

TERMINAL VELOCITY DEFINITION IN PHYSICS

WHAT IS TERMINAL VELOCITY? UNDERSTANDING THE PHYSICS OF FALLING OBJECTS

TERMINAL VELOCITY DEFINITION IN PHYSICS REFERS TO THE CONSTANT SPEED THAT A FREELY FALLING OBJECT EVENTUALLY REACHES. IMAGINE DROPPING A FEATHER AND A BOWLING BALL; WHILE THEY FALL AT DIFFERENT RATES INITIALLY, THEY BOTH EVENTUALLY REACH A MAXIMUM SPEED. THIS FASCINATING CONCEPT IS GOVERNED BY THE INTERPLAY OF GRAVITY AND THE RESISTANCE OF THE MEDIUM THROUGH WHICH THE OBJECT IS FALLING. UNDERSTANDING TERMINAL VELOCITY IS CRUCIAL IN FIELDS RANGING FROM AEROSPACE ENGINEERING TO SKYDIVING SAFETY. THIS ARTICLE WILL DELVE INTO THE INTRICACIES OF TERMINAL VELOCITY, EXPLORING THE FORCES INVOLVED, THE FACTORS INFLUENCING IT, AND ITS REAL-WORLD IMPLICATIONS. WE'LL UNRAVEL THE PHYSICS BEHIND THIS SEEMINGLY SIMPLE PHENOMENON, PROVIDING A COMPREHENSIVE GUIDE FOR ANYONE CURIOUS ABOUT THE MAXIMUM SPEED OF A FALLING OBJECT.

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WHAT IS TERMINAL VELOCITY?

TERMINAL VELOCITY IS A FUNDAMENTAL CONCEPT IN PHYSICS THAT DESCRIBES THE MAXIMUM SPEED AN OBJECT WILL ATTAIN WHEN IT FALLS THROUGH A FLUID, SUCH AS AIR OR WATER. IT'S THE POINT WHERE THE DOWNWARD FORCE OF GRAVITY IS EXACTLY BALANCED BY THE UPWARD FORCE OF DRAG. ONCE AN OBJECT REACHES THIS SPEED, IT STOPS ACCELERATING AND CONTINUES TO FALL AT A CONSTANT VELOCITY. THINK OF IT AS A STEADY PACE AFTER A PERIOD OF SPEEDING UP. THIS STATE OF EQUILIBRIUM IS REACHED BECAUSE AS AN OBJECT'S SPEED INCREASES, THE RESISTIVE FORCES ACTING UPON IT ALSO INCREASE, EVENTUALLY MATCHING THE FORCE PULLING IT DOWN. IT'S A DYNAMIC BALANCE, NOT A STATIC STATE.

THIS STATE OF CONSTANT VELOCITY IS VITAL FOR UNDERSTANDING PROJECTILE MOTION AND FLUID DYNAMICS. WITHOUT TERMINAL VELOCITY, OBJECTS WOULD CONTINUE TO ACCELERATE INDEFINITELY, WHICH IS CLEARLY NOT WHAT HAPPENS IN REALITY. THE CONCEPT EXPLAINS WHY A SKYDIVER DOESN'T KEEP GETTING FASTER AND FASTER UNTIL THEY HIT THE GROUND. IT'S A CRUCIAL LIMITING FACTOR IN THE SPEED OF FALLING OBJECTS, ENSURING THAT IMPACTS, WHILE POTENTIALLY STILL DAMAGING, ARE NOT CATASTROPHIC DUE TO INFINITE ACCELERATION.

THE FORCES AT PLAY: GRAVITY VS. DRAG

THE JOURNEY TO UNDERSTANDING TERMINAL VELOCITY BEGINS WITH RECOGNIZING THE TWO PRIMARY FORCES THAT DICTATE AN OBJECT'S FALL: GRAVITY AND DRAG. GRAVITY, AS WE KNOW, IS THE FORCE THAT PULLS ALL OBJECTS WITH MASS TOWARDS EACH OTHER. IN THE CONTEXT OF AN OBJECT FALLING TOWARDS EARTH, GRAVITY EXERTS A CONSTANT DOWNWARD PULL, WHICH IS PROPORTIONAL TO THE OBJECT'S MASS. THIS IS THE FORCE THAT INITIALLY CAUSES THE OBJECT TO ACCELERATE DOWNWARDS.

