**Laboratory #3: Formula One**

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**Abstract**

**This experiment investigates the Ericsson cycle using a piston-cylinder system to compare experimental efficiency with theoretical predictions. The Ericsson cycle is an ideal thermodynamic process that reaches Carnot efficiency in the ideal limit. A piston-cylinder setup was used to perform a simplified Ericsson cycle, where pressure, temperature, and volume were recorded at key states. The experimentally measured efficiencies averaged 0.0198, approximately 25% of the Carnot efficiency (0.0815), closely matching the theoretical efficiency of a non-regenerative Ericsson cycle (0.0213). Measurement uncertainty averaged 31.6%, primarily due to imprecise volume measurements. Suggestions are provided for experimental improvements to reduce uncertainty. Results validate theoretical expectations and highlight the practical challenges of the Ericsson cycle. Without regeneration, the Ericsson cycle remains less efficient than other common thermodynamic cycles which restricts its real-world uses.**

**Nomenclature**

*A = area*

*d = diameter*

*g = gravitational acceleration*

*H = cylinder height*

*L = length*

*m = mass*

*n = number of molecules in system*

*P = pressure*

*Q = heat*

*R = specific gas constant*

*T = temperature*

*V = volume*

*W = work*

*X,Y = quantities used to compute efficiency*

η = efficiency

σ = uncertainty

*Subscripts*

1,2,3,4 = denotes quantity associated with specific state

cold = denotes cool-temperature quantity

hot = denotes hot-temperature quantity

piston = denotes quantity associated with piston

1. **Introduction**

FORMULA One racing (F1) is the most popular open-wheel racing discipline on the planet. Teams spend upwards of $100 million yearly to perfect their car. Incremental improvements and fine-tuned adjustments are desired, as top cars have lap times separated from each other by mere hundredths of a second. The aerodynamic package of an F1 car is an important part of its performance. The aerodynamic package consists mainly of a front wing and a rear wing. The wings exist to provide downforce for a minimum amount of drag. Downforce allows F1 cars to sustain higher cornering speeds, and lower drag allows for higher straight line speeds.

F1 teams spend millions specifically on aerodynamic analysis. Two methods for aerodynamic analysis are Computational Fluid Dynamics (CFD) and Wind Tunnel analysis. CFD entails modeling a car, or a car part, in a Computer-Aided Design (CAD) software, and then numerically solving the flow around the car or car part. CFD has improved greatly in the last 30 years and can now accurately and quickly predict the aerodynamics around a vehicle. However, the best tests are still wind tunnel tests, because wind tunnels naturally feature coupled physics between the structure and aerodynamics. As a demonstration of the value of wind tunnel testing in F1, total wind tunnel test hours are limited by the International Automobile Federation (FIA) for the winning teams as a handicap.

One important consideration is the front wing height. As a rule of thumb, when a wing is within a distance less than the wingspan from the ground, increased lift is observed without an increased drag cost. This is due to interaction of wingtip vortices with the ground. Ground effect is generally stronger closer to the ground. However, at close distances to the ground, aerodynamic flutter is observed. In F1 cars, the flutter manifests itself as “porpoising”.

This detrimental effect is caused when the low pressure under the car pulls the car to the ground. This causes the flow to stall, creating increased drag and allowing the car to rise. When the car rises, the flow can reattach and pull the car down again. This effect is detrimental to both the suspension and the driver. In the 2022 season porpoising was particularly bad and the FIA developed new regulations to control porpoising for driver safety.

In this experiment, the authors are interested in optimizing the airfoil height for a race car to complete a lap of a 1 mile oval, with two 400m straights bracketed by two 400m curves.



**Figure 1:** Overhead view of oval racetrack.

To achieve the highest straight-line speed, minimum drag is desired. To achieve the highest cornering speed, maximum downforce is desired. Producing increased downforce comes at the cost of increased drag. Therefore, the fastest lap time is a trade-off between speed on the curves and straights. In this analysis of a lap time, the acceleration and deceleration period between the curves and straights is assumed to be negligible.

