

SPEED VS VELOCITY PHYSICS

UNPACKING THE NUANCES: SPEED VS. VELOCITY IN PHYSICS

SPEED VS VELOCITY PHYSICS – THESE TWO TERMS ARE OFTEN USED INTERCHANGEABLY IN EVERYDAY CONVERSATION, BUT IN THE REALM OF PHYSICS, THEY REPRESENT DISTINCT AND CRUCIAL CONCEPTS. UNDERSTANDING THE DIFFERENCE BETWEEN SPEED AND VELOCITY IS FUNDAMENTAL TO GRASPING MANY PRINCIPLES OF MOTION, FROM SIMPLE PROJECTILE TRAJECTORIES TO COMPLEX ORBITAL MECHANICS. WHILE BOTH TERMS QUANTIFY HOW QUICKLY AN OBJECT IS MOVING, VELOCITY INCORPORATES AN ADDITIONAL, VITAL DIMENSION: DIRECTION. THIS ARTICLE WILL DELVE DEEP INTO THE DEFINITIONS, CALCULATIONS, AND PRACTICAL IMPLICATIONS OF SPEED AND VELOCITY, EXPLORING HOW THEIR SUBTLE DIVERGENCE IMPACTS OUR UNDERSTANDING OF THE PHYSICAL WORLD. WE WILL DISSECT THEIR SCALAR AND VECTOR NATURE, EXAMINE HOW THEY ARE MEASURED, AND ILLUSTRATE THEIR DIFFERENCES WITH RELATABLE EXAMPLES, ULTIMATELY CLARIFYING WHY THIS DISTINCTION IS FAR MORE THAN JUST SEMANTICS IN PHYSICS.

TABLE OF CONTENTS

INTRODUCTION TO SPEED AND VELOCITY

DEFINING SPEED: THE SCALAR MEASURE OF MOTION

DEFINING VELOCITY: THE VECTOR MEASURE OF MOTION

KEY DIFFERENCES BETWEEN SPEED AND VELOCITY

CALCULATING SPEED AND VELOCITY

REAL-WORLD EXAMPLES ILLUSTRATING SPEED VS. VELOCITY

THE IMPORTANCE OF DIRECTION IN PHYSICS

APPLICATIONS OF SPEED AND VELOCITY CONCEPTS

UNDERSTANDING THE FUNDAMENTALS: SPEED VS. VELOCITY IN PHYSICS

AT ITS CORE, PHYSICS SEEKS TO DESCRIBE AND PREDICT THE BEHAVIOR OF THE UNIVERSE. TO DO THIS, WE NEED PRECISE LANGUAGE AND WELL-DEFINED CONCEPTS. THIS IS WHERE THE DISTINCTION BETWEEN SPEED AND VELOCITY BECOMES CRITICALLY IMPORTANT. WHILE WE MIGHT SAY A CAR IS "GOING FAST" WITHOUT SPECIFYING ITS DIRECTION, A PHYSICIST NEEDS TO BE MORE EXACT. SPEED TELLS US "HOW FAST," BUT VELOCITY TELLS US "HOW FAST AND IN WHAT DIRECTION." THIS FUNDAMENTAL DIFFERENCE, THE INCLUSION OF DIRECTION, ELEVATES VELOCITY FROM A SIMPLE MEASURE OF QUICKNESS TO A POWERFUL DESCRIPTOR OF AN OBJECT'S STATE OF MOTION.

DEFINING SPEED: THE SCALAR MEASURE OF MOTION

SPEED, IN PHYSICS, IS DEFINED AS THE RATE AT WHICH AN OBJECT COVERS DISTANCE. IT IS A SCALAR QUANTITY, MEANING IT ONLY HAS MAGNITUDE AND NO DIRECTION. THINK OF IT AS THE READING ON YOUR CAR'S SPEEDOMETER. IF YOUR SPEEDOMETER READS 60 MILES PER HOUR, THAT'S YOUR SPEED. IT TELLS YOU HOW QUICKLY YOU ARE COVERING GROUND, REGARDLESS OF WHETHER YOU ARE HEADING NORTH, SOUTH, EAST, OR WEST. THE DISTANCE COVERED IS THE TOTAL LENGTH OF THE PATH TRAVELED, IRRESPECTIVE OF ANY CHANGES IN DIRECTION.