HOWEVER, AS THE OBJECT STARTS TO MOVE THROUGH A FLUID MEDIUM, ANOTHER FORCE COMES INTO PLAY: DRAG. DRAG IS A RESISTIVE FORCE THAT OPPOSES THE MOTION OF AN OBJECT THROUGH A FLUID. IT ARISES FROM THE FRICTION BETWEEN THE OBJECT'S SURFACE AND THE FLUID MOLECULES, AS WELL AS THE PRESSURE DIFFERENCES CREATED AS THE OBJECT PUSHES THROUGH THE FLUID. THE MAGNITUDE OF THE DRAG FORCE IS NOT CONSTANT; IT DEPENDS ON SEVERAL FACTORS, INCLUDING THE OBJECT'S SPEED, SHAPE, AND THE PROPERTIES OF THE FLUID ITSELF. AS THE OBJECT ACCELERATES DUE TO GRAVITY, THE DRAG FORCE ALSO INCREASES. THIS IS A CRITICAL POINT: THE FASTER IT GOES, THE MORE THE FLUID PUSHES BACK.

How Gravity and Drag Interact to Reach Equilibrium

THE MAGIC OF TERMINAL VELOCITY HAPPENS WHEN THESE TWO OPPOSING FORCES, GRAVITY AND DRAG, REACH A STATE OF EQUILIBRIUM. INITIALLY, WHEN AN OBJECT BEGINS TO FALL, ITS VELOCITY IS LOW, AND THEREFORE THE DRAG FORCE IS ALSO SMALL. GRAVITY IS THE DOMINANT FORCE, CAUSING THE OBJECT TO ACCELERATE. AS THE OBJECT'S SPEED INCREASES, THE DRAG FORCE GROWS PROPORTIONALLY. EVENTUALLY, A POINT IS REACHED WHERE THE MAGNITUDE OF THE UPWARD DRAG FORCE BECOMES EQUAL TO THE MAGNITUDE OF THE DOWNWARD FORCE OF GRAVITY. AT THIS PRECISE MOMENT, THE NET FORCE ACTING ON THE OBJECT BECOMES ZERO.

ACCORDING TO NEWTON'S LAWS OF MOTION, WHEN THE NET FORCE ON AN OBJECT IS ZERO, ITS ACCELERATION IS ALSO ZERO. THIS MEANS THE OBJECT STOPS SPEEDING UP AND CONTINUES TO FALL AT A CONSTANT VELOCITY. THIS CONSTANT VELOCITY IS PRECISELY WHAT WE DEFINE AS TERMINAL VELOCITY. IT'S A STATE OF DYNAMIC BALANCE; GRAVITY IS STILL PULLING DOWN, AND DRAG IS STILL PUSHING UP, BUT THEY ARE PERFECTLY COUNTERACTING EACH OTHER, LEADING TO NO FURTHER CHANGE IN SPEED.

FACTORS INFLUENCING TERMINAL VELOCITY

TERMINAL VELOCITY ISN'T A ONE-SIZE-FITS-ALL NUMBER. IT'S INFLUENCED BY A VARIETY OF CHARACTERISTICS OF THE FALLING OBJECT AND THE MEDIUM IT'S FALLING THROUGH. UNDERSTANDING THESE FACTORS HELPS US PREDICT AND EXPLAIN WHY DIFFERENT OBJECTS FALL AT DIFFERENT MAXIMUM SPEEDS, EVEN IF THEY HAVE SIMILAR MASSES. IT'S A COMPLEX DANCE BETWEEN THE OBJECT AND ITS ENVIRONMENT.

