer after you complete the questions and calculations.

1. Where should you sit on the Battering Ram to experience weightlessness?

in toward the middle on the extreme edges

2. The ship is going fastest when the

center of the ship is at the lowest point edges of the ship are at the lowest point

WHAT TO MEASURE AND NOTICE ON THE RIDE

1. Sitting in the extreme seat on the left side, make three measurements of the maximum force factor.

2. Sitting in a middle seat (right hand side), make three measurements of the maximum force factor.

3. Notice where you are when you experience a “weightless” sensation. Ride part of the ride with your eyes closed.

	#1	#2	#3	Average
Force Factor in Extreme Seat				
Force Factor in Middle Seat				
Period of Oscillations				
Maximum Angle with Vertical				

WHAT TO MEASURE AND NOTICE OFF THE RIDE

1. Measure the period of the oscillation. (Time the boat from its highest point on one side, until it returns to this position on the same side.)

2. Notice where people scream, or their hair flies up.

3. Measure the maximum angle that the center of mass makes with the vertical.

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LAUNCH INTO PHYSICS
STUDENT WORKBOOK
LEVEL 2



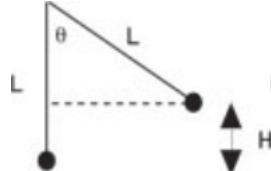
DATA TABLE

Period of Oscillation				
Maximum Angle with Vertical				

Questions:

1. Find the velocity at the bottom by using the Law of Conservation of Mechanical Energy. The radius (L) of the Ram's swing is 12.8 m. H is the maximum height of the center of mass.

$$H = \underline{\hspace{2cm}} \quad V = \underline{\hspace{2cm}}$$



2a. Compute the force factor at the bottom of the swing. The force factor is computed in the same way as the force factor at the bottom of a roller coaster hill. $FF = v^2/rg + 1$

$$FF(\text{computed}) = \underline{\hspace{2cm}}$$

2b From the CBL graphs** at the end of this section, find the maximum force factor. Are these force factors close? Why or why not?

$$FF(\text{from graph}) = \underline{\hspace{2cm}}$$

2c. How does your force factors for the middle seat compare with the computation?

2d. How do your two maximum force factors compare with the corresponding force factors on the CBL graphs?

2e. If there is a difference between the maximum force factors for the middle and extreme seat, explain why.



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3a. Compute the Period of Oscillation using the basic pendulum equation.

$$T = 2\pi\sqrt{L/g}$$
 T = _____

3b How does this compare to your measured value? How would you explain the differences?

3c. What is the period obtained from the CBL Force Factor graph**? How does this compare to your measured time?

4. When does the Battering Ram experience maximum velocity? Is this the same point that the maximum force is experienced?

5a. Where on the ride do you experience weightlessness? Why are you weightless at this point?

5b. In which seating position (middle or extreme edges) will passengers experience more weightlessness? Explain.

5c. According to the CBL Force Factor graphs**, what is the minimum force factor experienced in the extreme seat? What is the minimum force factor experienced in the middle seat?

extreme seat _____ middle seat _____

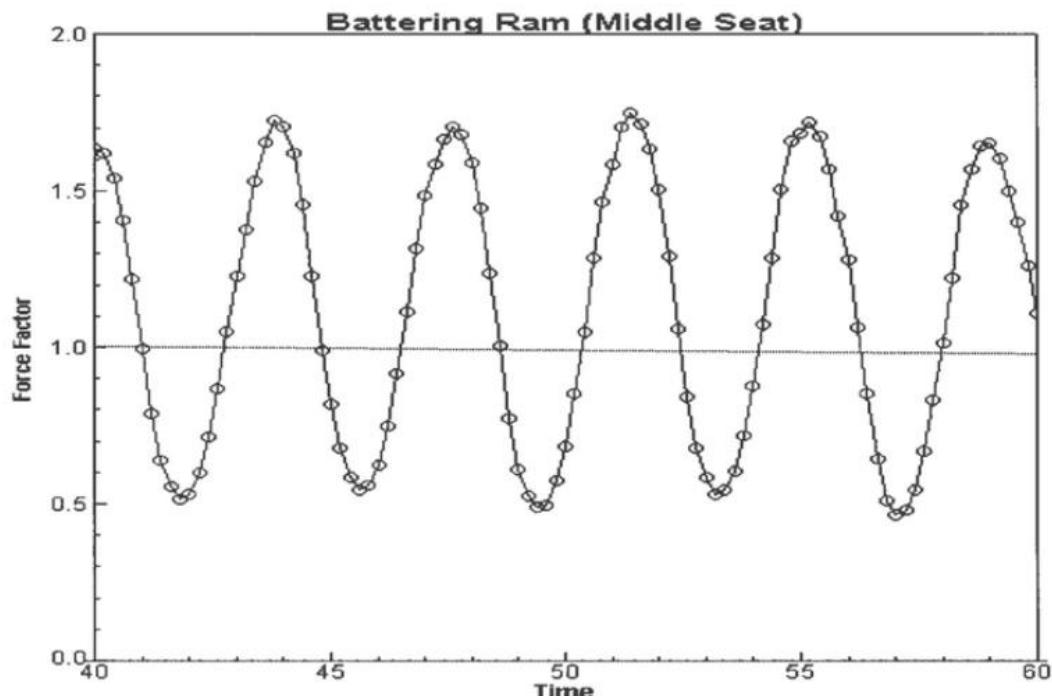
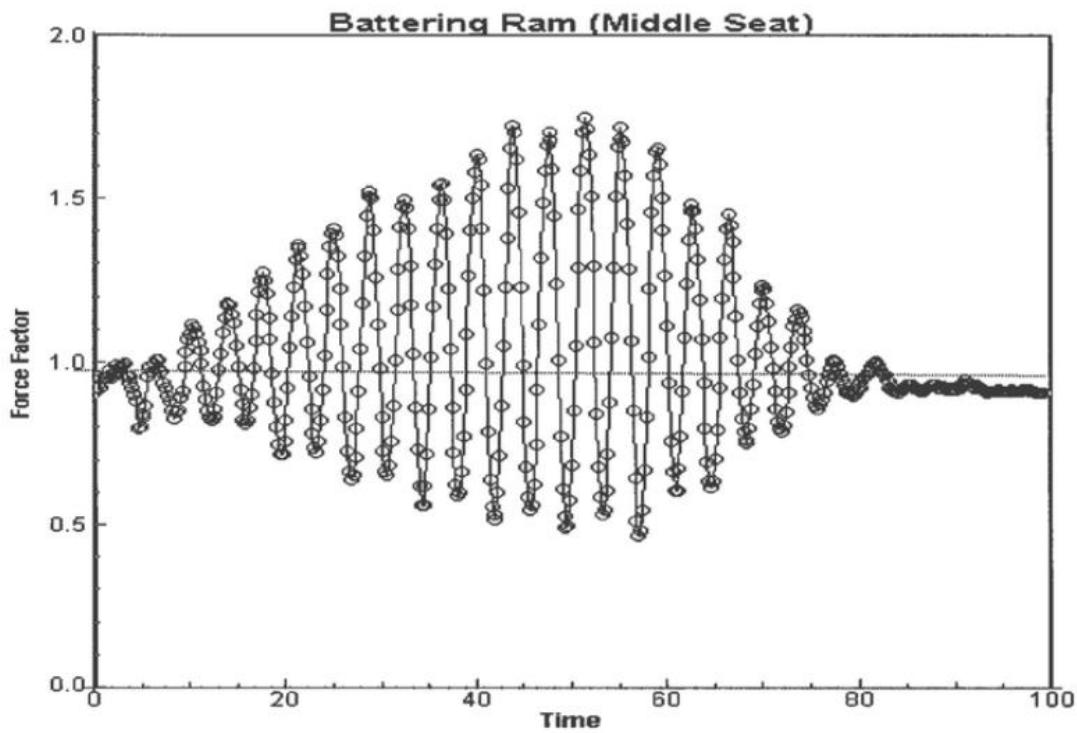
5d. Why does the extreme seat graph look so different from the middle seat graph?

6. Does riding with your eyes closed make any difference in the sensations experienced?

7. Where do people scream? Why?

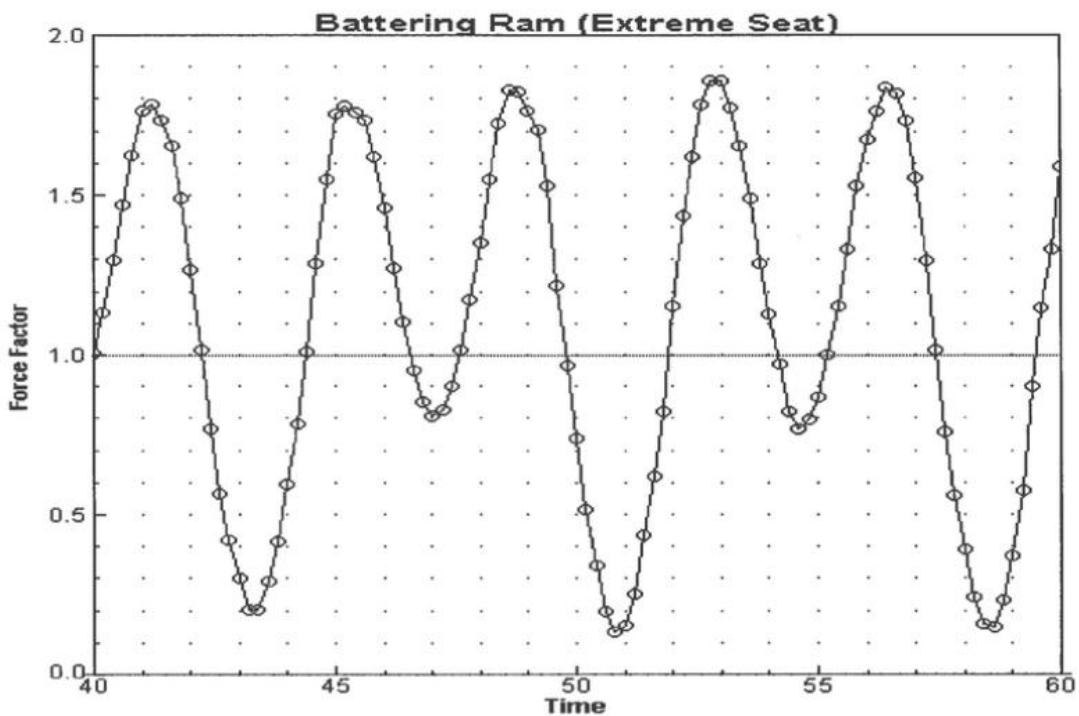
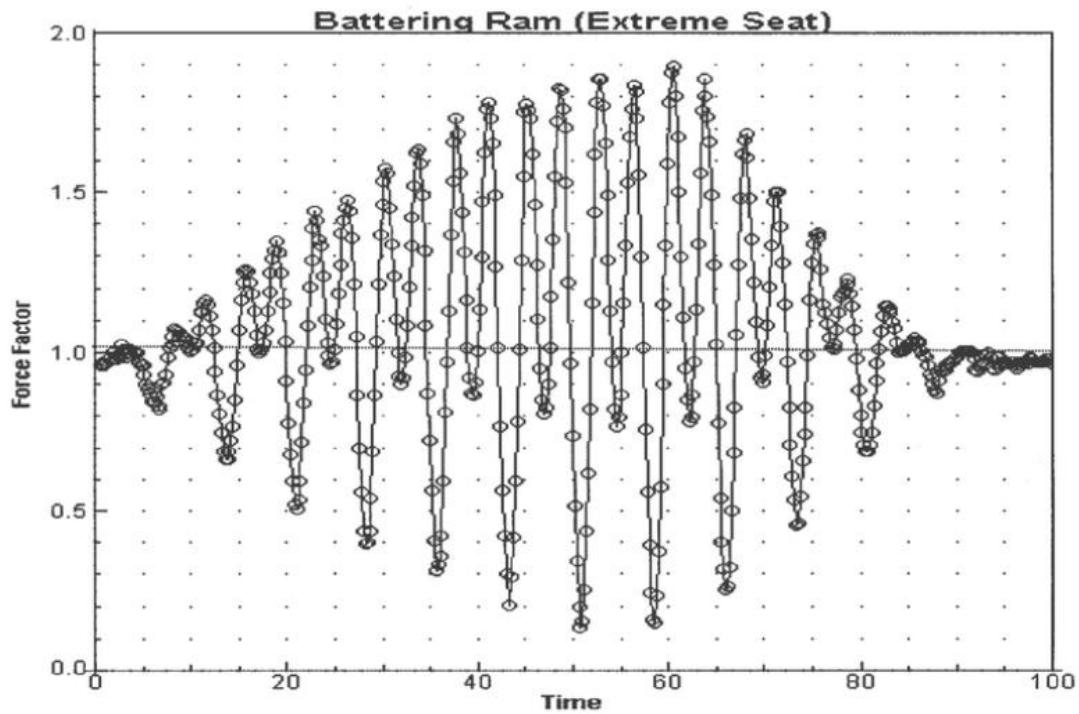
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Miscellaneous **Alpgeist**

Instruments Needed: Stopwatch, Mounted vertical accelerometer. (Sit in Row 6.)

Predictions: Circle your answers before riding the ride or making any measurements. Draw a line under your answer after you complete the questions and calculations.

