HW-2 solution:

1) Pressur in bulb = P2

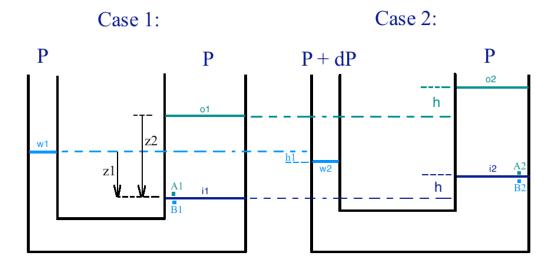
2) At higher altitudes and lower atmospheric pressures, liquid 1 will spill out of the manometer.

3.) P1 = Patm + (19 (23-21) P2 = Patm + (19 (Z4-72) P,-P2 = (29 (22-Z1) (19 (23-21) - (19 (24-22) = (29 (2-21) (((= - =) - (= - =)) = (= (= - =)) $\frac{\ell_1}{\ell_2} = \frac{z_2 - z_1}{(z_3 - z_1) - (z_4 - z_2)}$ Specific gravity of liquid $\frac{\ell_2}{\ell_1} = \frac{\left(Z_4 - Z_2\right) - \left(Z_3 - Z_1\right)}{Z_1 - Z_2}$

4) Consider the two states of the system:

Case 1 – Both openings are exposed to the same pressure P.

Case 2 – Opening on the left is subjected to pressure P + dP, one on the right is at P.



Initial levels of water, interface and oil are w1, o1, and i1 respectively.

When the pressure on the left side is increased to P + dP, we see that the water level dips to w2. The interface between oil and water (Purple) rises by h to i2, and the oil surface rises by a margin h to o2.

We have:

Case 1:
$$P_{A1} = P_{B1}$$
.

$$\Rightarrow P + \rho_w g(w1 - i1) = P + \rho_o g(o1 - i1) \dots 1^*$$

Case 2:
$$P_{A2} = P_{B2}$$
.

$$\Rightarrow P + dP + \rho_w g(w2 - i2) = P + \rho_o g(o2 - i2) \dots 2^*$$

From the figure below we observe that

$$w2 - i2 = w1 - i1 - h1 - h$$
6

$$o2 - i2 = o1 - i1$$
......7

Plugging 6 and 7 into 2*, we have:

$$P + dP + \rho_w g(w1 - i1 - h1 - h) = P + \rho_o g(o1 - i1) \dots 3^*$$

Subtracting 1* from 3*, we have:

$$dP = \rho_w g(h1 + h).....4^*$$

Since the mass of water is conserved, if the diameter of the left column is d1 and that of the right column is d2,

$$\pi d1^2 \cdot h1 = \pi d2^2 \cdot h \dots 5^*$$

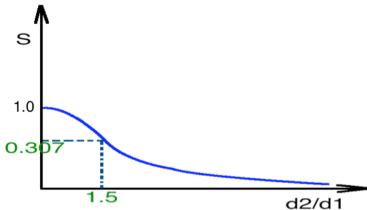
Solving equations 4* and 5* together, we have:

$$h = \frac{dP}{\rho_w g \left(1 + \frac{d2^2}{d1^2}\right)},$$

And sensitivity,
$$S = \frac{1}{\left(1 + \frac{d2^2}{d1^2}\right)}$$
.

Plugging in the values: h = 7.849mm and s = 0.307.

S vs d1/d2 :



Volume under water = Vw

CoVb = YCho Veylinder

Vayunder = TT82h