MATHEMATICALLY, AVERAGE SPEED IS CALCULATED BY DIVIDING THE TOTAL DISTANCE TRAVELED BY THE TOTAL TIME TAKEN. INSTANTANEOUS SPEED, ON THE OTHER HAND, IS THE SPEED AT A SPECIFIC MOMENT IN TIME, WHICH IS WHAT A SPEEDOMETER TYPICALLY DISPLAYS. SPEED IS ALWAYS A NON-NEGATIVE VALUE; AN OBJECT CANNOT HAVE A NEGATIVE SPEED. EVEN IF AN OBJECT IS MOVING BACKWARD, ITS SPEED IS STILL POSITIVE, REPRESENTING THE RATE AT WHICH IT IS COVERING DISTANCE ALONG ITS PATH.

DEFINING VELOCITY: THE VECTOR MEASURE OF MOTION

VELOCITY, HOWEVER, IS A VECTOR QUANTITY. THIS MEANS IT HAS BOTH MAGNITUDE (WHICH IS SPEED) AND DIRECTION. SO, WHEN WE TALK ABOUT VELOCITY, WE ARE NOT JUST SAYING HOW FAST SOMETHING IS MOVING, BUT ALSO PRECISELY WHERE IT IS HEADING. FOR EXAMPLE, A CAR MOVING AT 60 MILES PER HOUR NORTH HAS A DIFFERENT VELOCITY THAN A CAR MOVING AT 60 MILES PER HOUR SOUTH. THE MAGNITUDE OF THE VELOCITY IS ITS SPEED, BUT THE DIRECTION IS WHAT SETS THEM APART.

VELOCITY IS DEFINED AS THE RATE OF CHANGE OF DISPLACEMENT. DISPLACEMENT IS THE STRAIGHT-LINE DISTANCE AND DIRECTION FROM THE STARTING POINT TO THE ENDING POINT OF AN OBJECT'S MOTION. UNLIKE DISTANCE, WHICH IS A SCALAR, DISPLACEMENT IS A VECTOR. THIS IS WHY VELOCITY, BEING THE RATE OF CHANGE OF DISPLACEMENT, IS ALSO A VECTOR. IF AN OBJECT MOVES IN A CIRCLE AND RETURNS TO ITS STARTING POINT, ITS TOTAL DISTANCE TRAVELED MIGHT BE SIGNIFICANT, BUT ITS TOTAL DISPLACEMENT IS ZERO. CONSEQUENTLY, ITS AVERAGE VELOCITY OVER THAT COMPLETE LOOP WOULD ALSO BE ZERO.

KEY DIFFERENCES BETWEEN SPEED AND VELOCITY

THE MOST FUNDAMENTAL DIFFERENCE BETWEEN SPEED AND VELOCITY LIES IN THEIR NATURE AS SCALAR VERSUS VECTOR QUANTITIES. THIS DISTINCTION HAS PROFOUND IMPLICATIONS FOR HOW WE ANALYZE MOTION. SPEED TELLS US 'HOW MUCH' MOTION, WHILE VELOCITY TELLS US 'HOW MUCH' AND 'IN WHAT DIRECTION' MOTION. THIS MEANS AN OBJECT CAN HAVE A CONSTANT SPEED BUT A CHANGING VELOCITY, A SCENARIO THAT IS IMPOSSIBLE WITH SPEED ALONE.

CONSIDER A CAR DRIVING IN A PERFECT CIRCLE AT A CONSTANT 50 MPH. ITS SPEED IS CONSTANT AT 50 MPH THROUGHOUT THE JOURNEY. HOWEVER, ITS VELOCITY IS CONTINUOUSLY CHANGING BECAUSE ITS DIRECTION IS CONSTANTLY CHANGING. AT ONE POINT, IT MIGHT BE MOVING EASTWARD, AND AT ANOTHER, NORTHWARD. THEREFORE, EVEN THOUGH ITS SPEED REMAINS THE SAME, ITS VELOCITY IS IN CONSTANT FLUX. THIS HIGHLIGHTS THAT VELOCITY PROVIDES A MORE COMPLETE DESCRIPTION OF AN OBJECT'S MOTION THAN SPEED.