1. Will you leave your seat or feel upside down when you are inverted 106 ft (32 m) above the ground in the vertical loop?

leave your seat feel upside down neither

2. Where will the lightest feeling on the ride be experienced?

The First Hill (Between 2 and 3) The Immelman (4)

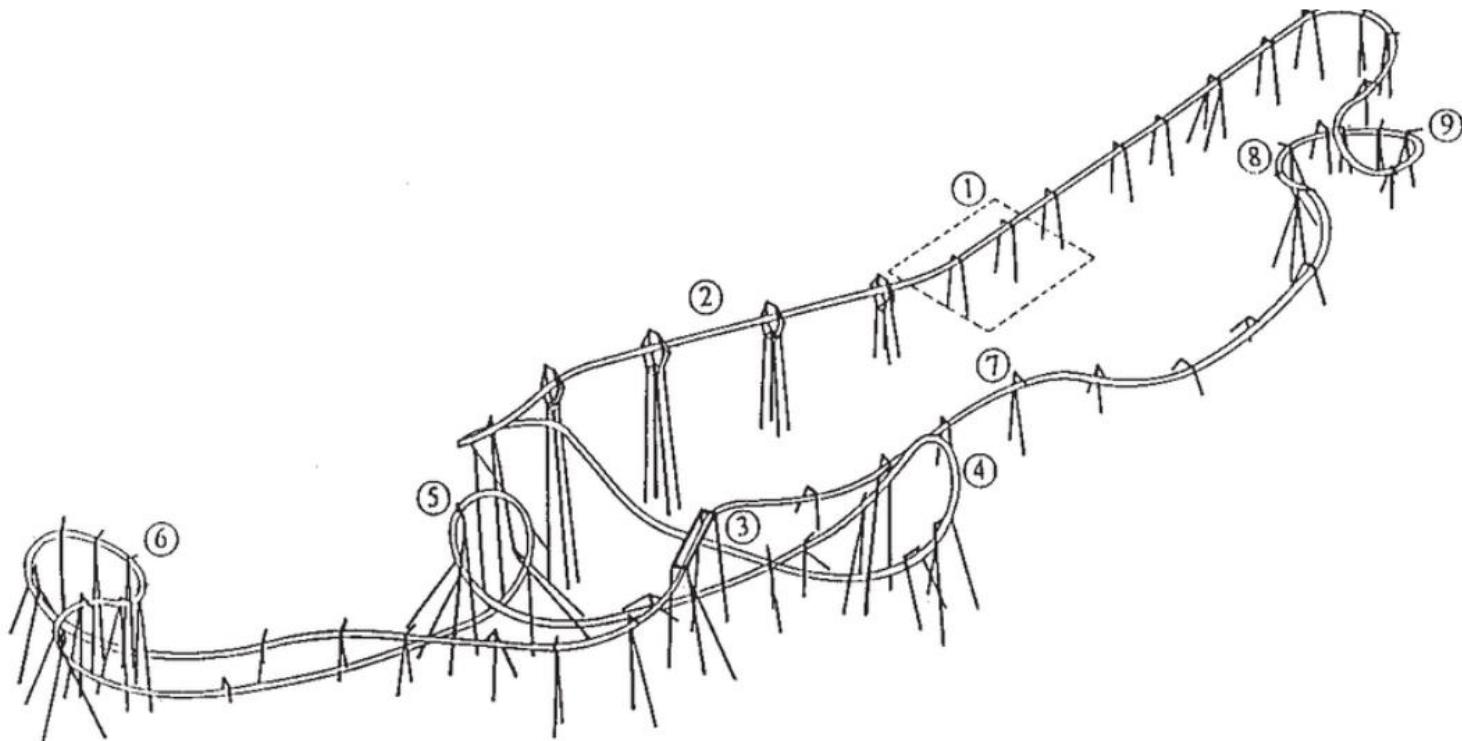
The Vertical Loop (5) The Cobra Roll (6)

The Camelback Hump (7) The Flat Spin (Pancake Flip) (8)

The High Speed Spiral (9)

3. Where on the ride will you experience the greatest banking angle?

(3) (4) (5) (6) (7) (8) (9)



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Launch into Physic Student Workbook Level 2 - Part 8

LAUNCH INTO PHYSICS
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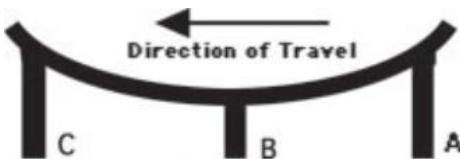
WHAT TO MEASURE AND NOTICE ON THE RIDE

1. On all of the inversions, notice whether you feel light, heavy or normal.
2. Do you ever leave your seat or feel upside down?
3. Record the force factor at the bottom of the first hill, at the bottom of the second hill and at the top of the vertical loop.

WHAT TO MEASURE AND NOTICE OFF THE RIDE

	#1	#2	#3	Average
Force Factor at Bottom of First Hill				
Force Factor at Bottom of Second Hill				
Force Factor at top of Vertical Loop				
Time between Posts A and C				
Front to Back Time at Top of Loop				

1. With a stopwatch, time the coaster between posts A and C at the bottom of the first hill. B is the column that is attached to the track near its lowest point, and A and C are the first columns to the left and right of the post B. Columns A and C are marked with a white stripe at their bottom. This can be best viewed from deck next to where the drinks are sold. It may also be viewed from the covered bridge.



2. In the vertical loop (5), record the time between the front car arriving at the top of the loop and the end of the back car arriving at the top of the loop. This is called a front to back time. (This may be viewed from a number of different places including the deck by the drink stand and the covered bridge.)
3. Pay attention to where on the ride the coaster cars are flung outward at an angle.

	#1	#2	#3	Average
Time between Posts A and C				
Front to Back Time at Top of Loop				

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Questions:

1. Compute the speed of the coaster at the bottom of the first hill. Convert to miles per hour by using 1 mile=1609 meters and 1 hour=3600 seconds. The distance between posts A and C is 24 meters.

Velocity at hill bottom = _____ m/s = _____ mph

2. Compute the speed of the coaster at the top of the vertical loop. The length of the coaster train is 11.6 meters.

Velocity at top of loop = _____ m/s = _____ mph

3a. Given that the radius of curvature at the first hill bottom is 44 meters, and the radius of the top of the loop is 7.0 meters, compute the force factors.

Force Factor (bottom of first hill) _____ Force Factor (top of vertical loop) _____

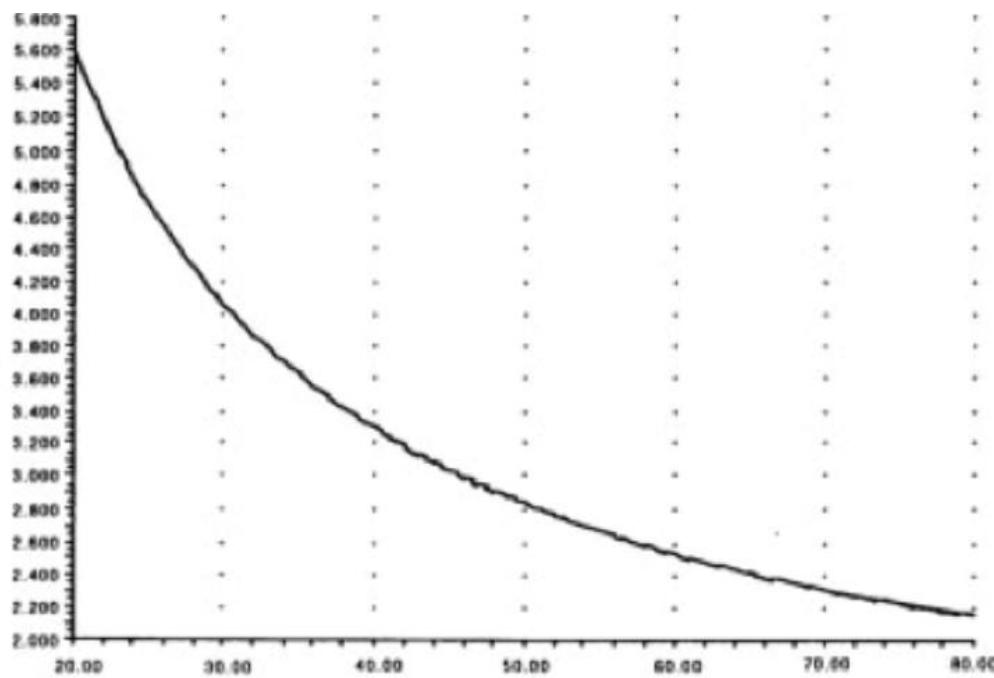
Hill bottoms FF= $v^2/rg + 1$ Tops of loops FF= $v^2/rg - 1$

3b. From the CBL Force Factor graph** on the page following question 8, find the force factors at the bottom of the first hill and at the top of the loop. Are these two sets of force factors close to the computed values? Why or why not?

Force Factor (bottom of first hill) _____ Force Factor (top of vertical loop) _____

3c. Compare your measured force factors for the bottom of the first hill and the top of the vertical loop, to the CBL and your computed values.

The following graph, based on Newton's Laws, illustrates the relationship between the radius of curvature at the bottom of a hill and the force factor for a coaster with a maximum speed of 67 mph.



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3d. Also compare your measured force factor at the bottom of the second hill to the CBL value.

4a. According to the graph, what radius of curvature corresponds to the force factor that you computed in question 3 for the bottom of the first hill?

4b. Does the force factor double when the radius of curvature is cut in half? If not, why not?

4c. What number does the force factor approach when the radius becomes extremely large?
(Hint: $FF = 1 + v^2/rg$.) How large would the radius have to be to equal that number?

4d. What do you think should be the maximum force factor at the bottom of the hill? What radius of curvature corresponds to this force factor?

5. Are there other places on the ride, other than the high-speed spiral (9), where there is a banking angle? Which place has the greatest banking angle? (Alpengeist is an inverted coaster. On a suspended coaster the cars are allowed to swing, but an inverted coaster's cars must hang at the same angle as the track.)

6a. Discuss the differences in the inversions. Did you ever feel upside down? Did you ever leave your seat? At which point on the ride did you feel the lightest?

6b. According to the CBL Force Factor graph** following question 8, which of the inversions had the lowest force factor? Which inversion had the greatest force factor? Is there an inversion where you would leave your seat? How does this match your experiences?

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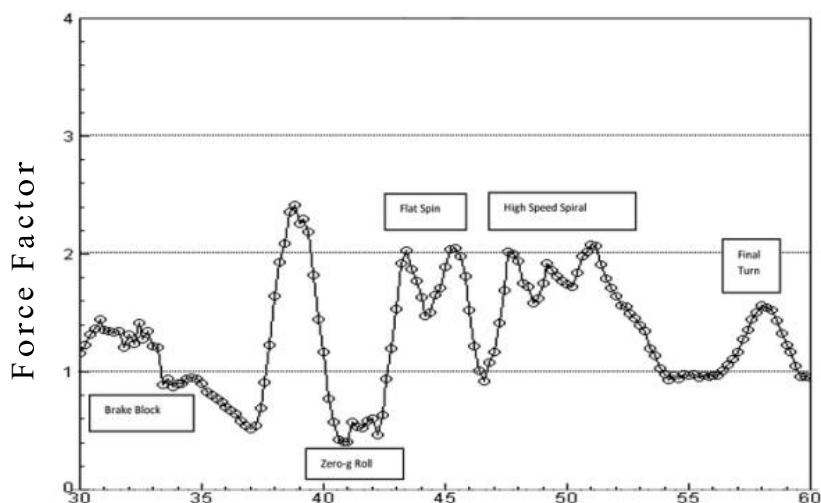
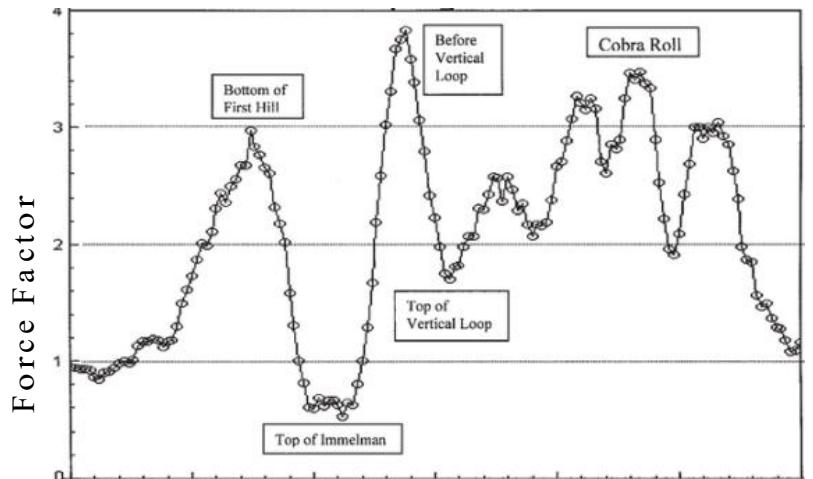


Comparisons

7a. The radius of curvature of the bottom of the second hill of the Loch Ness Monster is only 16 meters. Why isn't the force factor at this point excessively large?

7b. Why is the force factor at the bottom of the first hill on Alpeneist less than that at the bottom of the first hill of the Loch Ness Monster, even though Alpeneist is going about 7 mph faster?

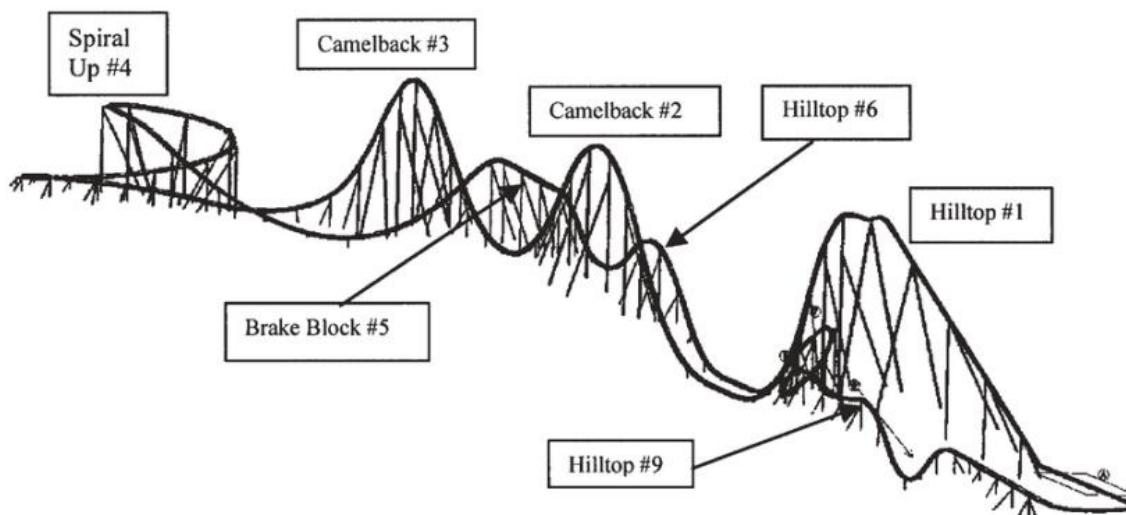
7c. The vertical loop of Alpeneist (106 ft or 32.3 m) is almost twice as high as the vertical loops on the Loch Ness Monster (57 ft or 17.4 m). These are clothoid loops with a variable radius. On Alpeneist the radii are 30.5 m at the bottom and 7.0 m at the top, while the Loch Ness has a radius of 16 m at the bottom and 4.6 m at the top. What would happen if you put the Loch Ness Monster Loop on Alpeneist and vice versa?



