| Question No. | Key | Question No. | Key |
| :---: | :---: | :---: | :---: |
| 1. | A (62) | 26. | C (35) |
| 2. | A (78) | 27. | B (51) |
| 3. | C (53) | 28. | B (62) |
| 4. | B (43) | 29. | C (70) |
| 5. | D (35) | 30. | D (69) |
| 6. | D (62) | 31. |  |
| 7. | C (58) | 32. | D (76) |
| 8. | A (44) | 33. | $\begin{aligned} & D(10) \\ & D(48) \end{aligned}$ |
| 9. | A (53) |  | D (48) |
| 10. | C (75) |  |  |
| 11. | B (85) |  |  |
| 12. | C (68) |  |  |
| 13. | B (63) |  |  |
| 14. | D (47) |  |  |
| 15. | B (61) |  |  |
| 16. | B (63) |  |  |
| 17. | D (61) |  |  |
| 18. | C (56) |  |  |
| 19. | A (56) |  |  |
| 20. | C (33) |  |  |
| 21. | D (76) |  |  |
| 22. | A (28) |  |  |
| 23. | B (47) |  |  |
| 24. | A (45) |  |  |
| 25. | C (63) |  |  |

Paper 1 Section B





| Solution | Marks | Remarks |
| :---: | :---: | :---: |
| 5. (a) (i) $\begin{aligned} F=\frac{\Delta p}{\Delta t}=\frac{2.60 \times 10^{3} \times v}{1} & =5.20 \times 10^{6} \\ v & =2000 \mathrm{~m} \mathrm{~s}^{-1} \end{aligned}$ <br> (ii) $\begin{aligned} & F-m g=m a \\ & \begin{aligned} a=\frac{F}{m}-g & =\frac{5.2 \times 10^{6}}{3.6 \times 10^{5}}-8.56 \\ & =5.884444 \mathrm{~m} \mathrm{~s}^{-2} \approx 5.88 \mathrm{~m} \mathrm{~s}^{-2} \end{aligned} \end{aligned}$ <br> (iii) The acceleration would increase. <br> Although the thrust remains the same, the mass of the rocket and/or $g$ decreases. <br> (b) (i) 24 hours / 1 day / 86400 s <br> (ii) $\begin{aligned} & m \omega^{2} r=\frac{G M m}{r^{2}} \text { OR } \frac{m v^{2}}{r}=\frac{G M m}{r^{2}} \text { OR } g R^{2}=v^{2} r=\left(\frac{2 \pi r}{T}\right)^{2} r \\ & r^{3}=\frac{G M}{R^{2}} \times R^{2} \times \frac{1}{\omega^{2}}=9.81 \times\left(6.37 \times 10^{6}\right)^{2} \times\left(\frac{24 \times 60 \times 60}{2 \pi}\right)^{2} \\ & r=4.222197 \times 10^{7} \mathrm{~m} \approx 42000 \mathrm{~km} \end{aligned}$ | 1 M  <br> 1 A  <br>   <br>   <br>   <br> 1 M  <br>   <br>   <br> 1 A  <br> 1 A  <br>   <br> 1 A  <br>   <br>   <br> 1 M  <br> 1 M  <br>   | force on gas = thrust on rocket in magnitude <br> Accept $5.88 \mathrm{~m} \mathrm{~s}^{-2}$ to $5.90 \mathrm{~m} \mathrm{~s}^{-2}$ |
| 6. (a) (i) $\begin{aligned} f & =\frac{c}{\lambda} \\ & =\frac{3 \times 10^{8}}{675 \times 10^{-9}} \\ & =4.444444 \times 10^{14} \mathrm{~Hz} \approx 4.44 \times 10^{14} \mathrm{~Hz} \end{aligned}$ <br> (ii) $\begin{gathered} \frac{\sin 30^{\circ}}{\sin \theta}=\frac{c}{v}=\frac{\lambda}{\lambda^{\prime}} \\ =\frac{675}{450} \\ \sin \theta=\left(\frac{450}{675}\right) \sin 30^{\circ} \\ \theta=19.471^{\circ} \approx 19.5^{\circ} \end{gathered}$ <br> Pefinition: $n=\frac{\sin \theta \operatorname{ain}}{\sin \theta^{\prime}}$ ex of glass for blue light is greater (than <br> (iii) The refractive index of glass for blue light is greater (than that for red light). <br> (b) (i) real and/or inverted <br> (ii) 10 cm | 1 M  <br> 1 A  <br>   <br>   <br>   <br>   <br> 1 A  <br>   <br> 1 A  <br>   <br> 1 A  <br>   <br> 1 A  <br>  1 |  |





${ }_{112} \mathrm{~A}$ : Astronomy and Space Science

A $(46 \%)$
6. $(52 \%)$

| 3. D $(53 \%)$ | 4. C $(62 \%)$ |
| :--- | :--- |
| 7. A $(39 \%)$ | 8. D $(34 \%)$ |



| 1. C (56\%) | 2. A (51\%) | 3. D (39\%) | 4. B (60\%) |
| :--- | :--- | :--- | :--- |
| $5 . \mathrm{C}(54 \%)$ | 6. A (36\%) | 7. D (51\%) | 8. B (36\%) |


$C$ : Energy and Use of Energy


| Solution | Marks | Remarks |
| :--- | :--- | :--- |
| 3. (a) The size of $A$ is larger, more energy is used to overcome air | 1 A |  |

(b) (i) $95 \times 10^{3} \mathrm{~Wh}=220 \mathrm{~V} \times I \times 12 \mathrm{~h}$

$$
I=35.984848 \mathrm{~A} \approx 36.0 \mathrm{~A}
$$

(ii) The charging efficiency is not $100 \%$ / energy is lost in the charging process (as heat / thermal energy).
(c) (i)

$$
\begin{aligned}
& \text { Power out }=\frac{\frac{1}{2} m \nu^{2}}{t}=\frac{\frac{1}{\frac{1}{2}} \times 2500 \times\left(\frac{100}{3.6}\right)^{2}}{5.5} \approx \frac{9.64506 \times 10^{5}}{5.5} \\
& =1.753648 \times 10^{5} \mathrm{~W} \approx 175 \mathrm{~kW} \\
& \text { Efficiency }=\frac{175}{300} \times 100 \% \\
& =58.454920 \% \approx 58.5 \%
\end{aligned}
$$

(ii) Total time taken for maximum driving range test $=\frac{414}{70}=5.914286 \mathrm{~h} \approx 5.91 \mathrm{~h}$
Power output $=\frac{66}{5.91}$

$$
=11.159420 \mathrm{~kW} \approx 11.2 \mathrm{~kW}
$$

(d) Mode 2 (driving in a city with smooth traffic regulated by traffic lights) as (regenerative) braking can utilize the (relatively large) kinetic energy of the vehicle, say, when stopping at traffic lights.
Or
Mode 1 (driving at a few km per hour in often stop-and-go traffic conditions) as (regenerative) braking needs to be applied often.


## Section D : Medical Physics

| 1. D (51\%) | 2. B (39\%) | 3. A (27\%) | 4. C (49\%) |
| :---: | :---: | :---: | :---: |
| 5. A $(51 \%)$ | 6. C $(54 \%)$ | 7. D (73\%) | 8. B (59\%) |