MASS AND SHAPE OF THE OBJECT

ONE OF THE MOST SIGNIFICANT FACTORS AFFECTING TERMINAL VELOCITY IS THE OBJECT'S MASS. A HEAVIER OBJECT, UNDER THE SAME CONDITIONS, WILL GENERALLY HAVE A HIGHER TERMINAL VELOCITY. THIS IS BECAUSE THE FORCE OF GRAVITY PULLING IT DOWN IS GREATER. TO COUNTERACT THIS LARGER GRAVITATIONAL PULL, A LARGER DRAG FORCE IS NEEDED. SINCE DRAG FORCE INCREASES WITH SPEED, THE OBJECT MUST REACH A HIGHER SPEED BEFORE THE DRAG EQUALS THE STRONGER GRAVITATIONAL FORCE. SO, HEAVIER THINGS TEND TO FALL FASTER ONCE THEY REACH THEIR MAXIMUM SPEED.

THE SHAPE OF THE OBJECT ALSO PLAYS A CRUCIAL ROLE. AERODYNAMIC SHAPES, LIKE A DART OR A BULLET, TEND TO HAVE LOWER DRAG COEFFICIENTS, MEANING THEY ENCOUNTER LESS RESISTANCE FROM THE FLUID. CONVERSELY, OBJECTS WITH LARGER SURFACE AREAS THAT ARE LESS STREAMLINED, SUCH AS A PARACHUTE OR A FLAT PIECE OF PAPER, EXPERIENCE MUCH GREATER DRAG. A LARGER DRAG COEFFICIENT MEANS MORE RESISTANCE, WHICH WILL CAUSE THE OBJECT TO REACH ITS TERMINAL VELOCITY AT A LOWER SPEED. THINK ABOUT TRYING TO PUSH A FLAT BOARD THROUGH WATER VERSUS A NARROW, POINTED OBJECT – THE BOARD FACES MUCH MORE RESISTANCE.

DENSITY OF THE FLUID MEDIUM

THE FLUID THROUGH WHICH THE OBJECT IS FALLING ALSO SIGNIFICANTLY IMPACTS TERMINAL VELOCITY. THE DENSER THE FLUID, THE GREATER THE DRAG FORCE IT CAN EXERT. THIS MEANS THAT AN OBJECT FALLING THROUGH A DENSER FLUID, LIKE WATER, WILL REACH A LOWER TERMINAL VELOCITY THAN THE SAME OBJECT FALLING THROUGH A LESS DENSE FLUID, LIKE AIR. THIS IS BECAUSE THE MOLECULES OF THE DENSER FLUID ARE PACKED MORE CLOSELY TOGETHER, PROVIDING MORE RESISTANCE TO THE OBJECT'S MOVEMENT. IT'S LIKE TRYING TO RUN THROUGH A SWIMMING POOL VERSUS RUNNING THROUGH AN OPEN FIELD – THE WATER SLOWS YOU DOWN MUCH MORE EFFECTIVELY.

SURFACE AREA AND TEXTURE

RELATED TO SHAPE, THE EFFECTIVE SURFACE AREA EXPOSED TO THE DIRECTION OF MOTION IS A KEY DETERMINANT OF DRAG. A LARGER SURFACE AREA MEANS MORE CONTACT WITH THE FLUID, LEADING TO INCREASED DRAG. THIS IS WHY A SKYDIVER SPREADS THEIR ARMS AND LEGS OUT TO INCREASE DRAG AND REDUCE THEIR TERMINAL VELOCITY, MAKING FOR A SAFER LANDING. THE TEXTURE OF THE SURFACE ALSO CONTRIBUTES TO DRAG. A ROUGH SURFACE GENERALLY CREATES MORE TURBULENCE AND THEREFORE MORE DRAG THAN A SMOOTH SURFACE, ALTHOUGH THE SPECIFIC RELATIONSHIP CAN BE COMPLEX AND DEPEND ON THE FLOW REGIME.

CALCULATING TERMINAL VELOCITY

WHILE UNDERSTANDING THE CONCEPTS IS ONE THING, CALCULATING TERMINAL VELOCITY INVOLVES A BIT OF PHYSICS AND SOME MATHEMATICAL FORMULAS. THE PRECISE CALCULATION CAN BECOME QUITE COMPLEX, ESPECIALLY FOR IRREGULARLY SHAPED OBJECTS OR IN TURBULENT FLOW CONDITIONS, BUT A SIMPLIFIED MODEL PROVIDES A GOOD UNDERSTANDING OF THE CORE PRINCIPLES.