In this experiment, an airfoil will be positioned at different heights above the ground, and at different flow velocities. Lift and drag on the airfoil will be measured. Based on the measured lift and drag, a lap time will be calculated, and the optimal configuration for the fastest lap will be calculated.

A simple uncertainty analysis is performed. Sources of uncertainty and error are identified and quantified. Conclusions are drawn about the performance of the experimental Ericsson cycle, and suggestions are made for improvements on accuracy in future experiments.

1. **Methods**

The methodology and experimental setup for measuring the lift and drag on the airfoil are described. In addition, the equations used to evaluate the lift and drag and predict the lap time are also calculated.

1. **Wind Tunnel & Load Cells**

The wind tunnel available is a closed-circuit tunnel with a large test section. The wind tunnel is designed to produce uniform flow up to a minimum of 35m/s. A fan drives the flow in the tunnel, and a computer control unit through LabView modulates the fan to achieve the desired fan speed. A grid is present in the tunnel to produce homogenous, isotropic turbulent conditions in the flow.

The test section has exceptional optical accessibility. However, no optical instrumentation was used in this experiment. Instead, two load cells were installed in the test section, one to measure lift and the other to measure drag. The load cells are directed through LabView, which outputs their voltage readings directly. The load cell has an uncertainty of +/- 0.02V.

A calibration is performed on the load cell with known weights. The results of the calibration and associated uncertainty are available in the results section.

1. **Data Collection**

Five

1. **Lift & Drag**

The lift and drag are measured using the load cells. These are non-dimensionalized using the dynamic pressure into a lift and drag coefficient:

The dynamic pressure is calculated based on the density and tunnel velocity. The density is assumed to be equal to atmospheric density at the altitude of Utah State University, or 1.0 kg/m3. The assumption of constant density or incompressibility is valid, since the flow stays below Mach 0.3. The velocity is measured by the tunnel and has an uncertainty of +/- 0.1m/s. The wetted area in consideration is the wing area, equal to the chord times the span.

1. **Straight-line Speed**

The straight-line speed of the car is driven by the drag. At steady conditions, the engine power is equal to the drag multiplied by the velocity:

The drag is given by a combination of the drag from the car and drag from the wing:

The drag coefficient and area of the car are 1 and 3m2, respectively. The power is fixed at 100hp. Therefore, the velocity on the straight can be calculated as:

The uncertainty of this quantity will be calculated in section IV.

1. **Cornering Speed**

When the car is in a corner, the speed is limited by the maximum cornering force, or the side force. In a turn, the centripetal acceleration tends to push the car outwards, away from the racing line of the curve. Cornering force is produced by the tires of the car. The cornering force is considered in this experiment to be a linear function of the downforce:

The coefficients a and b have values of and , respectively. To allow for the uncertainties to be calculated, the values Although the downforce to cornering force linear relation was given for one tire, the downforce is distributed evenly over all four tires, and so the relation holds for the total downforce.

In a maximum-performance turn, the cornering force is equal to the centripetal force:

The cornering force is replaced by the linear fit:

And the downforce is then substituted with the expression which includes the wing downforce, car downforce, and weight of the car:

The lift coefficients are negative, so the total downforce is positive. The maximum cornering velocity can be isolated and solved for:

The uncertainty of the maximum cornering velocity will be calculated and expressed in section IV.

1. **Lap Times**

As mentioned in the Introduction, the desired lap is one mile long and consists of two 400m straights and two 400m corners. The corners have a 400m length, so the turn radius is . The lap time is then given by:

The uncertainty of the lap time depends on the uncertainty of the cornering and straight velocity, and will be calculated in section IV.

1. **Cornering Speed**
2. **Cornering Speed**
3. **Cornering Speed**
4. **Results**

Equation 20 provides the method of calculating the temperature of the hot bath. A temperature of 46°C was calculated and used throughout the experiment. The cold bath is maintained at 20°C. This temperature is maintained across all five trials.

