

Team 28: FSAE Advanced Aerodynamic Package Alyssa Hermesch, Benjamin Jahnke, Van Le, Harrison Longwell, Eric Murrell, Joshua Perkins, Eddie Veal

Project Objective

To improve the aerodynamic performance of the FSAE race car through the addition of an undertray/diffuser, side elements, and the modification of the existing front and rear aerodynamic components.

Engineering Specifications

Measurable E-Specs	Unit	Value	
Max Time to Attach/Detach	min	10/7	
Max Running Water/Oil Temperature	°F	210/275	
Max Wing Deflection	in/lbf	0.02	
Max Weight	lbs	35	
Min Downforce	lbf	400	

Safety

- Components cannot obstruct driver egress
- No sharp leading edges
- Front wing mounts must fail in crash
- Proper PPE during manufacturing

Material Selection

Component	Material	
Endplates/Wing Ribs	0.25" DragonPlate Sandwich Foam	
Internal Wing Spars	0.75" Carbon Tube	
Internal Airfoil Core	2" Expanded Polystyrene	
Exterior Airfoil Skin	2x2 Twill Carbon Composite	
Undertray	Custom Carbon Fiber/ Foam Plate	

Concept Generation & Selection (August-September)

Sponsors: LSU TigerRacing FSAE, Nimbix, Motiva, ExxonMobil



College of Engineering School of Electrical Engineering & Computer Science



Embodiment









		Results			
Design Iteration	Total Car Downforce (Ib)	Undertray DF (Ib)	Front Wings DF (Ib)	Rear Wing DF (Ib	
2018 Car	200	NA	76.7	127	
Iteration 1	220	2.8	89.9	126	
Iteration 2	248	28	90	130	
Iteration 3	271	62	73	124	
Iteration 4	304	60	73.6	133	
Iteration 5	293	40	86	136	
Iteration 6	300	54	98	117	
Iteration 8	254	35	90	103.4	
Iteration 9	248	22	75	129	
Iteration 10	250	11	87	105	
Iteration 11	250	6	115	90	
Iteration 12	316	30	120	132	
Iteration 13	300	42	113	98	
Iteration 14	323	39.6	112.6	127.4	

Analysis (October - December)



Build

To Predict > To Design > To Perform

ME, ECE Capstone Design Programs



Manufacturing

- Waterjet cut endplates, wing ribs, and airfoil cores
- CNC mill wing and undertray molds
- Vacuum bag/ wet layup of wings and undertray
- Weld steel mounts to car chassis Front Wing Layup



Testing Results Wind Tunnel and CFD Comparison