THE DRAG EQUATION

THE DRAG FORCE (F_D) CAN BE CALCULATED USING THE DRAG EQUATION: $F_D = \frac{1}{2} \rho v^2 C_D A$. IN THIS EQUATION, ρ (RHO) REPRESENTS THE DENSITY OF THE FLUID, v IS THE VELOCITY OF THE OBJECT, C_D IS THE DRAG COEFFICIENT (WHICH DEPENDS ON THE OBJECT'S SHAPE), AND A IS THE REFERENCE AREA (TYPICALLY THE FRONTAL AREA OF THE OBJECT). THIS EQUATION CLEARLY SHOWS HOW DRAG INCREASES WITH THE SQUARE OF VELOCITY, THE DENSITY OF THE FLUID, AND THE OBJECT'S SHAPE AND SIZE.

EQUATING DRAG AND GRAVITATIONAL FORCE

AT TERMINAL VELOCITY (v_T), THE DRAG FORCE IS EQUAL TO THE GRAVITATIONAL FORCE (F_g). THE GRAVITATIONAL FORCE IS SIMPLY THE MASS OF THE OBJECT (m) MULTIPLIED BY THE ACCELERATION DUE TO GRAVITY (g), SO $F_g = mg$. BY SETTING THE DRAG EQUATION EQUAL TO THE GRAVITATIONAL FORCE, WE CAN SOLVE FOR THE TERMINAL VELOCITY. THIS GIVES US: $mg = \frac{1}{2} \rho v_T^2 C_D A$. REARRANGING THIS EQUATION TO SOLVE FOR v_T , WE GET: $v_T = \sqrt{\frac{2mg}{\rho C_D A}}$.

THIS FORMULA HIGHLIGHTS THE DIRECT RELATIONSHIP BETWEEN MASS AND TERMINAL VELOCITY (AS MASS INCREASES, v_T INCREASES) AND THE INVERSE RELATIONSHIP WITH FLUID DENSITY, DRAG COEFFICIENT, AND REFERENCE AREA (AS THESE INCREASE, v_T DECREASES). IT'S A POWERFUL TOOL FOR PHYSICISTS AND ENGINEERS.

REAL-WORLD APPLICATIONS OF TERMINAL VELOCITY

THE CONCEPT OF TERMINAL VELOCITY ISN'T JUST A THEORETICAL PHYSICS PROBLEM; IT HAS PROFOUND AND PRACTICAL APPLICATIONS ACROSS VARIOUS FIELDS, SHAPING EVERYTHING FROM SAFETY PROTOCOLS TO TECHNOLOGICAL ADVANCEMENTS. UNDERSTANDING THIS LIMIT HELPS US DESIGN SYSTEMS AND PREDICT OUTCOMES IN DYNAMIC ENVIRONMENTS.

SKYDIVING AND PARACHUTING

PERHAPS THE MOST WELL-KNOWN APPLICATION OF TERMINAL VELOCITY IS IN SKYDIVING. BEFORE DEPLOYING A PARACHUTE, A SKYDIVER REACHES THEIR TERMINAL VELOCITY IN FREEFALL. THIS SPEED IS TYPICALLY AROUND 120 MILES PER HOUR, DEPENDING ON BODY POSITION AND OTHER FACTORS. THE PARACHUTE'S PRIMARY FUNCTION IS NOT TO STOP THE FALL, BUT TO DRASTICALLY INCREASE THE DRAG COEFFICIENT AND REFERENCE AREA. THIS DRAMATICALLY REDUCES THE SKYDIVER'S TERMINAL VELOCITY TO A MUCH SAFER SPEED (AROUND 10-20 MPH) FOR LANDING. WITHOUT THIS UNDERSTANDING, SKYDIVING WOULD BE AN INCREDIBLY DANGEROUS ACTIVITY.

