#### AC274 - Homework #3

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## Problem 1: Show that in a dilute gas the mean free path is larger than the mean intermolecular distance: give actual numbers for standard air

The mean free path is given by

$$\lambda = 1/n\sigma$$
,

where n is the number of target particles per unit volume and  $\sigma$  is the effective cross-sectional area for collision<sup>1</sup>. The mean intermolecular distance is given by

$$d = (1/n)^{1/3}$$
.

The first goal of the problem is to prove that  $d << \lambda \Rightarrow \frac{d}{\lambda} <<$  1, for a dilute gas. The diluteness parameter describing how dilute a gas is, can be described by:

$$\tilde{n} = (s/d)^3$$

where if  $\tilde{n} << 1$  it is a dilute gas and  $\tilde{n} \approx 1$  it is a dense gas almost a liquid. The diluteness is defined in terms of the number of target particles as  $\tilde{n} = ns^3$ . Thus, for the purpose of this comparison, we can quantify the size of the mean free path to the intermolecular distance as:

$$\frac{d}{\lambda} = \frac{(1/n)^{1/3}}{1/(n\sigma)} = n^{2/3}\sigma$$

Furthermore, the effective size of a molecule can be written scaled in terms of the effective cross-sectional area of collision as  $s \sim \sqrt{\sigma}$ , where we can simplify the above equation as

$$\frac{d}{\lambda}=n^{2/3}s^2,$$

where replacing  $n^{2/3} = (\tilde{n}s^{-3})^{2/3}$  yields

$$\frac{d}{\lambda}=\tilde{n}^{2/3}.$$

Thus, for a dilute gas where  $\tilde{n} << 1$ , then

$$rac{d}{\lambda} = ilde{n}^{2/3} << 1$$
 meaning,  $d << \lambda$ .

To calculate using actual numbers of air, we need to figure out two properties of air: the volume number density n, and the effective size of the molecule s. To obtain n, we use the density of air, namely  $\rho = 1.2922$  [kg/m³], and the molar mass M = 0.02896 [kg/mol], to approximate how many particles per unit volume²:

$$n = \frac{\rho}{M} = 44.6202 \, [\text{mol/m}^3] = 2.687 \times 10^{25} \, [\text{molecules/m}^3]$$

 $<sup>{}^{1}</sup>Exact\ defintions\ obtained\ from\ wikipdia\ page, \verb|https://en.wikipedia.org/wiki/Mean_free_path|}$ 

<sup>&</sup>lt;sup>2</sup>Numbers obtained from: https://en.wikipedia.org/wiki/Density\_of\_air

Furthermore, form the internet we obtain the air molecule diameter to be

$$s = 4 \times 10^{-10} [m]^3$$

and thus the effective cross-section of collision to be

$$\sigma \sim (4 \times 10^{-10})^2 = 1.6 \times 10^{-19} [\text{m}^2].$$

We can therefore calculate the mean free path to be:

$$\lambda = 2.326 \times 10^{-7} [\text{m}],$$

and the intermolecular distance to be

$$d = 3.3387 \times 10^{-9}$$
 [m].

Making  $d << \lambda$  as  $3.3387 \times 10^{-9}$  [m]  $<< 2.326 \times 10^{-7}$  [m].

## Problem 2: What fraction of air molecules move faster than 1000 m/s in standard conditions?

<sup>4</sup>To obtain what fraction of air molecules move faster than 1000 m/s in standard conditions, we start be recalling that the probability distribution as a function of speed is :

$$f(v)dv = 4\pi v^2 A^3 e^{-3Bv^2} dv. (1)$$

To find the unknowns, A and B, we must then use the definition that

$$\int_0^\infty f(v)dv = 1 \Rightarrow 4\pi A^3 \frac{1}{4B} \sqrt{\frac{\pi}{B}} = 1 \Rightarrow 4\pi A^3 = \frac{4}{\sqrt{\pi}} B^{3/2} \quad \text{exacly as found in eq. (1)}$$

and that the average kinetic energy of the particles is related to the temperature by

$$\frac{1}{2}mv^2 = \frac{3}{2}kT. \tag{2}$$

We can find the average kinetic energy per particle by using the particle distribution function such that

$$\frac{1}{2}mv^2 = \int_0^\infty \frac{1}{2}mv^2 f(v)dv = \frac{3m}{4B}.$$
 (3)

Putting together eq. (2) and eq. (3), we obtain that B must be given by:

$$B=\frac{m}{2kT}.$$

<sup>&</sup>lt;sup>3</sup>Value obtained from: http://www.nuffieldfoundation.org/practical-physics/estimate-molecular-size-more-formal-method

