



ABET reaccredits programs for six years

The School of Engineering and Technology is pleased to announce the reaccreditation of its engineering bachelor's programs.

The School was visited by a review team from the Engineering Accreditation Commission (EAC) of ABET during September 2006 for the reaccreditation of its electrical and mechanical engineering programs, and the initial accreditation of the computer engineering program. All three received accreditation through September 30, 2013. These programs join the Manufacturing Engineering Technology program which is accredited by the Technology Accreditation Commission (TAC) of ABET until fall 2011.

The full six-year accreditation time-frame for all programs is outstanding. Typically, interim reports and/or visits are required to provide revised and updated information related to specific ABET committee concerns.

"It was obvious that there was a dedicated and cooperative effort from all of the faculty and staff...

to receive such an incredible affirmation by ABET," said Morrie Walworth, dean of the School of Engineering and Technology.

"The School also acknowledges the extra efforts of time, preparation and leadership by Paul Duesing, Jim Devaprasad and David Baumann," Walworth added. "They, along with the faculty and accreditation committee members, provided the guidance and encouragement for such a successful accreditation visit."

Preparations for the visit included collection of materials from departments throughout the campus community. The materials were from those courses required for engineering students outside of their major areas including English;

humanities; mathematics; computer science; physical, chemical, natural, and social sciences. "I'd like to specifically thank the faculty in the areas of Mathematics and Computer Science for their efforts with the accreditation visit. The courses they offer and the assessment performed in their areas provide an excellent foundation for our engineering students," Walworth commented.

The ABET team also met with alumni from the various engineering programs and members of the Industrial Advisory Board. The involvement and influence of these constituencies upon the engineering curriculum has continually impressed ABET visitors for over a decade. In

addition to face-to-face meetings with students, alumni, campus administrator, and support services the ABET team reviewed input from six-month and three-year graduates of the programs as part of the School's continuous improvement plan. The team noted the excellent support for engineering across the entire campus.

Finally, it is the student body, the ones for whom the accreditation efforts benefit the most, which has provided the best evidence for accreditation. It is this group that provides the samples of classroom and lab work that the ABET visitors review. Their performance is a direct result of the curriculum, the faculty, and the LSSU environment.

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From the Dean...

Welcome. As I pondered about the topic that I would use for this issue, I reflected back on what we teach our students here at LSSU... evaluate the audience!

Well, this led to some problems since we send this newsletter out to our alumni, industrial advisory board, current students, prospective students and friends. What could I possibly have to say that would interest all these diverse groups?

So I thought I'd talk about e-mails. We all get them and for me they seem to take control of my life. Some people, like my daughter, live by them; taking the whole experience to extremes with tools such as instant messenger, MSN, AOL, FaceBook, MySpace, and others. There seems to be an inbred need in her to stay connected to all those near and dear.

And then there are cell phones, but that's another whole issue all by itself.

I don't know about you, but I generally cringe when I enter my office at 7:30 a.m. every day and open my e-mails. Typically, there are between 40 and 70 of them just waiting to take control of my day (and they continue to arrive all day

long). Luckily, many of them are junk mail, and can be quickly deleted, but for the most part, they represent a heavy work load and I get right to them.

Occasionally, I do have what I consider to be good e-mail experiences. Those are when I receive messages from family, friends, and alumni.

Since you probably don't care too much about my brother's latest fly-fishing trip, I'd like to say just a few words about those I've received from alumni. It's really been a great treat to hear back from our alumni. Sometimes they just say hello. On other occasions, they're planning to be in the area, and want to come and visit. We hear of births, marriages, new jobs, travels to distance lands, and many other interesting stories.

In a way, the alumni are like our children; all grown up and on their own, conquering the world for which they were destined. I always pass your stories on to the faculty and sometimes even share them at the dinner table with my own family. So, please continue to send me updates on your life. Your stories are the highlights of my e-mails and make my days go so much better!