For each trial four states are recorded. The states are described in the Methods section. At each state, the temperature, pressure, and volume of the piston-cylinder system are measured. Because the piston-cylinder system has leaks, the leak rate is quantified and used to correct the data. A 50g weight is placed on the cylinder and the total air loss over 5 minutes is measured. This loss rate is used as the baseline loss. Because the air loss is driven by the pressure difference between the atmosphere and the piston, it is assumed that air is only lost when the weight is on the cylinder. This correction process is a response to the bias error induced by the air loss in the system.

The data for all five trials at each of the four states is presented below. The first state is achieved twice, at the start and the end. The second time the first state is achieved is referred to as the ‘fifth state’.

**Table 1 Raw data from five trials**

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| Trial – State | Elapsed Time (s) | Piston Height  [adjusted for loss] (mm) | Air Temperature (K) | Pressure Difference (Pa) | System Volume (cm3) | Total Volume Uncertainty (cm3) |
| 1-1 | 0 | 39.5 | 293.45 | 412 | 131.0731 | 2.223733 |
| 1-2 | 27 | 36 | 293.21 | 997 | 119.4591 | 2.21969 |
| 1-3 | 170 | 99.95 | 317.55 | 974 | 331.6648 | 2.343939 |
| 1-4 | 192 | 101.95 | 317.65 | 430 | 338.3014 | 2.349326 |
| 1-5 | 330 | 37.45 | 293.02 | 403 | 124.2706 | 2.221322 |
| 2-1 | 0 | 31 | 292.75 | 408 | 102.8675 | 2.214537 |
| 2-2 | 25 | 28.875 | 292.65 | 1028 | 95.81612 | 2.212572 |
| 2-3 | 165 | 91.775 | 317.65 | 1013 | 304.5376 | 2.322737 |
| 2-4 | 190 | 93.775 | 317.75 | 430 | 311.1743 | 2.327799 |
| 2-5 | 360 | 28.775 | 292.93 | 392 | 95.48429 | 2.212483 |
| 3-1 | 0 | 22.5 | 292.83 | 390 | 74.66191 | 2.207491 |
| 3-2 | 33 | 20.655 | 292.81 | 984 | 68.53964 | 2.206251 |
| 3-3 | 150 | 83.25 | 317.75 | 1024 | 276.2491 | 2.302106 |
| 3-4 | 165 | 85.75 | 317.95 | 432 | 284.5448 | 2.307994 |
| 3-5 | 350 | 15.75 | 292.95 | 390 | 52.26334 | 2.203464 |
| 4-1 | 0 | 30.5 | 293.55 | 411 | 101.2084 | 2.214063 |
| 4-2 | 28 | 28.48 | 293.4 | 983 | 94.50539 | 2.212221 |
| 4-3 | 150 | 86.25 | 317.55 | 970 | 286.204 | 2.309188 |
| 4-4 | 166 | 88.25 | 317.65 | 432 | 292.8406 | 2.314018 |
| 4-5 | 309 | 23.75 | 293.35 | 392 | 78.8098 | 2.20839 |
| 5-1 | 0 | 18.5 | 293.15 | 392 | 61.38868 | 2.204936 |
| 5-2 | 27 | 15.945 | 292.95 | 1024 | 52.91041 | 2.203561 |
| 5-3 | 134 | 78.69 | 317.4 | 1044 | 261.1176 | 2.291725 |
| 5-4 | 164 | 81.69 | 317.65 | 432 | 271.0725 | 2.298502 |
| 5-5 | 307 | 16.69 | 293.15 | 390 | 55.38255 | 2.203941 |

The measurements of temperature, pressure, volume, and time provide the basis for further analysis. Specifically, the work done, heat in, and efficiency are desired. The calculation to obtain these quantities is described in Equation 16-18. The mass is calculated using Equation 1, the ideal gas law. Five efficiencies are obtained, one per trial. These are presented below:

**Table 2 Net Work, Heat In, and Efficiency for five trials**

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| Trial Number | Mass of Air in System (g) | Net Work Done (J) | Net Heat In (J) | Efficiency | Uncertainty of Efficiency | Percent Uncertainty |
| 1 | 0.39933 | 0.276568 | 13.81234977 | 0.020023 | 0.004109 | 20.523 |
| 2 | 0.31335 | 0.166098 | 10.21710211 | 0.016257 | 0.005802 | 35.6921 |
| 3 | 0.22734 | 0.145192 | 7.714813193 | 0.01882 | 0.007437 | 39.51852 |
| 4 | 0.30828 | 0.157688 | 9.981278262 | 0.015798 | 0.005973 | 37.80621 |
| 5 | 0.18639 | 0.206787 | 7.394766011 | 0.027964 | 0.006843 | 24.47242 |
| Average | 0.286938 | 0.190467 | 9.824061869 | 0.019772 | 0.006033 | 31.60245 |

The above table contains some key trends. The average efficiency is 0.0198. The Carnot efficiency for the temperatures used in this experiment is defined by Equation 19, and it is 0.0815. The efficiency achieved in this experiment is only 25% of Carnot efficiency. However, this difference is expected. In the ideal limit, when it achieves Carnot efficiency, the Ericsson cycle includes a regenerative step to recover the heat. This regeneration was not included in the experiment, so much lower efficiencies are expected.

A comparison can also be made to the ideal full Ericsson cycle, without regeneration. Each state is calculated using the ideal gas law, and the hot and cold temperatures (Equations 1-16).

**Table 3 States during Ideal Cycle Analyzed**

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| State | Ideal Height (mm) | Ideal Air Temperature (K) | Ideal Pressure Difference (Pa) | Ideal Volume (cm3) |
| 1 | 40 | 293 | 413 | 359.1130724 |
| 2 | 37.02529816 | 293 | 1004 | 356.6453287 |
| 3 | 75.17451831 | 319 | 1004 | 388.2930371 |
| 4 | 78.41318686 | 319 | 413 | 390.9797614 |
| 5 | 40 | 293 | 413 | 359.1130724 |

The values for height and volume in this table cannot readily be compared directly to the experimental trials, because the exact same starting height was not used. As a result, there is a different mass of air in the system. Nevertheless, efficiency can be calculated using Equation 18. The calculated efficiency for this ideal non-regenerative cycle is = 0.0212861. The experimentally measured efficiencies are closer to the non-regenerative efficiency, which was determined assuming no losses and the ideal gas law. This is an indication that the experiment was performed correctly.

The uncertainty of efficiency is also presented in Table 2. All uncertainties are at a 95% confidence level. The process by which it is obtained is described in the Uncertainty section. On average, the uncertainty is 31.6%, with a maximum of 39.5%. These large uncertainties are not unexpected. The system changes are quite small from a macro perspective, and quantifying the changes requires precise measurements.

The uncertainty section reveals that the largest numerical contribution to uncertainty is measurements of the volume. This is expected. Pressure and temperature were measured digitally, whereas volume was measured by eye. In particular, the measurement of the height of the piston was imprecise. To decrease the percent uncertainty, a digital method for volume measurement could be used. Alternatively, more precise calipers and measurement tools could be used. In particular, a better method for measuring the piston height would greatly decrease the uncertainty of the system.

Although the percent uncertainty is substantial, it is still well below 100%. The experiment was designed to minimize uncertainty where possible, but extremely precise techniques and equipment were not used. While the uncertainty limits the precision of the results, it does not render them meaningless. The trends observed are still valid, and the measured efficiency provides useful insight despite the margin of error. With improved measurement techniques, the uncertainty could be reduced further, but even in its current state, the data is informative.