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MISCELLANEOUS-
ENERGY, VERTICAL ACCELERATION, BANKING ANGLE
APOLLO'S CHARIOT

Instrument Needed: Mounted vertical accelerometer. Sit in Row 6.



Predictions: Circle your answers before riding the ride or making any measurements. Draw a line under your answer after you complete the questions and calculations.

1. What is the average speed of the ride (from the top of the first hill to just after the last dip following hilltop #9)?

20 mph 30 mph 40 mph 50 mph 60 mph

2. How much energy is dissipated (turned into heat) before the coaster reaches the brakes at the end of the ride?

30% 40% 50% 60% 70% 80%

3. Which ride is the most "intense"?

front row middle row last row

WHAT TO MEASURE AND NOTICE ON THE RIDE

1. Ride near the front and near the back and pay attention to the differences in the ride.

2. In the spiral up portion of the ride, focus on the banking angle and force factor. Do they stay the same or change dramatically?

3. Record the force factor at bottom of the first hill, the bottom of the second hill and the last dip (just before the coaster gets slowed down by the brakes).

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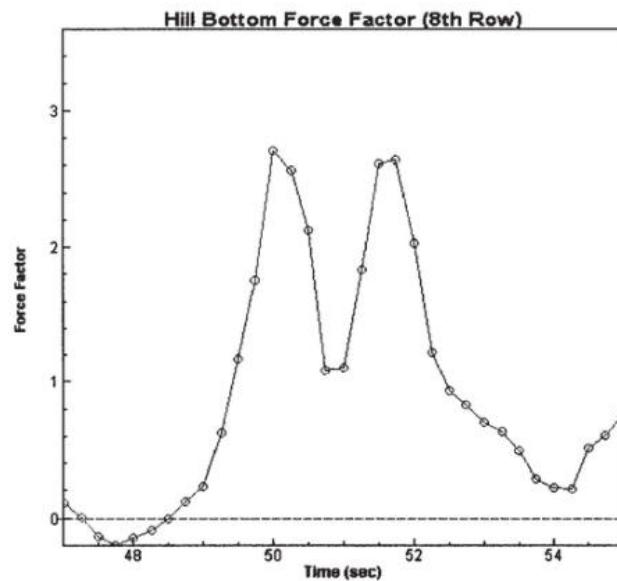
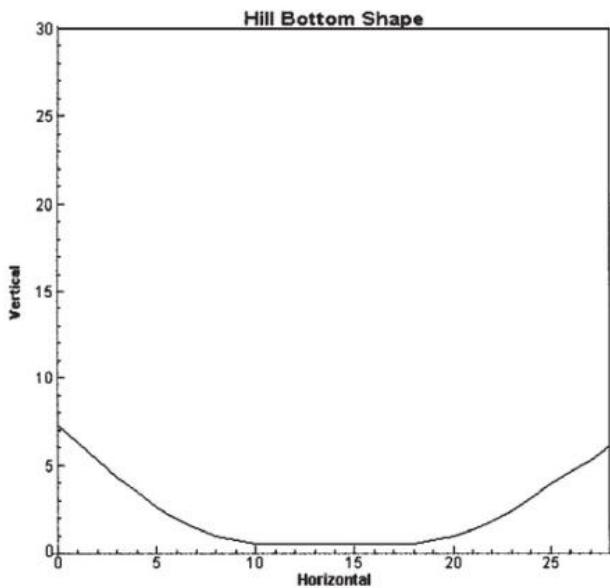


4. Notice the approximate value of the force factor in the spiral up portion of the ride (where it turns around to come back.) Also notice whether it is increasing, decreasing or staying the same.

	#1	#2	#3	Average
Force Factor at Bottom of First Hill				
Force Factor at Bottom of Second Hill				
Force Factor at Last Dip				

Questions:

1. The graph* on the left shows the coaster track at the hill bottom following hilltop #6, with the dimensions expressed in meters. The CBL graph** on the right shows the force factor experienced at that hill bottom (This force factor graph begins with the previous hilltop and concludes with the next hilltop.)



*This graph is only an approximate representation of the actual coaster.

a. Why is there a dip in the force factor at 51 seconds?

b. The value of the dip is approximately one, but the force factor remains at one for only a fraction of a second. Why?

c. What does this force factor of one indicate about the experience of the passengers at this point? There are three other places on the ride where the force factor is approximately one for at least a second. Where are they? Use the CBL Force Factor graphs** on the page following question 12.

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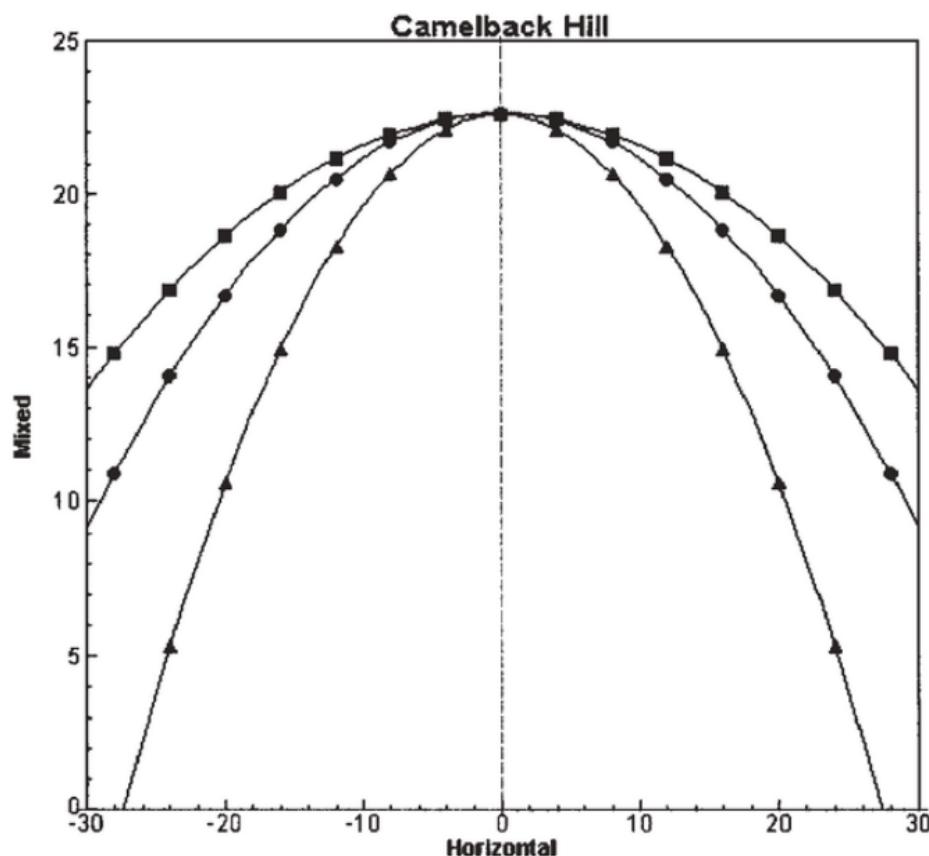
2. The thrills of a roller coaster ride come with accelerations. Being pressed into your seat (high force factor) or experiencing “air time” (low force factor) is exciting. How many seconds is the factor high (greater than 2)? How many seconds is the force factor low (less than 1)? Use either the 2nd Row or 8th Row CBL graphs** for the measurements.

Greater than 2 _____ Less than 1 _____

3a. Which one was designed for the largest speed at the top (circle, square, triangle)?

3b. If the coaster is going faster at some point on the camelback hill than the middle car would go at that point, the force factor for that car will be (less than, greater than) the force factor of the middle car at that point.

3c. If the coaster is going slower at some point on the camelback hill than the middle car would go at that point, the force factor will be (less than, greater than) the force factor of the middle car at that point.

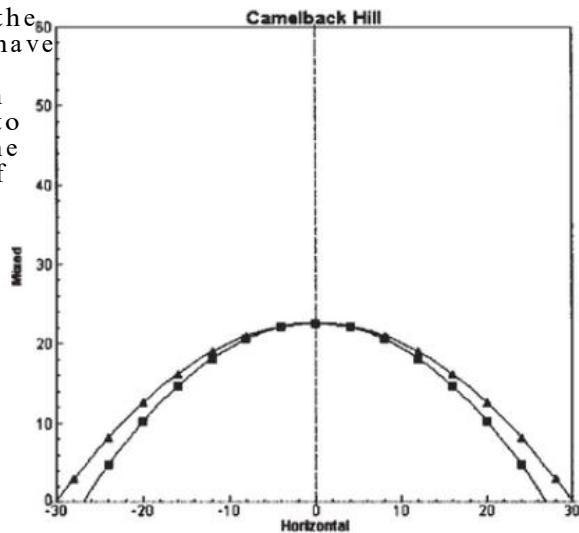


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3d. The camelback hills on Apollo's Chariot are all designed to have the same approximate speed at the top (\pm 2 mph of the average), and thus they all have a similar shape. The graph to the right shows the similarities in shapes between the highest and lowest speeds. How is it possible to have the speeds be the same, considering all of the energy that is lost throughout the ride because of friction?



4. After coming down camelback hill #3, the coaster begins a spiral up. The coaster goes through about 540 degrees (a circle and a half), as it takes about 7 or 8 seconds to go uphill on a track of constant slope.

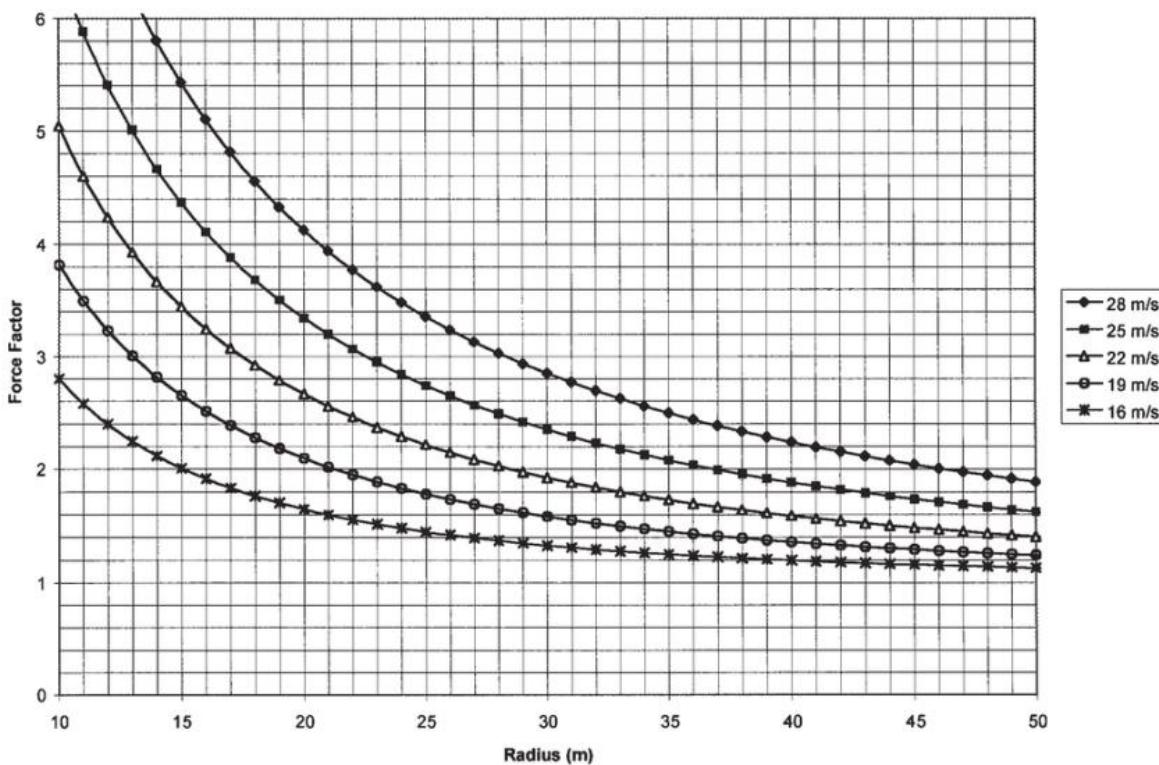
- In your experience, did the force factor and banking angle (stay about the same, increase, decrease) as the coaster went up the hill?
- The radius at the bottom of this spiral is 40 m and then it decreases gradually until the curve at the top of the spiral has only a radius of 16 m. Why does the curve decrease in radius?
- Compute the force factor experienced at the bottom, if the speed is 28 m/s. What is the banking angle at this point?
- The top of the spiral is about 27 m higher than the bottom. Using energy conservation, find the speed at the top. Compute the force factor experienced at the top, and the banking angle.

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6. The graph below, based on theory, indicates the force factor experienced when a coaster rounds a corner (or goes in a horizontal circle). It shows the force factor as a function of the radius, for a fixed speed. There are five curves, each representing a different fixed speed.



a. What does the force factor approach, as the radius gets very large?

b. What is the minimum radius that should be considered for spiral up at the bottom of the hill where the speed is 28 m/s?

c. In order to keep the force factor the same as a coaster goes in a circle, while going uphill, the radius must change. This is because the speed will be changing. Give the radius that would be needed at each speed to produce a force factor of 2.2.

Radius (28 m/s)= _____ Radius (25 m/s)= _____ Radius (22 m/s)= _____

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d. What happens to the force factor if the radius stays the same as the coaster goes uphill while the speed decreases?