Scholarships honor memories of family members

Two scholarships established for the School of Engineering and Technology this past summer distributed funds to their first recipients this fall.

FLOYD STARKS MEMORIAL SCHOLARSHIP

This scholarship, which provides \$1,200 per year on a non-renewable basis, was established by Stan Starks, a 1976 LSSU graduate in memory of his father, Floyd Starks.

Despite Floyd's limited education, he was a strong believer in higher education and was insistent that his two sons get a college education. As a result, both Stan and his brother, Larry, received electrical/computer technology degrees and went on

to successful careers at GTE Media Ventures and GE aircraft engines.

Stan recently visited campus to meet the scholarship's first recipient, Jonathan Valley of Standish and his mentor, electrical engineering professor David McDonald.

Floyd will always be remembered for his personal sacrifice and quiet mentoring that made his sons' educational accomplishments possible. The legacy will be continued when Stan's nephew attends LSSU in the fall.

The scholarship favors electrical and computer engineering students who are of sophomore status with a GPA of 3.25 or higher. Preference is given to residents of Michigan, Indiana, Ohio or Wisconsin.

SVEN V. HEIKKINEN ENGINEERING SCHOLARSHIP

Sven Heikkinen, a mild-mannered engineering graduate who had a big smile, big heart and big impact on the mechanical engineering program passed away in July.

The outpouring of support from the LSSU and local communities overwhelmed his parents, Ken and Kate Heikkinen. In order to reciprocate that support, they began a scholarship to honor Sven and the program to which he had given so much of his time and energy.

Sven, an engineering specialist in vehicle development at the Brimley location of Continental Automotive, was a driving force in the Mini Baja vehicle serving as an adjunct and mentor. He even secured a practice run location for the team to give the vehicle a shakedown.

A memorial decal was placed on the vehicle just before departure to competition. The team needed to arrive in Massachusetts the day of Sven's funeral.

The criteria for the non-renewable \$500 scholarship eligibility allows for any full-time engineering student of sophomore status with a 3.0 GPA to apply.

Industrial Advisory Board welcomes new members

The Industrial Advisory Board (IAB) welcomed several new members to its roster this year. The group now has an active membership of nearly 30 ranging from engineers out in the field to the upper administration within their companies.

During the May 4th spring meeting, Richard VandeVusse and Steve Kars were added to the roster. The pair brings a welcome connection to central Upper Peninsula.

VandeVusse, president of Van Aire, Inc. in Gladstone, has been working with Prof. Paul Duesing and recent graduate Jon Paul LaFave (see related story on page 3) on a robotics cooperative education project.

Kars, a 2002 mechanical engineering LSSU graduate, works at New Page in Escanaba as a reliability engineer.

Recent member, Elio Principe, a proprietor of MGP Architects and Engineer of Sault Ste. Marie, Ontario bridges the gap with our Canadian constituents.

Hailing from the south is Darryl Dinel, a '96 BSEE LSSU alumnus working at Factory Automation Systems in Atlanta, Ga. in Robotic and Automation Systems Sales.

Nathan Callaghan joined the IAB during the fall meeting on November 2nd held at Michigan Scientific in Charlevoix. Callaghan graduated a year ahead of Dinel in '95 with a

BSEE and is now working for General Motors in audio devices.

For more information about the IAB contact Fred Berg at fred.berg@delphi.com.



RELIEF PITCHER — James Bailey (right) of Ishpeming launches a pitch during the semester project competition with assistance from his teammates Ted Dilworth of Boyne City (left) and Ben Kurth of Cheboyan. They were one of eight teams in EGNR101 Introduction to Engineering that custom-designed and built pitching machines (or batting trainers) for home use and adjustable for 3'5" to 6'5" batters. Among the list of performance requirements were speed, accuracy, distance, durability, transportability, aesthetics, safety, and adjustability.