ANOTHER KEY DIFFERENCE EMERGES WHEN DISCUSSING AVERAGE VALUES. AVERAGE SPEED IS CALCULATED USING TOTAL DISTANCE TRAVELED. AVERAGE VELOCITY, ON THE OTHER HAND, IS CALCULATED USING TOTAL DISPLACEMENT. IF AN OBJECT MOVES OUT AND THEN BACK TO ITS STARTING POSITION, ITS TOTAL DISTANCE IS THE SUM OF THE OUTWARD AND RETURN PATHS, LEADING TO A NON-ZERO AVERAGE SPEED. HOWEVER, ITS DISPLACEMENT IS ZERO, RESULTING IN AN AVERAGE VELOCITY OF ZERO. THIS IS A CRITICAL DISTINCTION, PARTICULARLY IN SCENARIOS INVOLVING CYCLICAL OR BACK-AND-FORTH MOTION.

CALCULATING SPEED AND VELOCITY

CALCULATING SPEED AND VELOCITY INVOLVES STRAIGHTFORWARD FORMULAS, BUT THE INPUTS DICTATE THE OUTPUT. FOR AVERAGE SPEED, THE FORMULA IS:

- $\text{AVERAGE SPEED} = \text{TOTAL DISTANCE} / \text{TOTAL TIME}$

FOR AVERAGE VELOCITY, THE FORMULA IS:

- $\text{AVERAGE VELOCITY} = \text{TOTAL DISPLACEMENT} / \text{TOTAL TIME}$

INSTANTANEOUS SPEED IS THE MAGNITUDE OF INSTANTANEOUS VELOCITY. INSTANTANEOUS VELOCITY IS THE VELOCITY AT A PRECISE MOMENT IN TIME AND IS OFTEN FOUND USING CALCULUS, SPECIFICALLY BY TAKING THE DERIVATIVE OF THE DISPLACEMENT FUNCTION WITH RESPECT TO TIME. HOWEVER, FOR MANY INTRODUCTORY PHYSICS PROBLEMS, WE DEAL WITH AVERAGE SPEED

AND AVERAGE VELOCITY.

LET'S LOOK AT AN EXAMPLE. SUPPOSE A RUNNER COMPLETES A 100-METER DASH IN 10 SECONDS. THEIR AVERAGE SPEED IS $100 \text{ METERS} / 10 \text{ SECONDS} = 10 \text{ METERS PER SECOND}$. IF THIS WAS A STRAIGHT TRACK, THEIR DISPLACEMENT WOULD ALSO BE 100 METERS, AND THEIR AVERAGE VELOCITY WOULD ALSO BE 10 METERS PER SECOND IN THE DIRECTION OF THE FINISH LINE. HOWEVER, IF THE RUNNER RAN 50 METERS FORWARD AND THEN 50 METERS BACKWARD ON THE SAME TRACK, COVERING A TOTAL DISTANCE OF 100 METERS IN, SAY, 20 SECONDS, THEIR AVERAGE SPEED WOULD BE $100 \text{ METERS} / 20 \text{ SECONDS} = 5 \text{ METERS PER SECOND}$. BUT THEIR TOTAL DISPLACEMENT WOULD BE ZERO (THEY ENDED UP WHERE THEY STARTED), SO THEIR AVERAGE VELOCITY WOULD BE $0 \text{ METERS} / 20 \text{ SECONDS} = 0 \text{ METERS PER SECOND}$.

REAL-WORLD EXAMPLES ILLUSTRATING SPEED VS. VELOCITY

THE PRACTICAL DIFFERENCE BETWEEN SPEED AND VELOCITY BECOMES CLEAR WHEN WE OBSERVE EVERYDAY PHENOMENA. IMAGINE A PILOT FLYING A PLANE. THE PILOT IS CONCERNED WITH THE PLANE'S SPEED TO GAUGE FUEL CONSUMPTION AND ARRIVAL TIMES. HOWEVER, FOR NAVIGATION AND TO REACH A SPECIFIC DESTINATION, THE PILOT MUST ALSO CONSIDER THE PLANE'S VELOCITY – ITS SPEED AND DIRECTION, ACCOUNTING FOR WIND SPEED AND DIRECTION, WHICH CAN SIGNIFICANTLY ALTER THE PLANE'S ACTUAL PATH OVER THE GROUND.