1. **Uncertainty Calculations**

Given an arbitrary function of many variables, the overall uncertainty of the function is given by:

To obtain the overall uncertainty of the lap time, multiple intermediate uncertainties will be determined.

First, the uncertainty of a coefficient is a function of the uncertainty of the measured force and the wind tunnel velocity. The uncertainties of these quantities are described in the Methods section. The uncertainty of the lift coefficient is therefore:

And the uncertainty of the drag coefficient is obtained similarly as:

In order to calculate the maximum straight line speed, the drag force is obtained. The uncertainty of the drag force in a straight line is:

This can be used to calculate the uncertainty of the maximum straight line speed:

Similarly, the uncertainties of the maximum cornering speed must be calculated. The uncertainty of the cornering force is obtained as:

This can be used to solve the uncertainty of the maximum cornering velocity:

The uncertainty of the volume of the cylinder, piston, and tube will be determined first. The uncertainty of a generic cylinder volume is given by:

Where for the cylinder in question, uncertainty due to the plug must also be included. The uncertainties of dimensions for each part are described in the methods section. The uncertainty of the tube section volume is 0.0696cm3. The uncertainty of the watertight cylinder is 1.3cm3. The uncertainty of the piston depends on the piston height and is calculated as shown above. To obtain the total volume uncertainty, the contribution from the piston, tube, and cylinder are summed.

The uncertainty of the pressure is obtained simply as 2% of the current pressure. The uncertainty of the thermistor-measured temperatures is +/- 0.2K, whereas the uncertainty of the bath temperatures is +/- 0.1K.

The full equation for efficiency is:

Partial derivatives with respect to each variable must be taken. With all uncertainties known, the overall uncertainty can be computed. The equation for overall uncertainty of the efficiency is

The partial derivatives which make up this uncertainty are:

In the above equations, the quantities X and Y are defined for convenience and are:

Incorporating X and Y back into the partial derivatives yields:

Where is identical to except that V1 is replaced with V2.

This overall formula is difficult to evaluate due to its size. A Python script was used to compute the uncertainty of the efficiency. The script is included in the appendix. The results are different for every run, but trends were identified.

The inclusion of various terms in the uncertainty equation lends itself to a sensitivity analysis. This analysis looks at which components contribute most to the uncertainty. To perform the analysis, the magnitude of each term in the overall uncertainty equation is compared. As an example, the first run had uncertainty contributions of:

**Table 4 Uncertainty Sensitivity Analysis**

|  |  |
| --- | --- |
| Quantity | Uncertainty Associated with Quantity |
|  | 2.922e-10 |
|  | 3.463e-10 |
|  | 7.682e-06 |
|  | 9.199e-06 |

The table demonstrates that the volume is the largest contribution to uncertainty. The compressed volume contributes to the uncertainty more than the uncompressed volume.

In the results section, the relative uncertainty is expressed as a percentage. This percentage is obtained as:

1. **Conclusion**

In conclusion, the experimentally measured efficiency of the non-regenerative Ericsson cycle averaged 0.0198, which is about 25% of the Carnot efficiency. This aligns closely with the theoretical efficiency of an ideal non-regenerative cycle (0.0213), suggesting that the experiment was performed correctly. The observed efficiency gap is expected due to the absence of regeneration, which is a key component in improving the performance of the Ericsson cycle. While the experiment confirmed the expected trends in work, heat transfer, and efficiency, the results indicate that even under ideal conditions, the non-regenerative Ericsson cycle falls well below the efficiency levels of practical heat engines.

This experiment demonstrated the viability of the Ericsson cycle. However, its utility is in question. Typical heat engines can achieve thermal efficiencies on the order of 0.4–0.6. The most efficient engines typically achieve 50% of their Carnot efficiency. Improvements to this experimental setup, including the addition of regeneration, would increase efficiency as a percentage of the Carnot efficiency. To be a commercially useful heat engine process, the real efficiency of the Ericsson cycle would have to be similar to Otto, Diesel, and Brayton cycles.