AERODYNAMICS AND VEHICLE DESIGN

ENGINEERS USE THE PRINCIPLES OF TERMINAL VELOCITY WHEN DESIGNING VEHICLES, ESPECIALLY AIRCRAFT AND SPACECRAFT. UNDERSTANDING HOW OBJECTS BEHAVE WHEN FALLING THROUGH THE ATMOSPHERE AT HIGH SPEEDS IS CRUCIAL FOR REENTRY PROCEDURES. FOR FALLING OBJECTS LIKE DEBRIS OR METEOROIDS, TERMINAL VELOCITY DICTATES THE SPEED AT WHICH THEY WILL EVENTUALLY IMPACT THE EARTH'S SURFACE. IN SPORTS AERODYNAMICS, LIKE DESIGNING RACE CARS, MINIMIZING DRAG IS KEY TO ACHIEVING HIGHER SPEEDS, BUT UNDERSTANDING TERMINAL VELOCITY HELPS PREDICT THE ULTIMATE SPEED LIMITS IN CERTAIN CONDITIONS.

BALLISTICS AND PROJECTILE MOTION

THE TRAJECTORY AND IMPACT VELOCITY OF PROJECTILES ARE ALSO INFLUENCED BY TERMINAL VELOCITY. WHILE A BULLET FIRED FROM A GUN HAS AN INITIAL MUZZLE VELOCITY MUCH HIGHER THAN ITS TERMINAL VELOCITY, AS IT TRAVELS FURTHER AND LOSES SPEED DUE TO AIR RESISTANCE, IT WILL EVENTUALLY REACH A TERMINAL VELOCITY. THIS IS IMPORTANT FOR UNDERSTANDING THE MAXIMUM RANGE AND IMPACT FORCE OF PROJECTILES, ESPECIALLY IN LONG-RANGE BALLISTICS AND WHEN ANALYZING THE EFFECTS OF FALLING AMMUNITION. IT HELPS PREDICT HOW FAR AND HOW HARD SOMETHING WILL TRAVEL ONCE IT'S NO LONGER BEING PROPELLED BY AN INITIAL FORCE.

RAINDROP AND HAILSTONE FORMATION

EVEN NATURAL PHENOMENA ARE GOVERNED BY TERMINAL VELOCITY. RAINDROPS, FOR INSTANCE, REACH THEIR TERMINAL VELOCITY AS THEY FALL. SMALLER RAINDROPS HAVE LOWER TERMINAL VELOCITIES THAN LARGER ONES, WHICH IS WHY A LIGHT DRIZZLE DOESN'T FEEL AS IMPACTFUL AS A HEAVY DOWNPOUR. SIMILARLY, HAILSTONES ALSO HAVE A TERMINAL VELOCITY. THE SIZE AND DENSITY OF A HAILSTONE WILL DETERMINE ITS TERMINAL VELOCITY, AFFECTING THE POTENTIAL DAMAGE IT CAN CAUSE UPON IMPACT. UNDERSTANDING THESE SPEEDS IS CRUCIAL FOR WEATHER FORECASTING AND ASSESSING METEOROLOGICAL RISKS.

COMMON MISCONCEPTIONS ABOUT TERMINAL VELOCITY

DESPITE ITS SEEMINGLY STRAIGHTFORWARD DEFINITION, TERMINAL VELOCITY IS OFTEN MISUNDERSTOOD. LET'S CLEAR UP SOME OF THESE COMMON MISCONCEPTIONS TO ENSURE A SOLID GRASP OF THE CONCEPT.

MISCONCEPTION 1: ALL OBJECTS FALL AT THE SAME RATE

A VERY COMMON MISTAKE IS ASSUMING THAT ALL OBJECTS, REGARDLESS OF THEIR PROPERTIES, WILL FALL AT THE SAME SPEED. THIS IS, OF COURSE, INCORRECT. AS WE'VE DISCUSSED, MASS, SHAPE, SURFACE AREA, AND THE DENSITY OF THE FLUID MEDIUM ALL PLAY A SIGNIFICANT ROLE IN DETERMINING AN OBJECT'S TERMINAL VELOCITY. THE CLASSIC EXPERIMENT OF DROPPING A FEATHER AND A HAMMER IN A VACUUM CHAMBER SHOWS THEY FALL AT THE SAME RATE BECAUSE THERE'S NO AIR RESISTANCE. HOWEVER, IN THE PRESENCE OF AIR, THEIR VASTLY DIFFERENT SHAPES AND SURFACE AREAS LEAD TO VASTLY DIFFERENT TERMINAL VELOCITIES.