Give the force factor for each speed, with a fixed radius of 25 m.

$$FF(28 \text{ m/s}) = \underline{\hspace{2cm}} \quad FF(25 \text{ m/s}) = \underline{\hspace{2cm}} \quad FF(22 \text{ m/s}) = \underline{\hspace{2cm}}$$

$$FF(19 \text{ m/s}) = \underline{\hspace{2cm}} \quad FF(16 \text{ m/s}) = \underline{\hspace{2cm}}$$

7. How does riding in the front car differ from riding in the back car? Use the two CBL force factor graphs** and information obtained by riding in both the front and the back cars to answer this question. Which is the “more intense” ride, the front or the back?

8. What is the average speed of the ride? (The time from the top of the first hill to just after the last dip is 66 seconds. The total distance traveled in this time is about 1220 m.) Convert this to miles/hour, given that 1 mile = 1609 m.

9a. Given the following approximate radii of curvature and speeds, compute the force factor for the following three locations.

$$\text{First Hill: radius} = 45.6 \text{ m speed} = 32.6 \text{ m/s} \quad \text{Force Factor} = \underline{\hspace{2cm}}$$

$$\text{Second Hill: radius} = 37.0 \text{ m speed} = 28.1 \text{ m/s} \quad \text{Force Factor} = \underline{\hspace{2cm}}$$

$$\text{Last Dip: radius} = 17.0 \text{ m speed} = 19.6 \text{ m/s} \quad \text{Force Factor} = \underline{\hspace{2cm}}$$

9b. Using the 8th row CBL data, list the force factors for the same three places.

$$\text{first hill } \underline{\hspace{2cm}} \quad \text{second hill } \underline{\hspace{2cm}} \quad \text{last dip } \underline{\hspace{2cm}}$$

$$\text{Radius (19 m/s)} = \underline{\hspace{2cm}} \quad \text{Radius (16 m/s)} = \underline{\hspace{2cm}}$$

9c. Compare your accelerometer measurements to the CBL data and the computations. Are they close? If not, why not?

10a. This ride is called a hypercoaster, because of its high speeds and thrills. The drops on Apollo's Chariot, are listed below (Drop #1 follows Hilltop #1)

- 1. 64 m
- 2. 40 m
- 3. 44 m
- 4. 31 m
- 5. 15 m
- 6. 27 m
- 7. 12 m
- 8. 5 m
- 9. 15 m

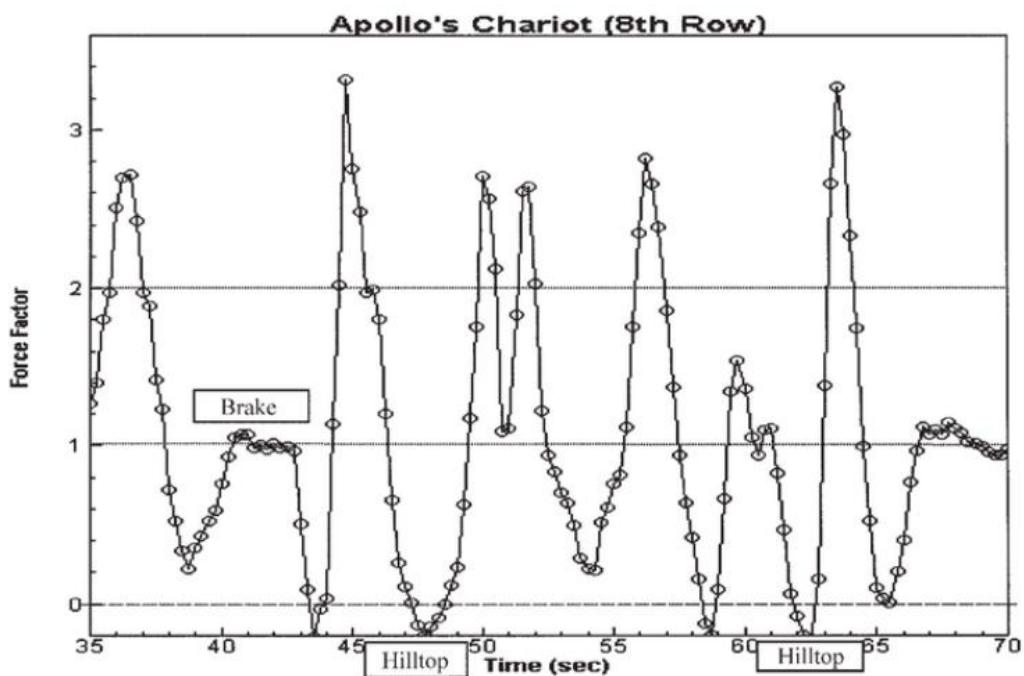
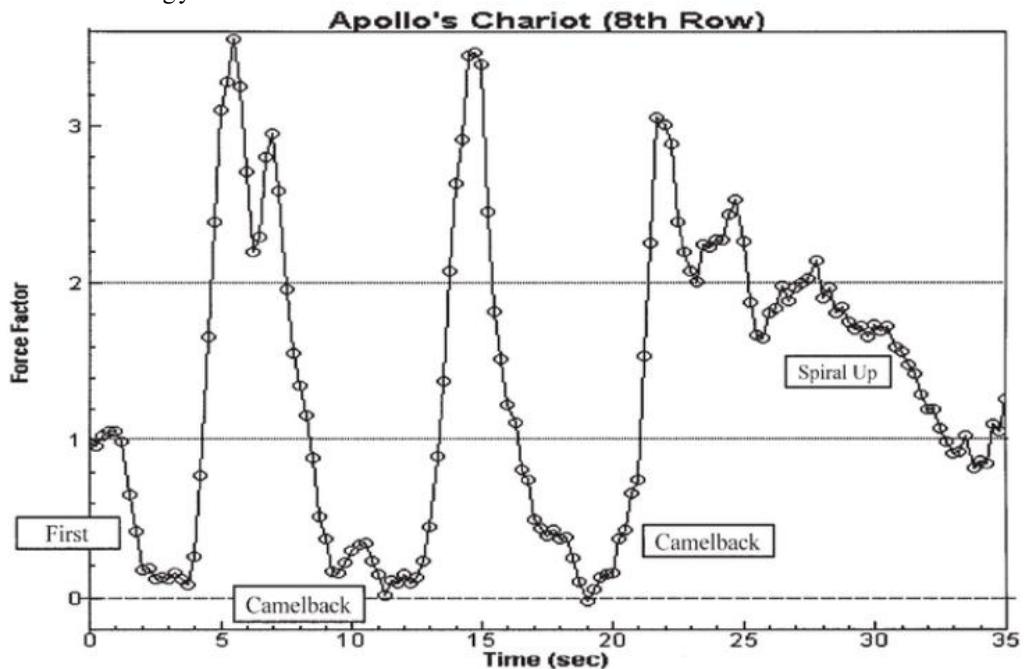
For some perspective, the first drop on the Loch Ness Monster is 35 m. Alpengeist has a first drop of 49 m and a vertical loop of 32 m.

Based upon the height of the first hill and a speed at the top of 2 m/s, what should be the speed at the bottom of first hill of Apollo's Chariot? Why is the actual speed (32.6 m/s) slower than the prediction? How much energy is lost coming down the first hill?

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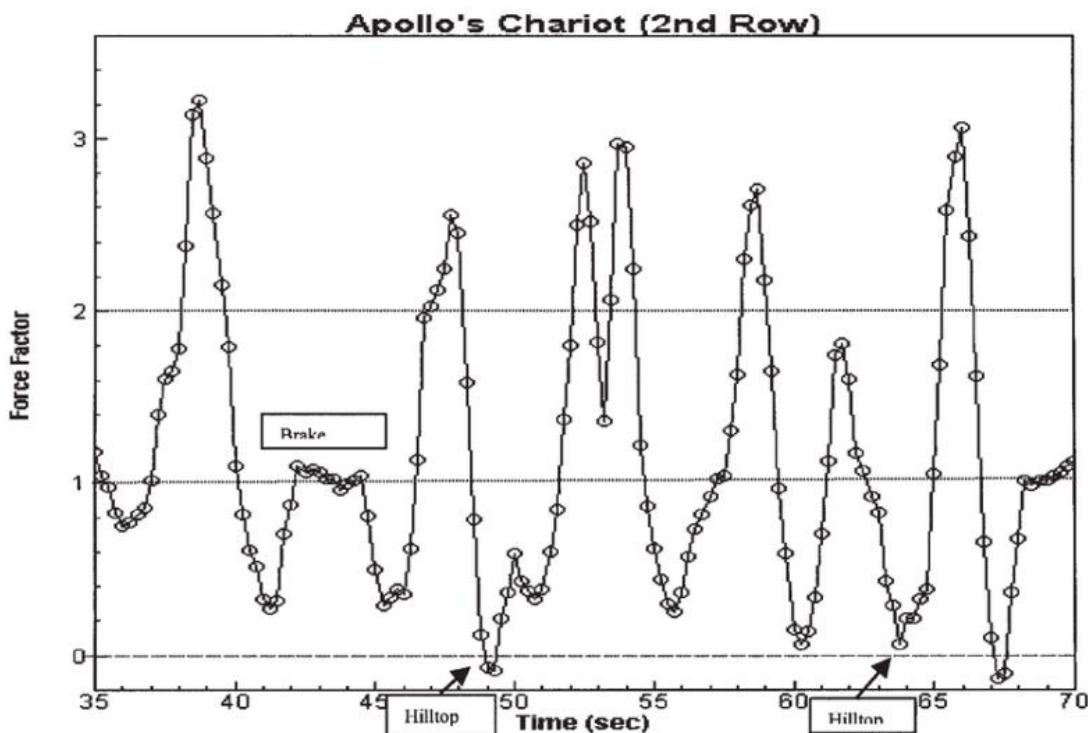
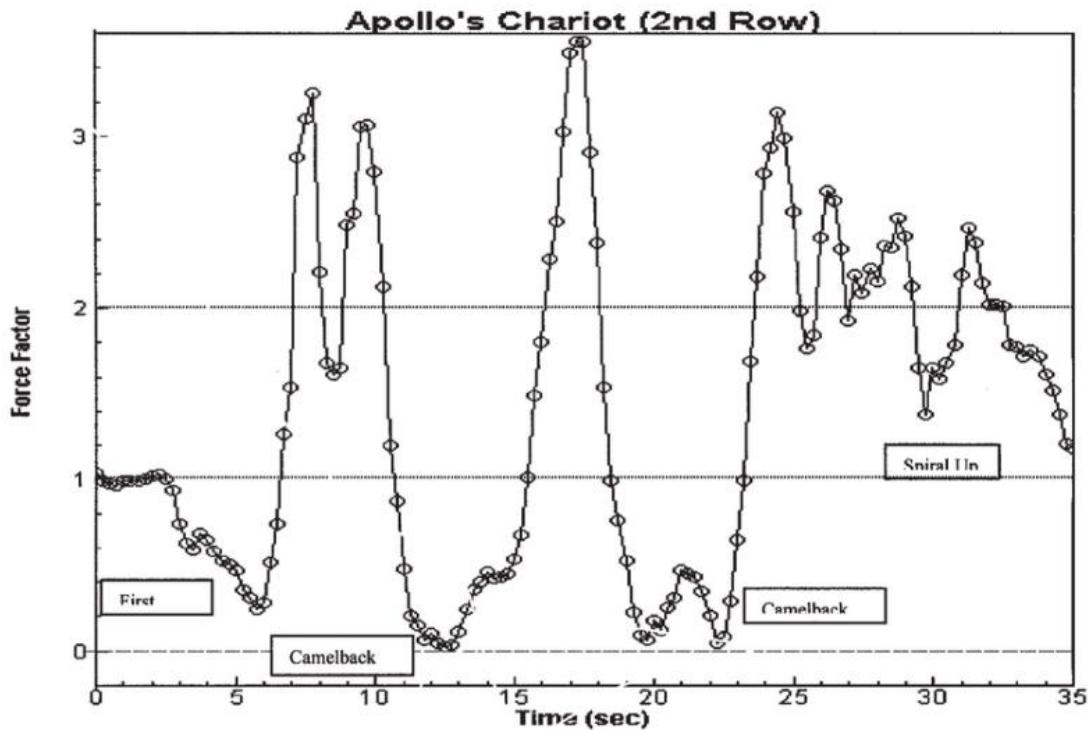


10b. The top of the first hill is 64.0 meters above the lowest point on the coaster and the speed of the coaster at the top is approximately 2m/s. At the bottom of the last dip, the elevation is about 6.9 meters above the lowest point on the coaster and the speed is approximately 19.6 m/s. What percentage of the energy has been lost to friction in the course of the ride?



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VERTICAL ACCELERATION **GRIFFON**

Instruments needed: Stopwatch, Mounted vertical accelerometer (sit in Row 3.)

Predictions: Circle your answers before riding the ride or making any measurements. Draw a line under your answer after you complete the questions and calculations.

1. What will be the maximum force factor on the ride?

2 2.5 3 3.5 4

2. Where will this occur?

bottom of the first vertical drop bottom of the second vertical drop
 in the water brake at the bottom of the first dive loop

3. What is the maximum speed on Griffon?

62 mph 68 mph 73 mph

WHAT TO MEASURE AND NOTICE ON THE RIDE

1. Pay attention to how heavy you feel at the bottom of the two drops, and how light you feel in the drops.
2. Note the feel of the “water brake.”

WHAT TO MEASURE AND NOTICE OFF THE RIDE

1. Time the coaster at the bottom of the first hill, between posts A and B. A is the first post inside the fence, and B is at the very bottom of the hill.