One of the biggest limitations of this experiment was uncertainty, which averaged 31.6%, with volume measurements contributing the most. Volume was determined by measuring the height of the piston manually. More precise measurement tools, such as digital sensors for displacement or laser-based height measurement, could significantly reduce uncertainty. Additionally, automating data collection for piston height would remove observer bias and provide more reliable measurements. Reducing uncertainty in volume measurements would improve confidence in the calculated efficiency and allow for more precise comparisons with theoretical values.

In a real-world context, understanding and improving the Ericsson cycle has implications for energy efficiency in thermal systems. While the cycle in its non-regenerative form is not competitive with existing heat engine cycles, modifications such as regeneration could make it more viable for specialized applications. The ability to recover waste heat and improve efficiency could have applications in power generation, refrigeration, and industrial heat recovery. While this experiment does not directly demonstrate a commercially viable process, it highlights key areas for improvement that could contribute to more efficient and sustainable energy systems in the future.

**Appendix**

1. **Python Uncertainty Calculations**

The source code to compute the uncertainty of efficiency is presented below:

import numpy as np

def uncertainty\_eta(R, cp, Th, Tc, V1, V2, sigma\_Th, sigma\_Tc, sigma\_V1, sigma\_V2):

    # Compute X and Y

    ln\_V = np.log(V1 / V2)

    X = R \* (Th - Tc) \* ln\_V

    Y = cp \* (Th - Tc) + R \* Th \* ln\_V

    # Compute partial derivatives

    d\_eta\_dTh = (Y \* R \* ln\_V - X \* (cp + R \* ln\_V)) / Y\*\*2

    d\_eta\_dTc = (Y \* (-R \* ln\_V) - X \* (-cp)) / Y\*\*2

    d\_eta\_dV1 = (Y \* (R \* (Th - Tc) / V1) - X \* (R \* Th / V1)) / Y\*\*2

    d\_eta\_dV2 = (Y \* (-R \* (Th - Tc) / V2) - X \* (-R \* Th / V2)) / Y\*\*2

    print((d\_eta\_dTh \* sigma\_Th) \*\* 2 )

    print((d\_eta\_dTc \* sigma\_Tc) \*\* 2 )

    print((d\_eta\_dV1 \* sigma\_V1) \*\* 2 )

    print((d\_eta\_dV2 \* sigma\_V2) \*\* 2)

    # Compute overall uncertainty using propagation of errors

    sigma\_eta = np.sqrt(

        (d\_eta\_dTh \* sigma\_Th) \*\* 2 +

        (d\_eta\_dTc \* sigma\_Tc) \*\* 2 +

        (d\_eta\_dV1 \* sigma\_V1) \*\* 2 +

        (d\_eta\_dV2 \* sigma\_V2) \*\* 2

    )

    return X/Y, sigma\_eta

R = 287.101  # Specific gas constant for air (J/kg·K)

cp = 1005   # Specific heat capacity of air at constant pressure (J/kg·K)

Th = 273.15 + 46    # Hot temperature in K

Tc = 273.15 + 20    # Cold temperature in K

V1 = 61.38868395   # Initial volume in cm³

V2 = 52.91040895    # Final volume in cm³

# Uncertainties

sigma\_Th = 0.2  # Uncertainty in Th (K)

sigma\_Tc = 0.2  # Uncertainty in Tc (K)

sigma\_V1 = 2.223733448 # Uncertainty in V1 (cm³)

sigma\_V2 = 2.219690495 # Uncertainty in V2 (cm³)

# Compute uncertainty in eta

eta, sigma\_eta = uncertainty\_eta(R, cp, Th, Tc, V1, V2, sigma\_Th, sigma\_Tc, sigma\_V1, sigma\_V2)

print(f'Efficiency: {eta}')

print(f"Uncertainty in η: {sigma\_eta}")