Gantry robotic system culmination of project

JonPaul (JP) LaFave's education took him from skilled trades to a mechanical engineering degree with a specialization in robotics. His career landed him a position as Robotic Engineer at VanAire, Inc. of Gladstone, a company located in southern central Upper Peninsula. In the process, he developed a gantry robotic system that has become integral to the company's workflow.

The Bark River native began his career as a junior in high school where he attended the Delta Schoolcraft Intermediate School District's Skilled Trades program. At that time JP was hired by VanAire, Inc. to perform welding and machining duties. He went on to Bay College in mechanical tool technology and moved up to the CNC machining centers at VanAire.

Bay College is one of the LSSU Regional Center sites and offers courses for the engineering management program. JP began the program and met LSSU mechanical engineering professor Dr.

Matt Carroll. They discussed the robotic option within the mechanical engineering program available at the main campus in Sault Ste. Marie.

JP brought the idea of pursuing an engineering degree to VanAire president, Richard VandeVusse. It was determined that an expertise in robotics would be a benefit to the company and worked out a deal that would allow JP to keep his job while attending LSSU. He would go home on the weekends to work the second shift, and work full-time during the summers.

Prior to the summer before his senior year, JP proposed a cooperative education project at VanAire to develop a gantry robot to weld the steel wastewater clarifier tanks used in VanAire's Dissolved Air Flotation systems. Faculty advisor Paul Duesing gave JP the green light and he began a summer that took upwards of 300 hours to design, adapt, machine, and construct the parts for the project. During



NINE AXES OF PERFORMANCE — The newly-completed gantry robot performs its first welds on a piece of scrap stainless steel in July. It now welds 10-foot by 32-foot stainless steel clarifiers (wastewater) tanks used in VanAire's Dissolved Air Flotation system. (Photo courtesy of VanAire, Inc.)

the following winter break, JP assembled the system. After graduation in spring 2007, he completed the programming and testing of the robotic gantry that would become a great success for VanAire.

An IGM system was the inspiration for JP's project. He used a KUKA KR-15 L6 robot, known for its welding applications.

The 400-pound robot is mounted by its base to a support structure. The structure is mounted on the x-axis of the gantry that has 85 feet of movement. The robot itself is attached to the z-axis that has a travel of 10 feet. Total movement of the horizontal y-axis is 20 feet. The robot has six axes – three rotational and three linear. Add the three due to the movement capabilities of the gantry, and the system has a total of nine axes of movement.

A successful test tank was welded in July, and integration into production began in August. The automated process has reduced production costs and

increased the manufacturing efficiency of the clarifiers.

According to a report from JP, robotic welds are more consistent in quality and repeatability, and eliminating the need to remove welding splatter. It also increases the level of safety for employees by eliminating their contact with hazardous welding smoke.

Following the success of the gantry robot, JP is now working on a nickel plating line which also makes use of tanks welded by the gantry robot.



WELDING ON THE SPOT — Robotic welding creates a cleaner, more consistent weld quality and repeatability. It also improve worker safety by preventing employees from being exposed to hazardous welding smoke. (Photo courtesy of VanAire, Inc.)

Does your company have a place for a cooperative education experience?

For more information, contact Paul Duesing, cooperative education coordinator, at pduesing@lssu.edu or call 906-635-2207

Prototype Development Center opens its doors

Lake Superior State University in cooperation with the Michigan Small Business and Technology Development Center announce the creation of the LSSU Prototype Development Center (PDC).

The PDC which is under the auspices of LSSU's School of Engineering and Technology will enable small to mid-sized manufacturers to gain access to the school's engineering resources and expertise to develop and bring new products to market. Many small businesses have excellent product ideas but do not possess the resources to convert those ideas into sales. The PDC provides an economical means for these businesses to obtain a prototype that can bridge that gap.

The Center can bring the broad base of knowledge and experience in the areas of manufacturing methods, mechanical, materials, electronics, computers and robotics to the task of implementing functional prototypes and systems. Prototypes designed and constructed by the PDC can then be used by industry as samples to upon which to base products, as "proof of concept" and as demonstrations to aid in securing capital investment for startups.