	#1	#2	#3	Average
Time from A to B				

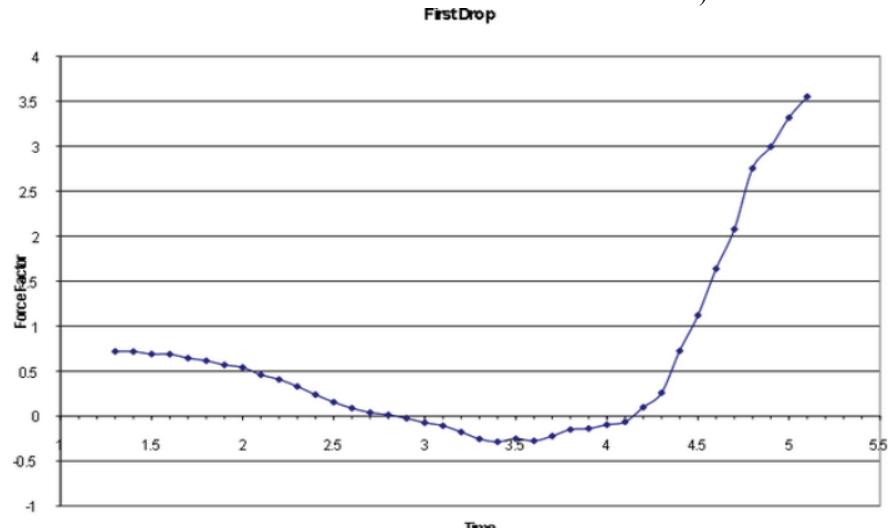
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Questions:

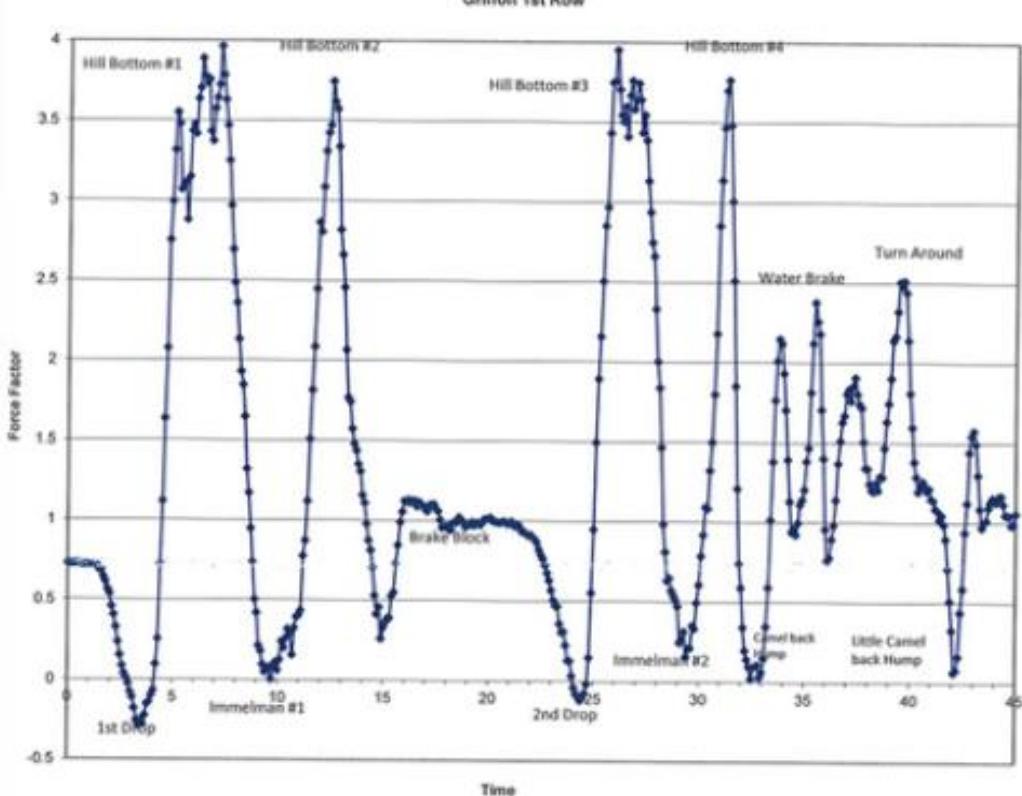
1. Using the graph below, determine how long that it takes for the force factor to rise from its lowest level to its maximum of 3.5 on the first drop. (This going quickly back and forth between high and low force factors is one of the thrills of a roller coaster.)



2. Using the Griffon 1st Row graph below, find which part of the ride has the greatest force factor. List the force factor. Which part has the second highest force factor?

3. Which element of the ride maintains a high force factor for the longest time?

4. Compare your feelings coming down the two drops and the heaviness at the bottom to the values on the graph?



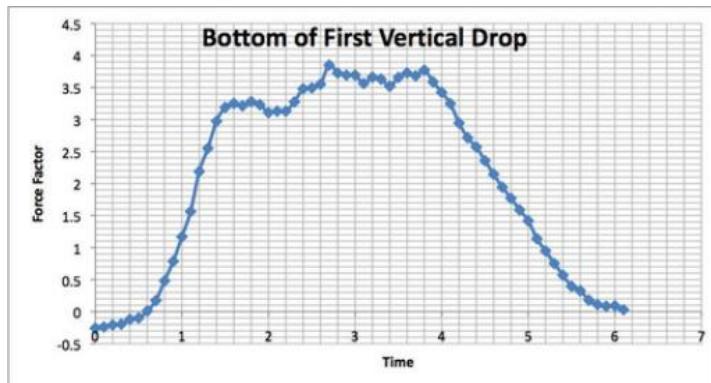
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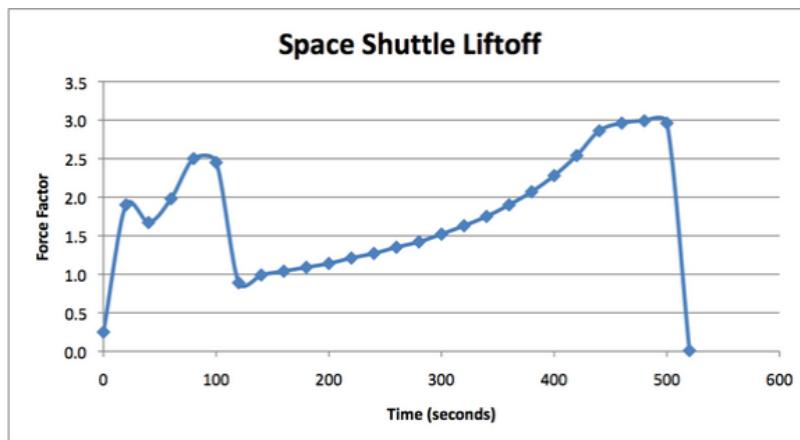


5. Why does the coaster pause at the top of the first hill for about five seconds, before dropping?

6a. Looking at the expanded version of the force factor graph for the bottom of the first vertical drop, indicate how long you feel heavy. (Let's define heavy as a force factor of greater than 2).



6b. The graph below represents the force factor experienced by the space shuttle astronauts between their lift off and being inserted into orbit, where they experience a force factor of 0. Compare and contrast the space shuttle and the Griffon. You may use the graph above of the first hill bottom, along with the complete graph at the end of the section.



7. The second drop is only 130 feet, compared to 205 feet for the first vertical drop. Why is the force factor at the bottom of the second drop about the same as for the first drop?

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LAUNCH INTO PHYSICS
STUDENT WORKBOOK
LEVEL 2



Problems:

1. Using your time measurement between A and B, compute the velocity at the bottom of the first hill. The distance between posts A and B is 26.8 meters. Compute the speed in m/s and convert to miles/hour by multiplying by 2.24.
2. Compute the force factor at the bottom of the first hill. Use the velocity that you computed in problem 1. The radius of curvature of the track is 40.0 meters. How does your computed force factor compare to the force factor indicated on the Griffon force factor graph?
3. Compute the force factor at the bottom of the second drop. The radius of curvature is 25.0 meters, and the speed at the bottom is 26.9 meters/second. How does this compare with the force factor graph?
4. The speed at the beginning of the water brake is 22.4 m/s, and the speed at the end is 20.5 m/s. What fraction of the energy is lost in the water brake? Given that the water brake is 30 meters long, what is the force factor experienced by the riders? Was this noticeable on the ride as a deceleration? (Note: the force factor at the "water brake" of Escape from Pompeii is about 1.0.)

Estimations:

1. How many cubic yards of dirt were removed to create the trench at the bottom of the first hill?

200 970 2,500 3,800 10,316

2. How many dump trucks could you fill with this amount of dirt?

15 81 116 225 380

3. How many gallons of water are in the water brake?

97,000 150,000 225,000 350,000 660,000

4. How many bathtubs could you fill with this water?

100 500 2,000 50,000 100,000

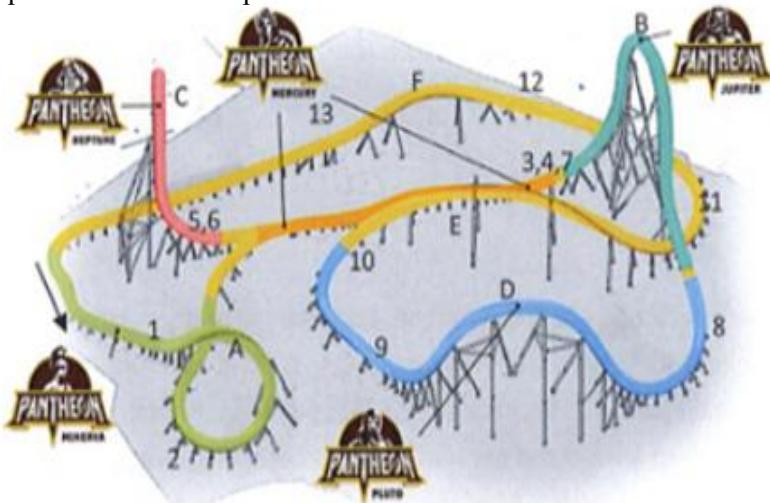
5. There are concrete footers, above which the columns are placed. What is the average depth of the footers?

8 ft 12 ft 20 ft 35 ft 70 ft

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Interpreting Graphs Pantheon

Instrument Needed: Stopwatch, or stopwatch on a cell phone



Predictions: Circle your answers before riding the ride or making any measurements. Draw a line under your answer after you complete the questions and calculations.

1. Which row will have generally experience a higher force factor at the hill bottoms
a) 1 b) 10
2. Which row of the coaster will experience the greatest force factor at the bottom of hill C.
a) Row 1 b) Row 10 (Hint: the coaster is going backwards as it first approaches hill C)



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LEVEL 2



WHAT TO MEASURE AND NOTICE ON THE RIDE

1. Where do you feel heavy? Which element made you feel the heaviest?
2. Where do you feel light? Which Element made you feel the lightest?

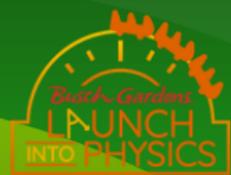
WHAT TO MEASURE AND NOTICE OFF THE RIDE

1. Measure the time of passage of the coaster at the top of hill B (the tallest hill). Coaster Length is 13.1m. Make three measurements and compute the average. (Start your stopwatch when the front of the first car arrives at the top, and stop it when the back of the last car arrives.) You can also use your measurement and two of your friends.
2. Measure the time of passage of the coaster at the top of hill D. Make three measurements and compute the average.
3. Estimate how far close to the top of B the coaster goes on its initial approach. Express your value as a % of the total height. (Here is one way to do it. Find a location on the bridge over the railroad tracks, or somewhere else, where it is easily visible. You can hold this paper at arms-length, and mark on the paper the apparent position of the bottom of the hill B, the top of the hill T, the high point of the coaster P. You can measure the distances (BP and BT) later with a ruler. If ratio BP/BT is equal to .62, that means that it is 62%)

	#1	#2	#3	Average
1. Time of Passage at Hilltop B				
2. Time of Passage at Hilltop C				
3. Estimate how close to the top the coaster goes	BP =	BT =	BP/BT =	%

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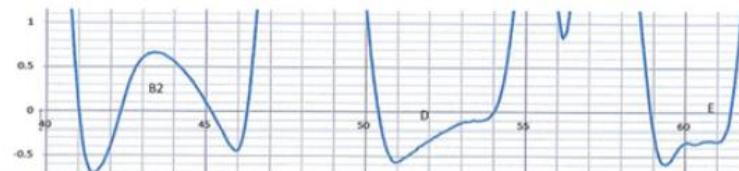
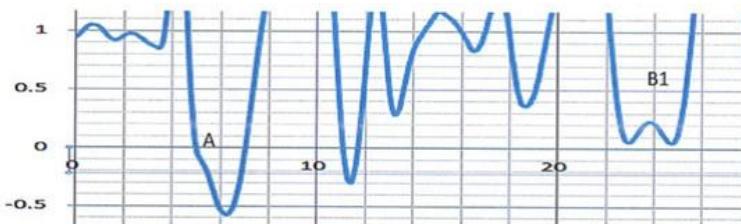
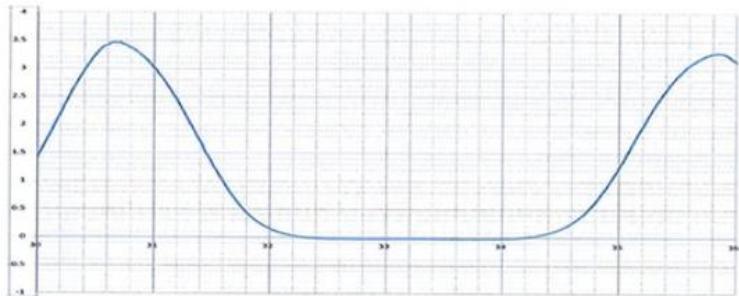
LAUNCH INTO PHYSICS
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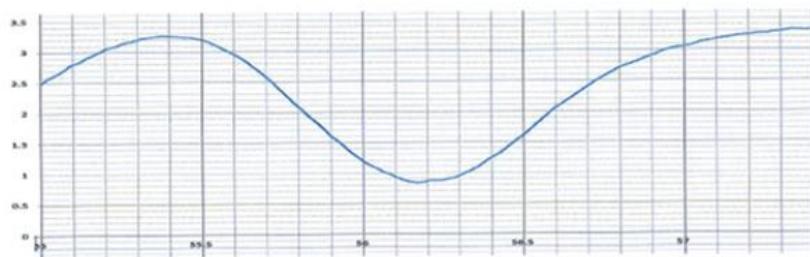
Questions:

The Vertical Force Factor graphs for Pantheon, have the hill bottoms labeled with numbers and the hilltops labeled with Letters. (A force factor of 1, is the same thing as 1 g) These numbers correspond to the diagram on Pantheon on the first page of this Pantheon workbook section. Use the Row 1 graph to answer the questions, unless otherwise directed. The numbers 10, 20, 30, etc. are the times in seconds. All of the graphs, have Force Factor (or g Force) on the y axis and time on the x axis.