MISCONCEPTION 2: TERMINAL VELOCITY MEANS ZERO ACCELERATION

WHILE IT'S TRUE THAT AT TERMINAL VELOCITY, THE ACCELERATION IS ZERO, THIS DOESN'T MEAN THE OBJECT STOPS MOVING. TERMINAL VELOCITY IS A CONSTANT VELOCITY, NOT A STATE OF BEING STATIONARY. THE OBJECT IS STILL FALLING, BUT IT'S NO LONGER SPEEDING UP. IT HAS REACHED ITS MAXIMUM, CONSTANT SPEED. IT'S IMPORTANT TO DIFFERENTIATE BETWEEN ZERO ACCELERATION (CONSTANT VELOCITY) AND ZERO VELOCITY (BEING STOPPED).

MISCONCEPTION 3: TERMINAL VELOCITY IS ALWAYS A VERY HIGH SPEED

THE PERCEPTION OF TERMINAL VELOCITY CAN SOMETIMES BE SKEWED BY DRAMATIC EXAMPLES LIKE SKYDIVERS. HOWEVER, TERMINAL VELOCITY IS HIGHLY DEPENDENT ON THE FACTORS MENTIONED EARLIER. A TINY SPECK OF DUST OR A SMALL SEED MIGHT HAVE A VERY LOW TERMINAL VELOCITY, PERHAPS ONLY A FEW FEET PER SECOND. CONVERSELY, A DENSE, AERODYNAMIC OBJECT LIKE A CANNONBALL WOULD HAVE A MUCH HIGHER TERMINAL VELOCITY. IT'S RELATIVE TO THE OBJECT AND ITS ENVIRONMENT.

TERMINAL VELOCITY IS A CAPTIVATING ILLUSTRATION OF HOW OPPOSING FORCES CAN REACH A BALANCE, LEADING TO PREDICTABLE MOTION. FROM THE GRACEFUL DESCENT OF A SKYDIVER TO THE SILENT FALL OF A RAINDROP, THIS PHYSICAL PRINCIPLE GOVERNS A WIDE ARRAY OF PHENOMENA. BY UNDERSTANDING THE INTERPLAY OF GRAVITY AND DRAG, AND THE FACTORS THAT INFLUENCE THEM, WE GAIN A DEEPER APPRECIATION FOR THE PHYSICS THAT SHAPE OUR WORLD. THE ONGOING STUDY AND APPLICATION OF TERMINAL VELOCITY CONTINUE TO DRIVE INNOVATION AND ENHANCE SAFETY IN COUNTLESS AREAS OF SCIENCE AND TECHNOLOGY.

FAQ

Q: WHAT IS THE PRIMARY DIFFERENCE BETWEEN VELOCITY AND TERMINAL VELOCITY?

A: VELOCITY IS THE RATE OF CHANGE OF AN OBJECT'S POSITION WITH RESPECT TO TIME, AND IT CAN CHANGE CONSTANTLY IF THERE IS ACCELERATION. TERMINAL VELOCITY, ON THE OTHER HAND, IS A SPECIFIC TYPE OF VELOCITY – IT'S THE CONSTANT SPEED AN OBJECT REACHES WHEN THE FORCES OF GRAVITY AND DRAG ARE IN EQUILIBRIUM, MEANING THE OBJECT STOPS ACCELERATING.

Q: DOES TERMINAL VELOCITY APPLY ONLY TO OBJECTS FALLING THROUGH AIR?

A: NO, TERMINAL VELOCITY APPLIES TO ANY OBJECT MOVING THROUGH ANY FLUID, INCLUDING LIQUIDS LIKE WATER OR EVEN DENSER SUBSTANCES. THE KEY IS THE PRESENCE OF A FLUID MEDIUM THAT CAN EXERT A DRAG FORCE OPPOSING THE OBJECT'S MOTION.