CONSIDER A RACE CAR ON A CIRCULAR TRACK. THE SPEEDOMETER WILL SHOW A CONSISTENT SPEED AS THE CAR LAPS THE TRACK. IF THE CAR COMPLETES 50 LAPS IN AN HOUR, ITS AVERAGE SPEED IS QUITE HIGH. HOWEVER, IF WE CONSIDER THE CAR'S VELOCITY, IT'S MUCH MORE COMPLEX. AT THE START OF EACH LAP, THE CAR HAS A CERTAIN VELOCITY. AS IT MOVES AROUND THE TRACK, ITS DIRECTION CHANGES, MEANING ITS VELOCITY CHANGES, EVEN IF ITS SPEED DOES NOT. IF THE CAR ENDS UP EXACTLY WHERE IT STARTED AFTER AN HOUR, ITS TOTAL DISPLACEMENT IS ZERO, MAKING ITS AVERAGE VELOCITY OVER THAT HOUR ZERO. THIS MIGHT SEEM COUNTERINTUITIVE BECAUSE THE CAR WAS CLEARLY IN MOTION, BUT IT'S A DIRECT CONSEQUENCE OF VELOCITY BEING A VECTOR QUANTITY TIED TO DISPLACEMENT.

ANOTHER RELATABLE EXAMPLE IS A PERSON WALKING FROM THEIR HOME TO A NEARBY STORE. LET'S SAY THE STORE IS 0.5 MILES NORTH OF THEIR HOME, AND THE WALK TAKES 10 MINUTES. THE DISTANCE WALKED IS 0.5 MILES. THEIR AVERAGE SPEED IS $0.5 \text{ MILES} / 10 \text{ MINUTES} = 0.05 \text{ MILES PER MINUTE}$. THEIR DISPLACEMENT IS ALSO 0.5 MILES NORTH. SO, THEIR AVERAGE VELOCITY IS 0.05 MILES PER MINUTE NORTH. NOW, IMAGINE THE PERSON WALKS TO THE STORE, BUYS SOMETHING, AND THEN WALKS BACK HOME. THEY HAVE TRAVELED A TOTAL DISTANCE OF 1 MILE (0.5 MILES EACH WAY). IF THIS TOOK 20 MINUTES, THEIR AVERAGE SPEED IS $1 \text{ MILE} / 20 \text{ MINUTES} = 0.05 \text{ MILES PER MINUTE}$. HOWEVER, THEIR TOTAL DISPLACEMENT IS ZERO BECAUSE THEY ENDED UP BACK AT THEIR STARTING POINT. THEREFORE, THEIR AVERAGE VELOCITY FOR THE ENTIRE TRIP IS $0 \text{ MILES} / 20 \text{ MINUTES} = 0 \text{ MILES PER MINUTE}$. THIS STARKLY ILLUSTRATES HOW SPEED AND VELOCITY CAN YIELD VASTLY DIFFERENT RESULTS.

THE IMPORTANCE OF DIRECTION IN PHYSICS

THE INCLUSION OF DIRECTION IN VELOCITY IS NOT A MERE ACADEMIC QUIBBLE; IT IS FUNDAMENTAL TO UNDERSTANDING MANY PHYSICAL LAWS AND PHENOMENA. FOR INSTANCE, IN MECHANICS, NEWTON'S LAWS OF MOTION ARE EXPRESSED IN TERMS OF FORCES AND ACCELERATIONS, WHICH ARE VECTOR QUANTITIES. AN OBJECT'S ACCELERATION IS DEFINED AS THE RATE OF CHANGE OF ITS VELOCITY. IF AN OBJECT'S SPEED IS CONSTANT BUT ITS DIRECTION IS CHANGING (LIKE IN UNIFORM CIRCULAR MOTION), IT IS STILL ACCELERATING BECAUSE ITS VELOCITY IS CHANGING. THIS ACCELERATION IS DIRECTED TOWARDS THE CENTER OF THE CIRCLE, A CONCEPT CRUCIAL FOR UNDERSTANDING CIRCULAR MOTION.

IN ELECTROMAGNETISM, THE MOTION OF CHARGED PARTICLES IN MAGNETIC FIELDS IS HEAVILY DEPENDENT ON THEIR VELOCITY. THE MAGNETIC FORCE EXPERIENCED BY A CHARGED PARTICLE IS PROPORTIONAL TO THE CROSS PRODUCT OF ITS VELOCITY VECTOR AND THE MAGNETIC FIELD VECTOR. THIS MEANS THE DIRECTION OF MOTION, RELATIVE TO THE MAGNETIC FIELD, IS PARAMOUNT IN DETERMINING THE FORCE ACTING ON THE PARTICLE, AND THUS ITS SUBSEQUENT PATH. WITHOUT CONSIDERING VELOCITY AS A VECTOR, THESE INTERACTIONS WOULD BE IMPOSSIBLE TO DESCRIBE ACCURATELY.