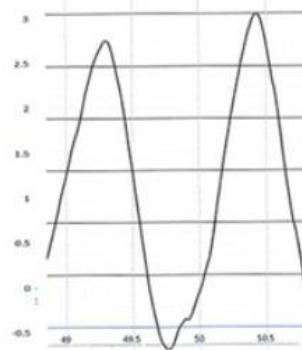
1. Identify where the graph to the right was produced on the Row 1 graph. Why does it have the flat bottom, where most of the air time hills look more like the pictures below.



2. The graph below shows the force factor between hill bottom 9 and hill bottom 10, where the maximum force factor is about 3.2. and the lowest force factor is approximately 1 (The analysis is easier if you assume that it is exactly 1



On Invadr, the wooden roller coaster, the graph between two hill bottoms and the camelback air time hills looks like this. What is happening on Pantheon between the two hill bottoms 9 and 10, that is different than Invadr.



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3. When the coaster is going backwards toward the bottom of Hill C (the Pike), the riders will feel heavy as it begins to turn uphill. Look at the graphs, located at the end of this workbook section, to find the Force Factor (g force) on the passengers at Hill Bottom 5 (starting to go up Hill C) and Hill Bottom 7 (starting to go up Hill B for the second time.), and record the values for Row 1 and Row 10

Hill Bottom 5		Hill Bottom 7	
Row 1	Row 10	Row 1	Row 10

a. How do you explain the fact that Row 1 and Row 10 don't have the same maximum g force at the bottom of the hill? (Hint the force factor depends on both the radius of the curve at the bottom and the speed of the car at that point. The radius is the same for both coaster cars.)

b. Why does Row 10 have the greatest force factor on Hill bottom 5, but Rawl has the greatest force factor on Hill Bottom 7.

c. Without looking at the charts, which car do you expect to have a greater force factor at Hill bottoms 6 and 4. (Hill bottom 6: The coaster is going forward again coming down the Hill C(the Pike) and in Hill bottom 4 the coasters is going down Hill B going backwards.

Hill bottom 6 Which car has the higher force factor 1 or 10 (circle one)

Hill bottom 4 Which car has the higher force factor 1 or 10 (circle one)

Check the Force Factor graphs for Row 1 and Row 10 to see. How did you do? Can you explain why it worked the way that it did.

4. How did your estimate for how close the coaster gets to the top of Hill B compare with your classmates? Is there a wide range of values? What does this say about the accuracy of the method used to find the answer?

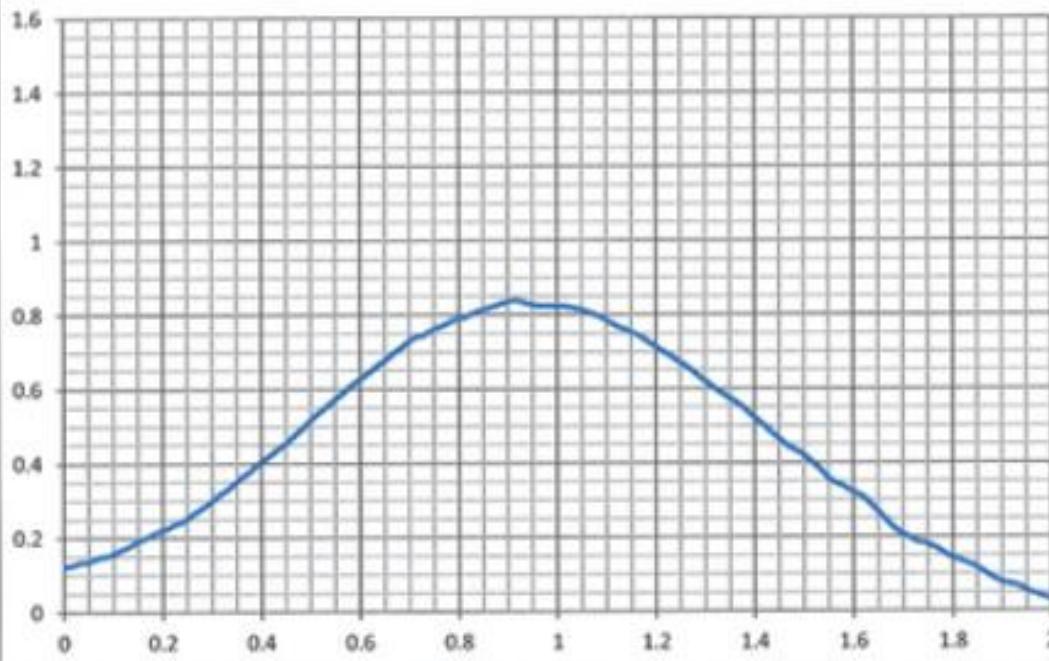
5. This graph of g force versus time is for the acceleration of Row 1, in the magnetic launch just before the Vertical Spike.

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Row 1 Horizontal G Force just before the Vertical Spike



The equation for velocity is $V = at + V_0$, where "at" is the change in velocity between the initial and final velocity. Since we have plotted Force Factor (g force) on the y axis and time on the x axis, the area under the curve will be the change in velocity (V) in the two seconds of the acceleration. Now count the number of boxes under the curve. Add up half boxes. If it's mostly there, count it. Now multiply the number of boxes by $(0.05 \cdot 9.8 \text{ m/s}^2) \cdot (0.05 \text{ s}) = 0.0245 \text{ m/s}$, which is the area of each box, in m/s.

We had to multiply the area height of each box by 9.8 m/s^2 so that it would have the correct units.

$$V = \underline{\hspace{2cm}} \text{ m/s} = \underline{\hspace{2cm}} \text{ mph} \quad \text{m/s} \cdot 2.24 = \text{mph}$$

6. Using the time of passage that you measured earlier, and knowing that the length of the coaster is 13.1 m

a. Find the speed of the coaster at the top of Hill B. $v = d/t$

b. Compute the speed of the coaster at the top of hill D.

c. The drop on Hill B is 180 ft (54.9 m). What should be the speed at the bottom.

Solve $v^2 - v_0^2 = 2gh$ for v or (also $1/2mv_0^2 + mgh = 1/2mv^2$ yields the same result)

d. Assuming no friction, how tall would Hill D be?

Solve $v^2 - v_0^2 = 2gh$ for h . $(g = -9.8 \text{ m/s}^2)$

7. One of the thrills of coaster is going back and forth between zero or negative g's and feeling the high force factor of being pressed into your seat. What is the biggest change in Force Factor on the Row 1 Force Factor Chart. On the Row 10 Chart? Pick the force factors that are next to each other (Example from Row 1 A to 2 -0.6 to 3.2 total 3.7 or Row 10 10 to E 3.2 to -0.6 total 3.8) The third column is for the difference between them (i.e. 4.0 and -0.5 would be 4.5)

Row 1

difference

Row 10

difference

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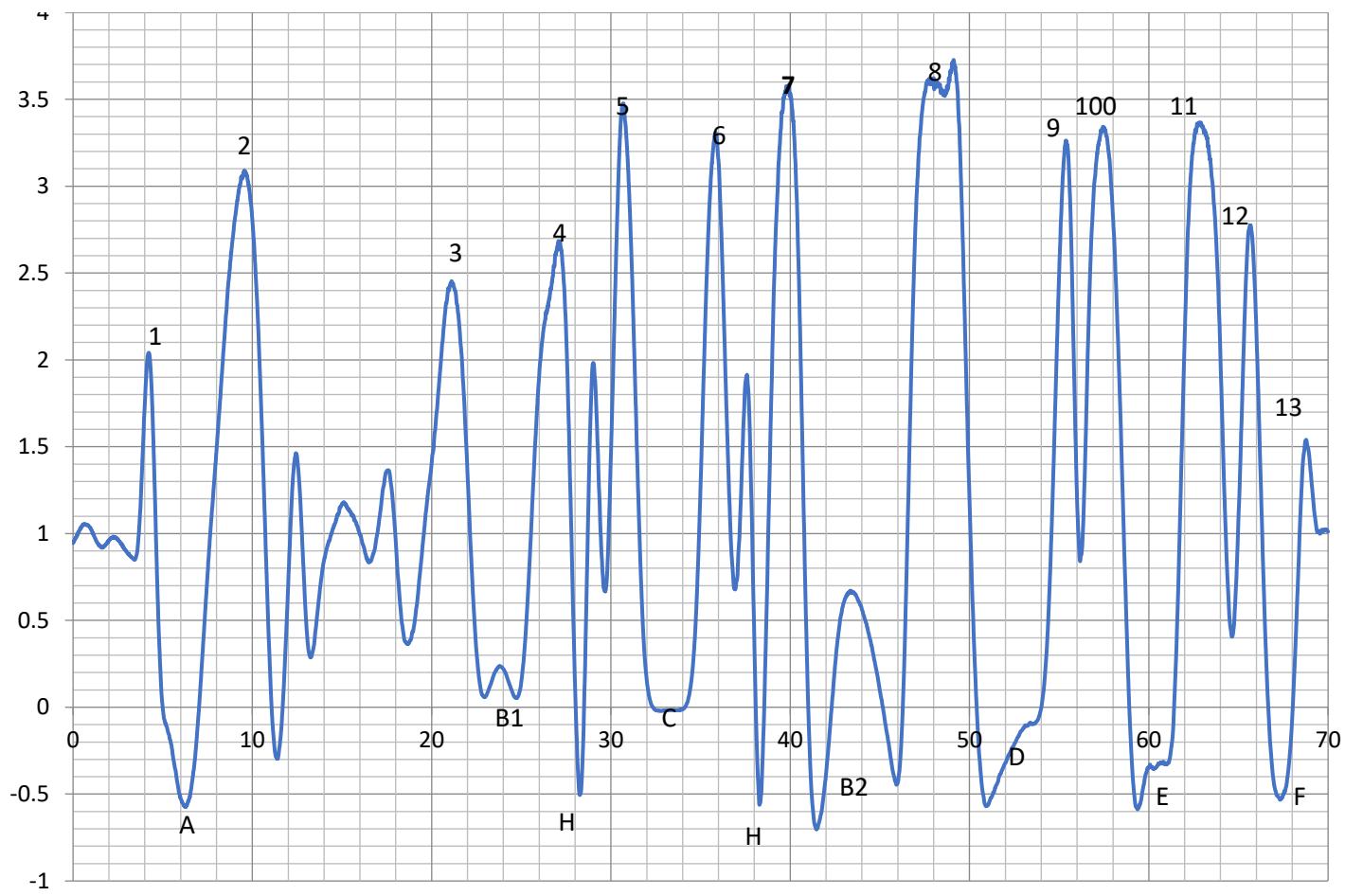
LAUNCH INTO PHYSICS
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8. a. How many times does the force factor equal to or greater than 3.5 on Row 1 _____ Row 10 _____
 b. On which hill bottoms does Row 1 have a higher force factor than Row 10 _____ c. Why are the hills bottoms where Row 10 is higher different than those where it is lower?
 (Hint: Look at those hill bottoms of Row 10 are at least 0.4 g's higher than Row 1.
 There are couple of other places, where Row 10 is only about 0.2 g's higher, but these aren't as easy to figure out without more data about the coaster.)

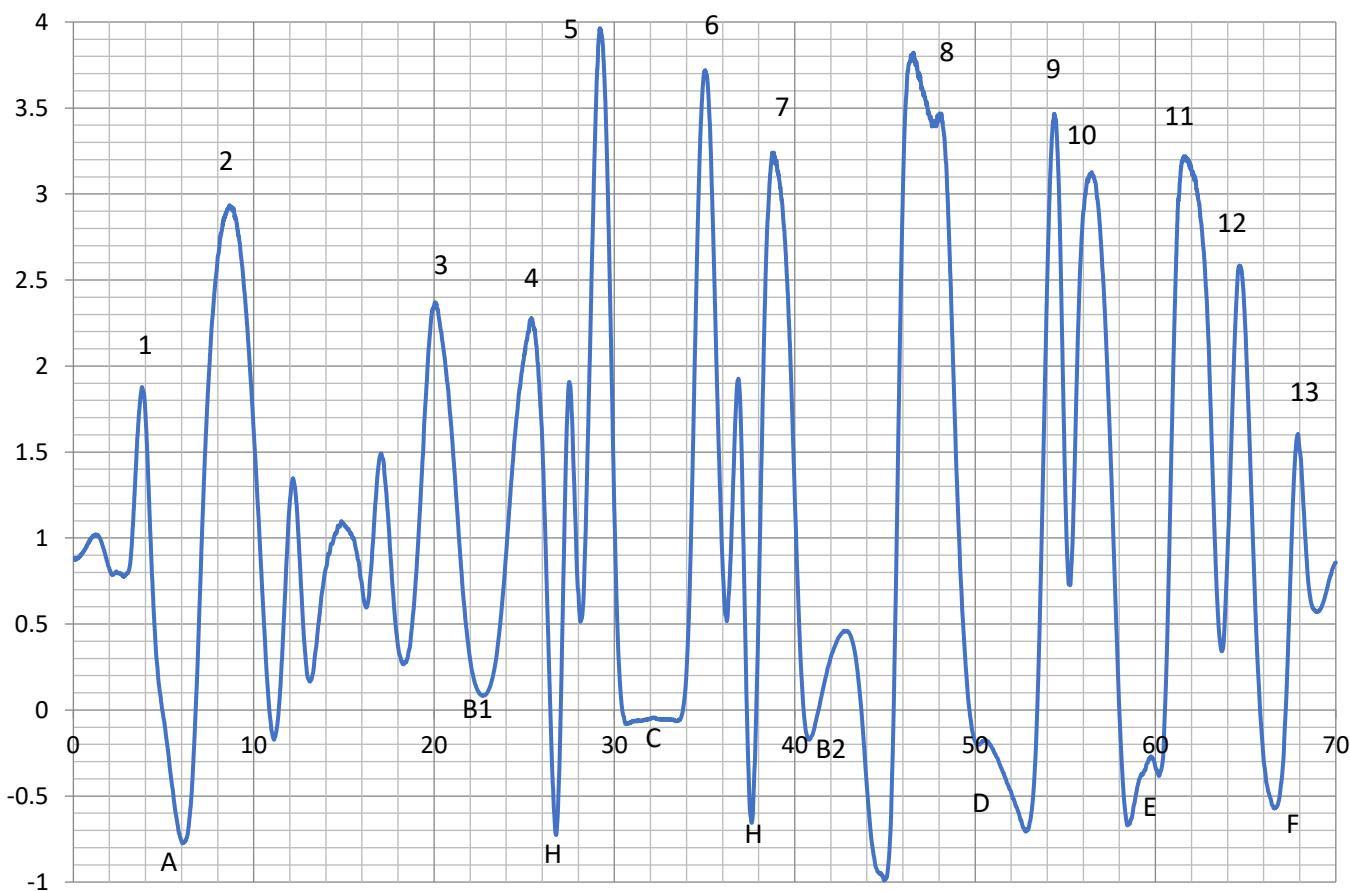
9. a. Which element of the coaster ride made you feel the lightest? How did your feeling compare with the force factor graphs?
 b. Which element had the most intense Force factor. How did your feeling compare to the Force Factor graphs.