1. **Full Presentation of Raw Data**

|  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- |
|  | Time(s) | Height adjusted for loss (mm) | Pressure Difference (Pa) | Temp(K) | Volume (cm3) | Total volume(cm3) | Uncertainty of piston | Total volume uncertainty |
| Round 1 | 0 | 39.5 | 412 | 293.45 | 131.0731 | 457.0031 | 0.853733 | 2.223733 |
|  | 27 | 36 | 997 | 293.21 | 119.4591 | 445.3891 | 0.84969 | 2.21969 |
|  | 170 | 99.95 | 974 | 317.55 | 331.6648 | 657.5948 | 0.973939 | 2.343939 |
|  | 192 | 101.95 | 430 | 317.65 | 338.3014 | 664.2314 | 0.979326 | 2.349326 |
|  | 330 | 37.45 | 403 | 293.02 | 124.2706 | 450.2006 | 0.851322 | 2.221322 |
| Round 2 | 0 | 31 | 408 | 292.75 | 102.8675 | 428.7975 | 0.844537 | 2.214537 |
|  | 25 | 28.875 | 1028 | 292.65 | 95.81612 | 421.7461 | 0.842572 | 2.212572 |
|  | 165 | 91.775 | 1013 | 317.65 | 304.5376 | 630.4676 | 0.952737 | 2.322737 |
|  | 190 | 93.775 | 430 | 317.75 | 311.1743 | 637.1043 | 0.957799 | 2.327799 |
|  | 360 | 28.775 | 392 | 292.93 | 95.48429 | 421.4143 | 0.842483 | 2.212483 |
| Round 3 | 0 | 22.5 | 390 | 292.83 | 74.66191 | 400.5919 | 0.837491 | 2.207491 |
|  | 33 | 20.655 | 984 | 292.81 | 68.53964 | 394.4696 | 0.836251 | 2.206251 |
|  | 150 | 83.25 | 1024 | 317.75 | 276.2491 | 602.1791 | 0.932106 | 2.302106 |
|  | 165 | 85.75 | 432 | 317.95 | 284.5448 | 610.4748 | 0.937994 | 2.307994 |
|  | 350 | 15.75 | 390 | 292.95 | 52.26334 | 378.1933 | 0.833464 | 2.203464 |
| Round 4 | 0 | 30.5 | 411 | 293.55 | 101.2084 | 427.1384 | 0.844063 | 2.214063 |
|  | 28 | 28.48 | 983 | 293.4 | 94.50539 | 420.4354 | 0.842221 | 2.212221 |
|  | 150 | 86.25 | 970 | 317.55 | 286.204 | 612.134 | 0.939188 | 2.309188 |
|  | 166 | 88.25 | 432 | 317.65 | 292.8406 | 618.7706 | 0.944018 | 2.314018 |
|  | 309 | 23.75 | 392 | 293.35 | 78.8098 | 404.7398 | 0.83839 | 2.20839 |
| Round 5 | 0 | 18.5 | 392 | 293.15 | 61.38868 | 387.3187 | 0.834936 | 2.204936 |
|  | 27 | 15.945 | 1024 | 292.95 | 52.91041 | 378.8404 | 0.833561 | 2.203561 |
|  | 134 | 78.69 | 1044 | 317.4 | 261.1176 | 587.0476 | 0.921725 | 2.291725 |
|  | 164 | 81.69 | 432 | 317.65 | 271.0725 | 597.0025 | 0.928502 | 2.298502 |
|  | 307 | 16.69 | 390 | 293.15 | 55.38255 | 381.3125 | 0.833941 | 2.203941 |

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[2] USU MAE Dept. “Heat Engine Lab Overview”, *MAE 4400 Canvas.* 2025

**AI Disclosure**

Artificial Intelligence was used to edit this lab report and construct sections of the conclusion and abstract.

1. Senior, Mechanical & Aerospace Engineering, A02302894 [↑](#footnote-ref-1)