FURTHERMORE, IN FIELDS LIKE AERODYNAMICS AND FLUID DYNAMICS, UNDERSTANDING THE VELOCITY OF AIR OR WATER RELATIVE TO AN OBJECT IS ESSENTIAL FOR CALCULATING FORCES LIKE LIFT AND DRAG. THE ANGLE OF ATTACK OF AN AIRPLANE WING, FOR INSTANCE, DEPENDS ON THE VELOCITY VECTOR OF THE ONCOMING AIR. SIMILARLY, THE CURRENTS IN A RIVER ARE DESCRIBED BY THEIR VELOCITY, NOT JUST THEIR SPEED, AS THE DIRECTION DICTATES HOW OBJECTS IN THE WATER WILL BE TRANSPORTED.

APPLICATIONS OF SPEED AND VELOCITY CONCEPTS

THE DISTINCTION BETWEEN SPEED AND VELOCITY PERMEATES COUNTLESS SCIENTIFIC AND ENGINEERING DISCIPLINES. IN METEOROLOGY, WIND SPEED IS IMPORTANT FOR UNDERSTANDING THE INTENSITY OF WEATHER SYSTEMS, BUT WIND VELOCITY (INCLUDING DIRECTION) IS CRITICAL FOR PREDICTING WHERE THOSE SYSTEMS WILL TRAVEL, HOW STORMS WILL IMPACT DIFFERENT REGIONS, AND FOR AVIATION PLANNING. SAILORS AND PILOTS RELY ON WIND VELOCITY DATA FOR EFFECTIVE NAVIGATION.

IN ASTRONOMY, THE VELOCITIES OF CELESTIAL BODIES ARE TRACKED METICULOUSLY. THE DOPPLER EFFECT, WHICH RELATES THE OBSERVED FREQUENCY OF LIGHT OR SOUND TO THE RELATIVE VELOCITY OF THE SOURCE AND OBSERVER, IS A CORNERSTONE OF ASTROPHYSICS. BY ANALYZING THE REDSHIFT OR BLUESHIFT OF LIGHT FROM DISTANT STARS AND GALAXIES, ASTRONOMERS CAN DETERMINE THEIR VELOCITIES, PROVIDING INSIGHTS INTO THE EXPANSION OF THE UNIVERSE AND THE MOTION OF GALAXIES WITHIN CLUSTERS. SIMPLY KNOWING THEIR SPEED WOULD OFFER ONLY PARTIAL INFORMATION.

TRANSPORTATION ENGINEERING HEAVILY RELIES ON VELOCITY. TRAFFIC MANAGEMENT SYSTEMS MONITOR VEHICLE SPEEDS, BUT FOR DESIGNING SAFE ROAD NETWORKS, UNDERSTANDING THE VELOCITY OF VEHICLES – THEIR SPEED AND DIRECTION OF TRAVEL, INCLUDING TURNING RADII AND ACCELERATION/DECELERATION RATES – IS VITAL. THIS INFORMS DECISIONS ABOUT LANE DESIGN, INTERSECTION LAYOUTS, AND SPEED LIMITS TO PREVENT ACCIDENTS AND OPTIMIZE TRAFFIC FLOW. EVEN SOMETHING AS SIMPLE AS PLANNING A ROAD TRIP INVOLVES CONSIDERING THE VELOCITY OF YOUR VEHICLE RELATIVE TO YOUR DESTINATION.

EVEN IN SPORTS, THE CONCEPTS ARE IMPLICITLY APPLIED. A SPRINTER'S SPEED IS CRUCIAL FOR WINNING A RACE, BUT A QUARTERBACK THROWING A FOOTBALL NEEDS TO CONSIDER THE VELOCITY OF THE BALL – ITS SPEED AND THE TRAJECTORY (DIRECTION) – TO GET IT TO A RECEIVER ACCURATELY. THE PHYSICS OF PROJECTILE MOTION, WHICH GOVERNS THE FLIGHT OF A BALL, IS ENTIRELY DEPENDENT ON INITIAL VELOCITY.