Q: HOW DOES THE SIZE OF AN OBJECT AFFECT ITS TERMINAL VELOCITY?

A: GENERALLY, FOR OBJECTS OF THE SAME SHAPE AND DENSITY, A LARGER OBJECT WILL HAVE A HIGHER TERMINAL VELOCITY. THIS IS BECAUSE A LARGER OBJECT TYPICALLY HAS A GREATER MASS (LEADING TO A STRONGER GRAVITATIONAL PULL) AND POTENTIALLY A LARGER FRONTAL AREA, BUT THE INCREASED MASS EFFECT OFTEN DOMINATES, REQUIRING A HIGHER SPEED TO GENERATE ENOUGH DRAG TO MATCH THE GRAVITATIONAL FORCE.

Q: CAN TERMINAL VELOCITY BE ZERO?

A: IN PRACTICAL TERMS FOR FALLING OBJECTS, TERMINAL VELOCITY IS NEVER ZERO UNLESS THE OBJECT IS ALREADY STATIONARY AND EXPERIENCING NO NET FORCE. IF AN OBJECT IS FALLING, ITS TERMINAL VELOCITY WILL BE A POSITIVE VALUE REPRESENTING ITS MAXIMUM CONSTANT SPEED. A THEORETICAL SCENARIO WHERE GRAVITY IS PERFECTLY BALANCED BY AN UPWARD FORCE (OTHER THAN DRAG) FROM THE MOMENT OF RELEASE COULD RESULT IN ZERO ACCELERATION AND THUS A CONSTANT VELOCITY OF ZERO, BUT THIS ISN'T TYPICALLY WHAT'S MEANT BY TERMINAL VELOCITY IN THE CONTEXT OF FALLING.

Q: WHY DO SKYDIVERS FALL AT DIFFERENT SPEEDS IF THEY HAVE THE SAME TERMINAL VELOCITY?

A: WHILE A SKYDIVER MIGHT HAVE A GENERAL RANGE FOR TERMINAL VELOCITY, INDIVIDUAL SPEEDS CAN VARY. THIS IS BECAUSE FACTORS LIKE BODY POSITION (TUCKING INTO A BALL VERSUS SPREADING OUT) SIGNIFICANTLY ALTER THE DRAG COEFFICIENT AND EFFECTIVE SURFACE AREA. SO, EVEN THOUGH THEY ARE FALLING THROUGH THE SAME AIR, THEIR PERSONAL ADJUSTMENTS CAN CHANGE THEIR INSTANTANEOUS SPEED AND THEIR EFFECTIVE TERMINAL VELOCITY.

Q: IS IT POSSIBLE TO EXCEED TERMINAL VELOCITY?

A: NO, BY DEFINITION, TERMINAL VELOCITY IS THE MAXIMUM CONSTANT SPEED AN OBJECT WILL REACH. ONCE AN OBJECT REACHES TERMINAL VELOCITY, THE NET FORCE ON IT IS ZERO, AND IT WILL NOT ACCELERATE ANY FURTHER. THEREFORE, IT CANNOT EXCEED THIS SPEED UNLESS EXTERNAL FORCES (LIKE A ROCKET ENGINE) ARE APPLIED.

Q: WHAT HAPPENS IF AN OBJECT'S MASS SUDDENLY CHANGES DURING ITS FALL?

A: IF AN OBJECT'S MASS CHANGES SIGNIFICANTLY DURING ITS FALL, ITS TERMINAL VELOCITY WILL ALSO CHANGE. FOR EXAMPLE, IF A PARACHUTE DEPLOYED AND SIMULTANEOUSLY JETTISONED WEIGHT, ITS TERMINAL VELOCITY WOULD DECREASE BECAUSE THE GRAVITATIONAL FORCE WOULD BE REDUCED, REQUIRING LESS DRAG (AND THUS A LOWER SPEED) TO ACHIEVE EQUILIBRIUM.

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