Pantheon Row 1 Force Factor (y axis) versus Time (x axis)



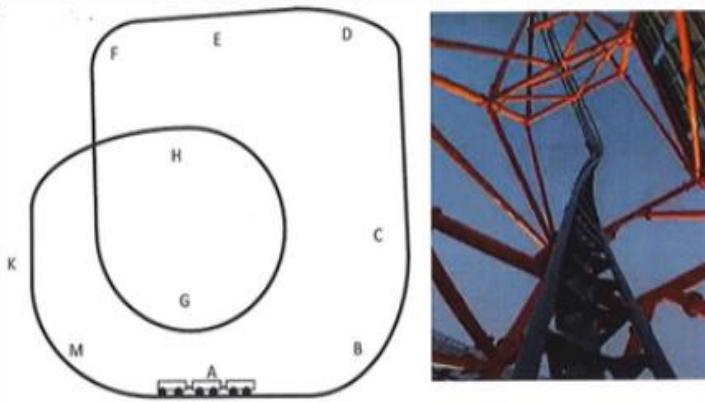
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Pantheon Row 10 Force Factor (y axis) versus Time (x axis)



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Interpreting Graphs **Tempesto**



Instrument Needed:

None

Predictions:

Circle your answers before riding the ride or making any measurements. Draw a line under your answer after you complete the questions and calculations.

1. Where will the greatest Force Factor occur (Heaviest Point)
 - a. B
 - b. C
 - c. G
 - d. M
2. There are three places where you will experience a negative Force Factor? Which one of the following places does not have a negative Force Factor.
 - a. D
 - b. E
 - c. F
 - d. G
3. What is approximately the highest speed on Tempesto?
 - a. 40 mph
 - b. 50 mph
 - c. 60 mph
 - d. 70 mph

WHAT TO MEASURE AND NOTICE ON THE RIDE

1. Make a note of where you feel heavy, where you feel light (weightless) and where you feel a negative force factor where you lifted out of your seat.
2. How do the horizontal accelerations (where you are speeding up), compare to each other
3. Tempesto is just 50 second long, but it really packs a punch. Prepare to rate you top three experiences in order. (i.e. Launches, negative g's, slow roll up top, zero g's, large g's, etc.) Pay attention to the various elements. You may want to ride twice, just to keep track.

WHAT TO MEASURE AND NOTICE OFF THE RIDE

1. Make a notice of what happens at point E. Point E is called a heartline roll, because you are rotating about an axis at approximately heart level. Try to figure out where the force factor will be close to or less than zero by watching Tempesto.

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LAUNCH INTO PHYSICS
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Questions:

1. Label the graph below, of the Force Factor in the Front Car using the sketch of Tempesta on the first page to find the "letters".

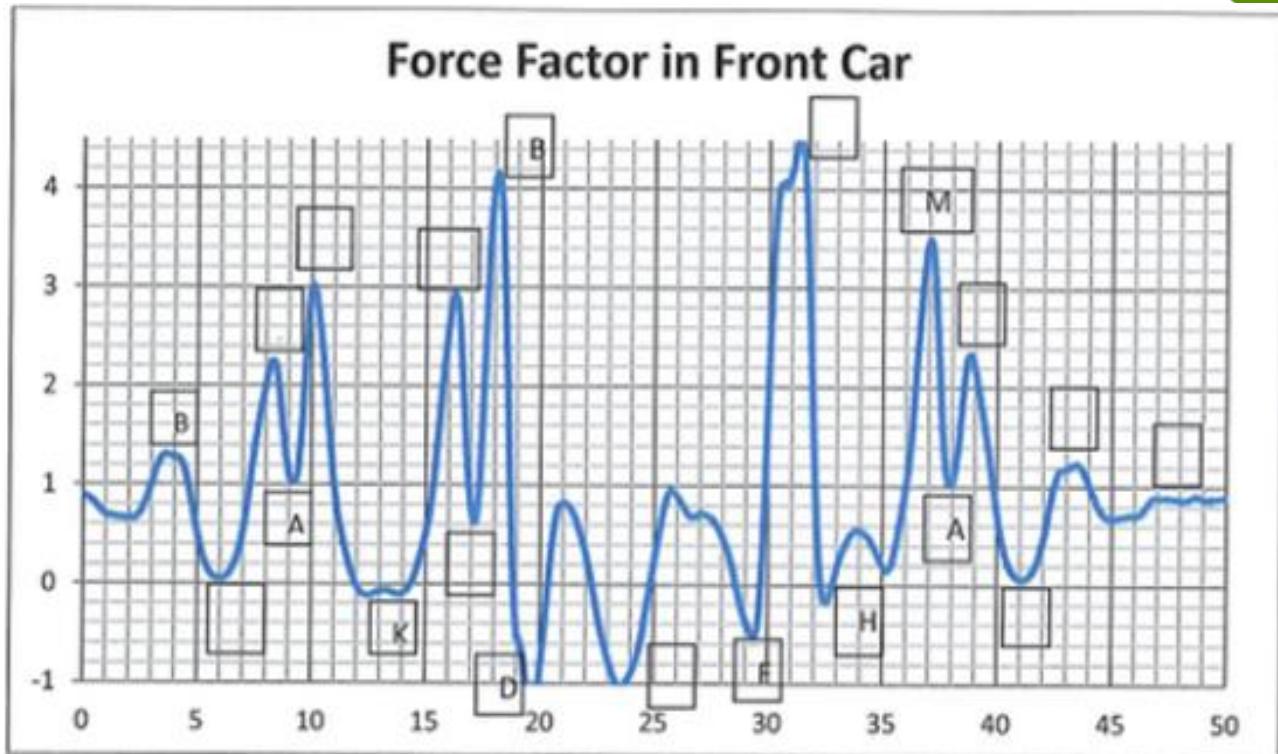


Figure 1

2. Whenever the coaster train passes through its original position on the horizontal portion of the track "A", the Force Factor is 1. Why is that? (The Chart below is a magnified portion Figure 1.)

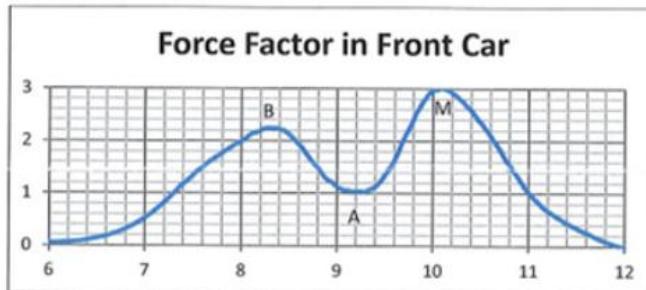


Figure 2

3. The maximum speed occurs approximately at point B, after the third launch. The radius of the track at that point is approximately 23 m. What is the Force Factor at that point, according to the Figure 1 above. _____ Using this Force Factor, Compute the speed of the coaster. $FF=v^2/rg + 1$ $v =$ _____

4. The Force Factor at point G is greater than at point B, even though the speed is lower (it is higher up, and friction has robbed the train of speed by this point as well). Why is that? (Hint: the equation for the Force Factor in this situation is $FF=v^2/rg + 1$).

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5. In general, at what points on the ride did you feel heavy? Why did you feel heavy at those points?
6. There were three types of experiences on this ride that made you feel close to zero, or negative g's. What were they? (On Apollo's Chariot, there was basically only one zero g /negative experience: What was that?)
7. Other than the experiences at the top at slow speed, at what point do you feel weightless for the longest period of time? What does the chart indicate for the time. How would you describe your experience. (Note two places on the ride are virtually tied for the longest time, but one has a more consistent zero g experience.) T= _____
8. Why are there three launches to get to the top, instead of just one launch? Couldn't they just have designed it to have a single more powerful launch? (The picture to the right shows the magnetic launch track, which is in white. It's called a Linear synchronous Motor)
9. How do the Force Factors compare to the larger coasters in the park?

10. How did the acceleration of the five launches compare to each other?

The higher the Horizontal Force Factor, the greater the acceleration and the more force you will feel. You can find the Horizontal Force Factor of the launches by examining the Force Factor versus time graph. The time of the launches is indicated by the arrows on the graph on the next page. This Force Factor is only easy to read off the graph at times where the coaster is moving in the horizontal direction, which it is doing during all of the launches.

(The graphs underneath the main graph are close-ups of the second launch and the fifth launch, just to show that the Force Factor was approximately the same for a period of time, and not just at one point, as it appears for several launches on the graph). Record them to the nearest tenth (i.e. +0.3, -0.5, etc.)

Launch 1 _____ Launch 2 _____ Launch 3 _____ Launch 4 _____ Launch 5 _____



Velocity → ← → → ←

If the velocity and acceleration have different signs, then it is slowing down. If the velocity and acceleration have the same sign then it is speeding up. The acceleration is always in the same direction as the force that causes it.

Does this match with the values of acceleration that you have recorded? (Note: Launches 1,2,3 are speeding up, 4,5 slowing down)

(Examples: Speeding up v → a → , v ← a ←

Slowing down v → a ← , v ← a →)

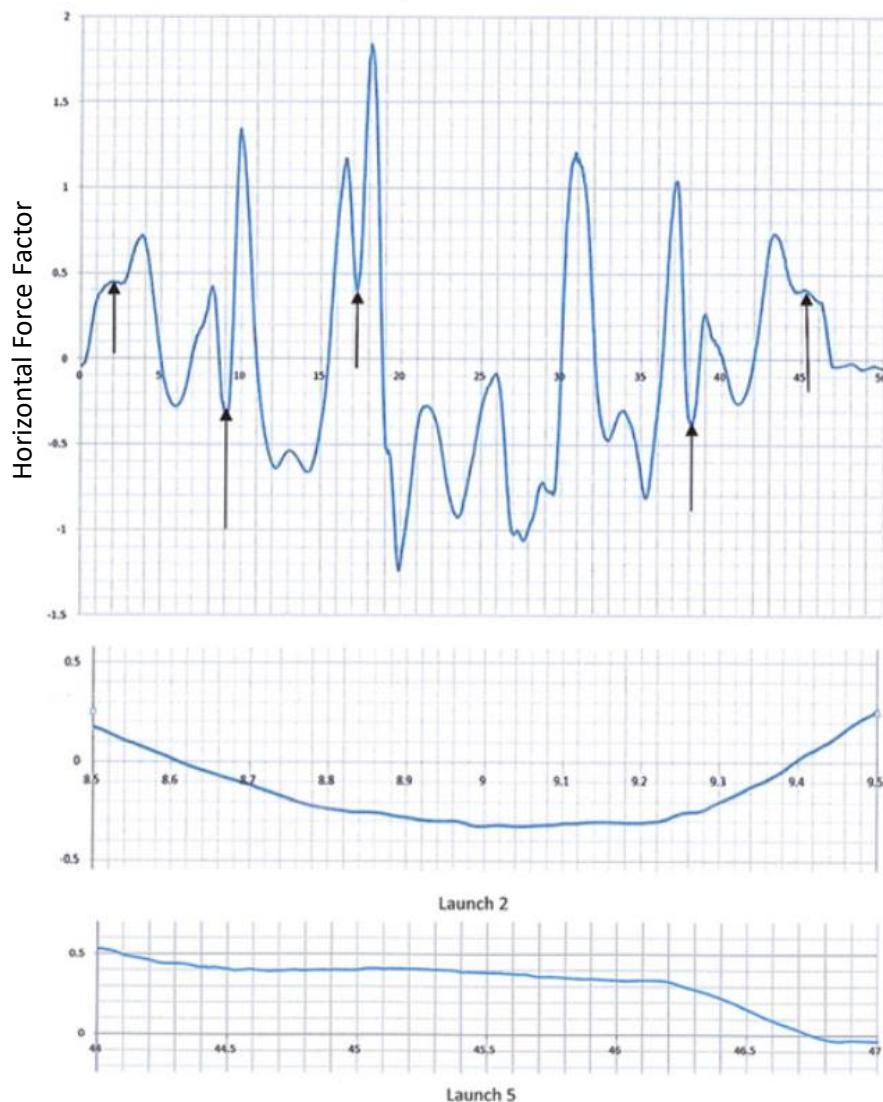
If you have been on Verbolten, compare the acceleration of Verbolten to that of Tempesta. The maximum Force Factor on Verbolten's 1st Launch is 0.8 and the 2nd Launch is 0.9, but the average acceleration of both of these launches is about 0.5.

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Figure 3



11. Do you feel upside down when you are upside down on Tempesta. How does this compare with being upside down on Loch Ness Monster, Griffon, or Alpengesit? Why are they different?