ULTIMATELY, THE PRECISE DISTINCTION BETWEEN SPEED AND VELOCITY ALLOWS FOR A MORE ACCURATE, NUANCED, AND PREDICTIVE UNDERSTANDING OF THE PHYSICAL WORLD. IT IS A FOUNDATIONAL CONCEPT THAT UNDERPINS MUCH OF OUR SCIENTIFIC ENDEAVOR AND TECHNOLOGICAL ADVANCEMENT.

FAQ

Q: WHAT IS THE MAIN DIFFERENCE BETWEEN SPEED AND VELOCITY IN PHYSICS?

A: THE MAIN DIFFERENCE IS THAT SPEED IS A SCALAR QUANTITY, MEANING IT ONLY HAS MAGNITUDE (HOW FAST SOMETHING IS MOVING), WHILE VELOCITY IS A VECTOR QUANTITY, MEANING IT HAS BOTH MAGNITUDE AND DIRECTION (HOW FAST AND IN WHAT DIRECTION SOMETHING IS MOVING).

Q: CAN AN OBJECT HAVE A CONSTANT SPEED BUT A CHANGING VELOCITY?

A: YES, ABSOLUTELY. AN OBJECT MOVING IN A CIRCLE AT A CONSTANT SPEED IS A PRIME EXAMPLE. ITS SPEED REMAINS THE SAME, BUT ITS DIRECTION IS CONTINUOUSLY CHANGING, MEANING ITS VELOCITY IS ALSO CONTINUOUSLY CHANGING.

Q: IF A CAR TRAVELS 100 MILES AND RETURNS TO ITS STARTING POINT, WHAT IS ITS AVERAGE VELOCITY?

A: THE AVERAGE VELOCITY WOULD BE ZERO. THIS IS BECAUSE DISPLACEMENT IS THE STRAIGHT-LINE DISTANCE FROM THE START TO THE END POINT. SINCE THE CAR RETURNED TO ITS STARTING POINT, ITS TOTAL DISPLACEMENT IS ZERO, AND THEREFORE ITS AVERAGE VELOCITY (DISPLACEMENT DIVIDED BY TIME) IS ALSO ZERO, REGARDLESS OF HOW FAST IT WAS MOVING.

Q: HOW IS AVERAGE SPEED CALCULATED?

A: AVERAGE SPEED IS CALCULATED BY DIVIDING THE TOTAL DISTANCE TRAVELED BY THE TOTAL TIME TAKEN TO TRAVEL THAT DISTANCE.

Q: HOW IS AVERAGE VELOCITY CALCULATED?

A: AVERAGE VELOCITY IS CALCULATED BY DIVIDING THE TOTAL DISPLACEMENT (THE STRAIGHT-LINE DISTANCE AND DIRECTION FROM THE STARTING POINT TO THE ENDING POINT) BY THE TOTAL TIME TAKEN.

Q: IS IT POSSIBLE FOR AN OBJECT TO HAVE ZERO SPEED BUT NON-ZERO VELOCITY?

A: NO, IT IS NOT POSSIBLE. SINCE VELOCITY'S MAGNITUDE IS SPEED, IF THE SPEED IS ZERO, THE MAGNITUDE OF THE VELOCITY MUST ALSO BE ZERO, MEANING THE VELOCITY ITSELF IS ZERO.

Q: WHY IS THE DIRECTION IMPORTANT WHEN DISCUSSING VELOCITY?

A: DIRECTION IS IMPORTANT BECAUSE MANY PHYSICAL PHENOMENA AND FORCES DEPEND ON THE DIRECTION OF MOTION. FOR EXAMPLE, THE MAGNETIC FORCE ON A CHARGED PARTICLE DEPENDS ON THE DIRECTION OF ITS VELOCITY RELATIVE TO THE MAGNETIC FIELD.

Q: WHEN IS SPEED EQUAL TO THE MAGNITUDE OF VELOCITY?

A: SPEED IS EQUAL TO THE MAGNITUDE OF VELOCITY WHEN THE OBJECT IS MOVING IN A STRAIGHT LINE WITHOUT CHANGING DIRECTION. IN SUCH CASES, THE DISTANCE TRAVELED IS EQUAL TO THE MAGNITUDE OF THE DISPLACEMENT.

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