<sup>&</sup>lt;sup>4</sup>This answer was based on the information found in the lecture notes and in the following website: http://galileo.phys.virginia.edu/classes/252/kinetic\_theory.html

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This means that the distribution function is

$$f(v) = 4\pi \left(\frac{m}{2\pi kT}\right)^{3/2} v^2 e^{-mv^2/2kT}.$$
 (4)

Now looking at standard conditions for air, we know the following parameters which we must plug into eq. (4):

$$k = 1.38 \times 10^{-23}$$
 [joules/K]   
  $T = 294.15$  [K]   
  $m = 4.8 \times 10^{-26}$  [kg]<sup>5</sup>.

Integrating the function seen in eq. (4) from 1000 to  $\infty$  we obtain that the fraction of particles moving faster than 1000[m/s] is

$$\int_{1000}^{\infty} f(v)dv = 0.00147634$$

where f(v) looks like the following:

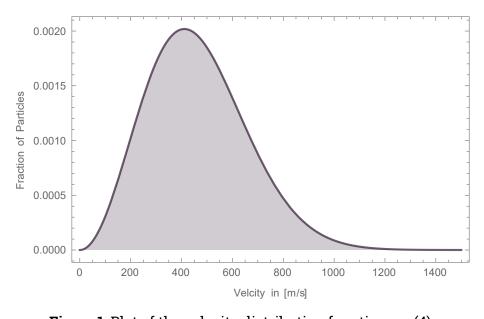


Figure 1: Plot of the velocity distribution function eq. (4).

#### Problem 3: Same for air molecules in a car moving at 100 km/h (in the Lab frame).

Assuming that we are in the Lab frame of the car, we notice a constant airflow everywhere of 100 [km/hr] (27.7778 [m/s]). Assuming that this velocity is in the x-direction, we will call it  $u_x = 27.7778$ . Furthermore, since any direction is as good as any other direction, the distribution function must only depend on the total speed of the particle, not on the separate velocity components. Therefore:

$$F(v_x)F(v_y)F(v_z) = f(v_x^2 + v_y^2 + v_z^2).$$

<sup>&</sup>lt;sup>5</sup>From Wolframalpha: http://www.wolframalpha.com/input/?i=mass+of+air+molecule

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<sup>6</sup>Thus, to find the change we must realte the distribution functions to allow bulk fluid flow, in which case the velocity origin is shifted as  $v = (v_x - u_x)^2 + v_y^2 + v_z^2$ , such that:

$$f((v_x - u_x)^2 + v_y^2 + v_z^2) = 4\pi \left(\frac{m}{2\pi kT}\right)^{3/2} ((v_x - u_x)^2 + v_y^2 + v_z^2) e^{-m((v_x - u_x)^2 + v_y^2 + v_z^2)/2kT}.$$
 (5)

Therefore, as we did in problem 2, we must integrate from 1000 to infinity in each direction to obtain the fraction of particles moving over 1000 [m/s].

$$\int_{1000}^{\infty} \int_{1000}^{\infty} \int_{1000}^{\infty} f((v_x - u_x)^2 + v_y^2 + v_z^2) dv_x dv_y dv_z = 0.00152025$$

The comparison plot between what found in problem 2 vs what found in problem 3 can be see in fig. 2.

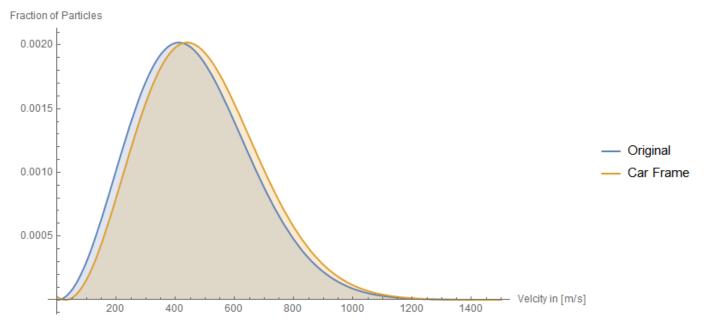


Figure 2: Plot of the velocity distribution function for the car reference frame(as described by eq. (5)) vs what we found in problem 2.

# ALL CALCULATION WERE DONE IN MATHEMATICA WHICH THE NOTEBOOK USED CAN BE FOUD AT http://fer.me/ac274hw3

<sup>&</sup>lt;sup>6</sup>Obtained from: https://en.wikipedia.org/wiki/Distribution\_function