12. Rate your top 3 experiences, in order of preference. Include the details.

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Magnetic Launch Verbolten

Instrument Needed: Stopwatch

Predictions: Circle your answers before riding the ride or making any measurements. Draw a line under your answer after you complete the questions and calculations.

1. Estimate the maximum horizontal force factor experienced in the magnetic launches of Verbolten?

a. 0.7 b. 0.8 c. 0.9 d. 1.0 e. 1.1 f. 1.2
2. There are three turns at the bottom of the big drop. Estimate the force factor experienced in the second turn.

a. 2.6 b. 3.0 c. 3.4 d. 3.8 e. 4.0
3. What is the speed of Verbolten at the bottom of the big drop?

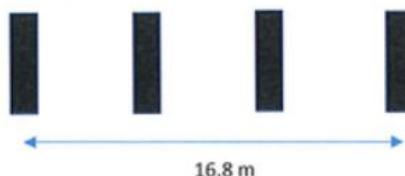
a. 50 mph b. 55 mph c. 60 mph d. 65 mph

WHAT TO MEASURE AND NOTICE ON THE RIDE

1. Pay attention to the length and intensity of the two launches.
2. On the ride you will feel heavy in three big turns after the last big drop. In which turn do you feel heavy for the longest time? Which turn do you feel the heaviest?
3. Where on the ride do you feel the lightest? What is happening when you feel the lightest?
4. Pay attention to what is happening inside the building when you are in the dark. Try to remember the types of turns and drops, and in what order they occurred.

WHAT TO MEASURE AND NOTICE OFF THE RIDE

1. Time the coaster passing between the first and fourth supports at the bottom of the big drop. This can be viewed on the Bridge to Italy. The first support is the first one in the water. Record three measurements and find the average time. Note: The time should be less than 0.85 seconds. It may take some practice and quick reflexes to obtain a good time.



Time (sec)	#1	#2	#3	Average

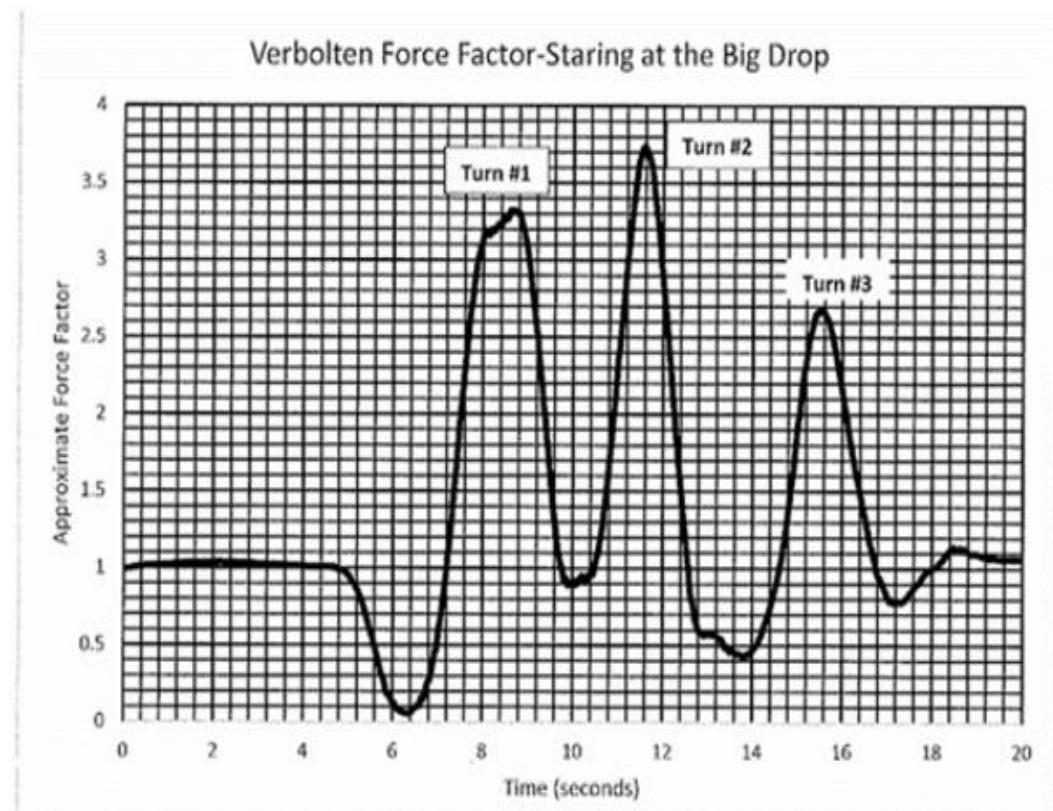
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Questions:

1. How often do you feel close to "weightless" on the ride? What is the coaster doing when you felt "light".
2. The graph below is the vertical force factor for Verbolten. It starts just before the coaster train makes its big drop down to the Rhein River. This graph shows you how heavy you feel on the ride. The big drop begins at about 4.8 seconds.



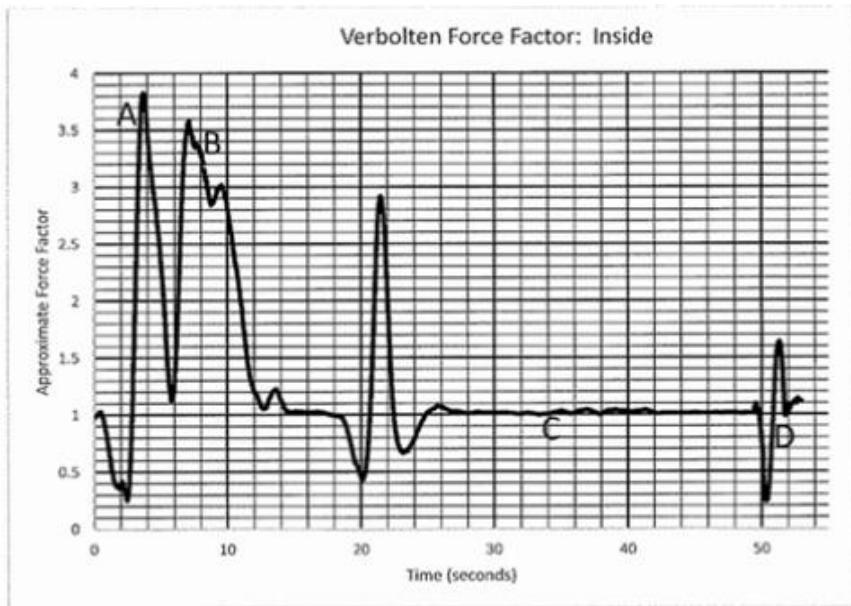
- a) The three big peaks are the three big turns as the coaster arrives the bottom of the hill and before it arrives back at the station. Which has the greatest force factor? What is the force factor? Does this match with your experience on the ride?
- b) On which of the three turns are you heavy for the longest time (defining heavy as a force factor of greater than 1.5)? How many seconds were you experiencing a force factor of greater than 1.5? Does this match with your experience on the ride?
- c) Where do you have the greatest weightless feeling? How long are you feeling close to weightless (defined here being a force factor of less than 0.5).

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3. The graph below shows the vertical force factor that you experienced where you were inside the building, in the dark.



a) What's happening at "C" and "D"?

b) "A" and "B" are both heavy times. Why are you heavy at "B" for a much longer time?

c) How do the heavier parts of the coaster ride inside the building compare to those at the end of the ride? Is there a longer heavy time inside the building or at the end of the ride?

d) How did doing this part of the ride in the dark affect your experience?

Problems:

1. Using your average time, compute the speed at the bottom of the last big drop. $v=d/t$ where the distance is 16.8 m. Convert this speed to miles/hour by multiplying by 2.24

$$v = d/t = 16.8 \text{ meters} / t = \text{_____ m/s} = \text{_____ miles/hour}$$

How does the speed on Verbolten compare to the other big coasters here at Busch Gardens? Does Verbolten feel faster or slower than the other big coasters? Why or Why not?

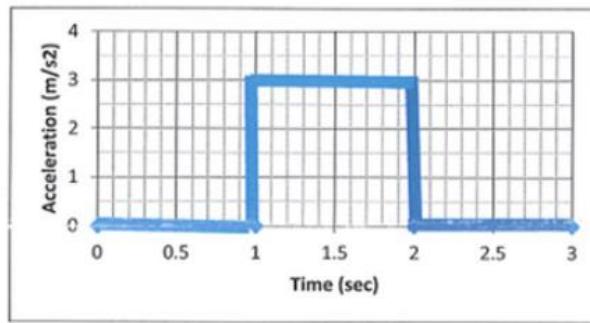
2. There is no lift hill on Verbolten like you will find on Apollo's Chariot, Loch Ness Monster, Griffon or Alpengeist. Instead, electromagnets are used to launch the coaster. The system is called a Linear Synchronous Motor. There is no physical contact between permanent magnets on the coaster train, and the white electromagnets on the track. The LSM uses the principle that like magnetic poles repel and unlike poles attract.

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The velocity change of an object can be determined by using an acceleration versus time graph, like the one illustrated below.



The object illustrated in the graph has an acceleration of 3 m/s^2 for 1 second. The equation $\Delta v = at$ tells us that this object has a velocity change of 3 m/s . It turns out the velocity change is equal to the area under the curve. In this case $\text{area} = \text{length} \times \text{width}$, with the length of 3 m/s^2 and the width of 1 second. You can also find the area under the curve by adding up the little rectangles underneath the curve. Each little rectangle is 0.5 m/s^2 long and 0.1 second wide, which is equal to 0.05 m/s . There are 60 little rectangles underneath the curve and $60 \times 0.05 \text{ m/s} = 3 \text{ m/s}$, which is the same result that we got before.

The two graphs on the next page are graphs of the two magnetic launches of Verbolten.

a) By counting the little rectangles underneath each graph and multiplying by the size of each rectangle, determine the change in velocity that each launch produces: These little rectangle are $0.5 \text{ m/s}^2 \times 0.1 \text{ second}$, just like in the example above, so each square is 0.05 m/s . You can also add up the rectangle that are not completely underneath the curve. For example, two half rectangle to make one rectangle.

$$\text{Launch 1} = \text{_____ rectangles} * 0.05 \text{ m/s} = \text{_____ m/s}$$

$$\text{Launch 2} = \text{_____ rectangles} * 0.05 \text{ m/s} = \text{_____ m/s}$$

b) From the graphs, compute the total time of acceleration.

$$\text{Launch 1 Graph Total time} = \text{_____}$$

$$\text{Launch 2 Graph Total time} = \text{_____}$$

c) What was the maximum horizontal force factor in each of the launches: (To find the force factor, divide the maximum acceleration by 9.8)

$$\text{Launch 1} \text{_____} \text{Launch 2} \text{_____}$$

Note: It turns out, that the average acceleration of both Launches was about 4.7 m/s^2 or about 0.5 g's ($FF=.48$). The average acceleration * time of acceleration should equal the same Δv you computed in Problem 2a.

d) For some perspective, compare the maximum force factor of the second launch to the average force factor experienced in a Ferrari Enzo sports car (12 cylinders, 660 horsepower), as it accelerates from 0 to 60 mph in just 3.1 sec.

$$60 \text{ mph} = 26.8 \text{ m/s. } a = \Delta v/t \text{ Horizontal Force Factor} = a/g \text{ where } g = 9.8 \text{ m/s}^2$$

$$\text{Force Factor average (Ferrari)} = \text{_____}$$

$$\text{Force Factor max (Second Launch)} = \text{_____}$$

e) How well do your calculations for force factors for the two launches match your experiences on the ride? Were your time estimates close to the data from your graphs?

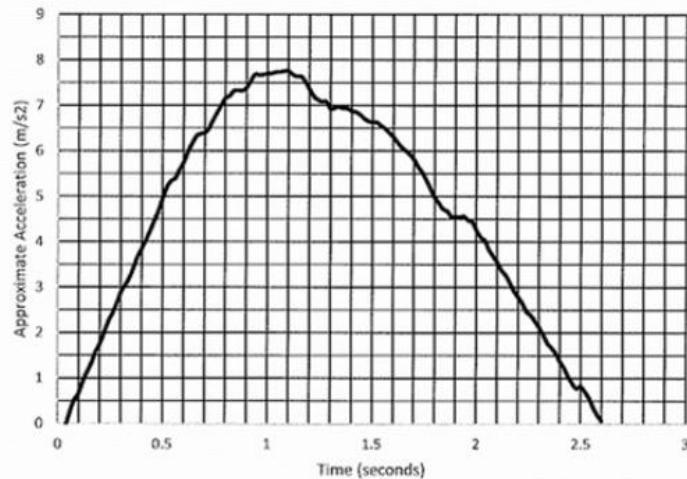
The information contained in this workbook is not based on any scientifically accurate accelerometer testing of the amusement rides. In fact, the testing was done solely for the purpose of providing this program with information necessary to complete vital academic experiments, and does not in any way to reflect the actual ride conditions.

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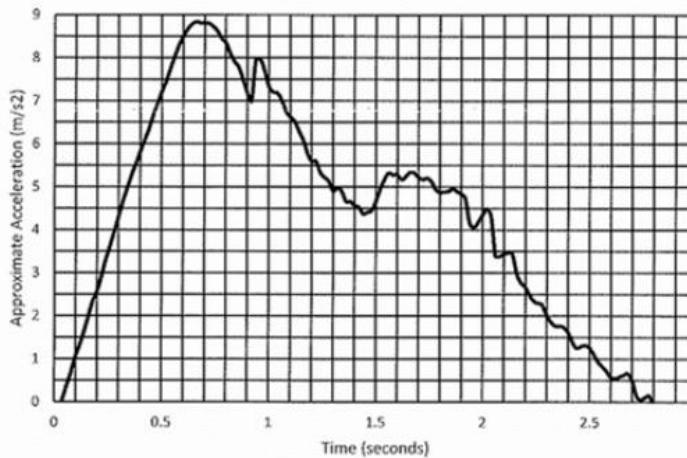


f) Describe any differences in the two launches that you experienced.

Verbolton First Launch



Verbolton Second Launch



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