One device in particular, a 3-dimensional printer, or rapid prototyper, can produce parts designed in a CAD program that can be pieced together to make a functioning unit to verify design parameters and fit. This way, a business can go directly from a drawing to a physical model without incurring the time and expense of creating molds or manufacturing parts only to discover they don't fit properly or function as intended.

Along with the faculty the PDC employs project administrators, engineers with years of design and entrepreneurial experience, to shepherd the projects through the process from initial concept to final prototype.

The educational process at LSSU is enhanced by having the PDC facility where students can gain hands-on experience and faculty can apply their experience and



PDC Engineering Projects Manager Eric Becks looks over the rapid prototyper with mechanical engineering student Tom MacMillan of Sault Ste. Marie, Ont. The unit is capable of producing multipart units that can be tested for design and fit such as those seen in the foreground. It allows small businesses to go directly from a drawing to prototype.

technical knowledge to projects that will benefit Michigan companies. The Center welcomes the opportunity to assist those companies in the development of leading edge products.

The PDC welcomed Eric Becks as an engineering projects manager with an electrical engineering background in early November. A search is in progress to fill the second projects manager position with a mechanical engineering background.

Becks is developing new collaborations in addition to the numerous successes between

LSSU and companies such as Applied Manufacturing Technologies, Delphi, DURA and Continental Automotive.

The PDC can be reached through LSSU's School of Engineering and Technology by contacting Becks at 906-635-2738 or ebecks@lssu.edu.



**Eric Becks
Engineering Projects Manager**

SPRING IS JUST AROUND THE CORNER

Now is the time to start thinking about summer robotics camps



For information about sponsoring a camper or participating in a camp, contact Jim Devaprasad at jdevaprasad@lssu.edu or (906) 635-2207

Engineer's education straddles globe, cultures

When Manar Wadi walked across Lake Superior State University's commencement stage last May, she almost thought she could hear the cheers of friends and family in New Jersey, Germany, and Tunisia. A few minutes later, she literally heard cheers when her parents called by cell phone from her hometown of East Jerusalem to say that they saw the whole ceremony on LSSU's Internet telecast.

"That's when it dawned on me how hard I worked to get to this point," says Manar. She ceased to be the young high school student who had never been outside of Europe and the Middle East. She was now a full-fledged computer engineer who had mastered a new language (American idiom) and evolved a stronger sense of self-identity, both as a young Palestinian professional and a devout Muslim.

"I could have gone to a larger U.S. school, or one in Europe closer to home, but I chose Lake State for reasons of strength and a challenge," says Manar.

Strengths included the types of programs LSSU offered and the caliber of faculty. Another plus was family: Manar's sister, a trained biologist who has just finished a master's degree in health management, lives in the Sault as the wife of a local oncologist. Relatively close metro Detroit also offered a rich Arab-American community that included some friends and an extended family in nearby Ann Arbor.

The challenge of coming to LSSU was more personal.

"I really wanted to see if I could successfully bridge two cultures while keeping my own solid identity," says Manar. "I wanted to help myself, as well as others around me, overcome barriers of culture and prejudice that separate us. This was one major goal of my college experience, and LSSU offered a perfect environment to do this."

Manar wears the hijab, a traditional Muslim head covering that represents a devotion to her values. In Islamic scholarship, the hijab holds meanings of modesty, privacy, and morality . . . concepts Manar said she feels define her character.

"Deep down there's something beautiful and dignified about the hijab," she says. "In Islam, modesty in dress, complemented by internalized modesty, adds a beautiful aspect

to one's life and personality. For women in particular, the hijab secures personal liberty in a world that objectifies women."

Wearing the hijab also provided Manar with a not-so-modest means to stand out at LSSU and be recognized as a Muslim.

"It granted me an opportunity, and the responsibility, to strive to portray Islam in its true form, especially during a time when misinformation and stereotypes about Islam and Muslims abound," she says.

Manar never shied away from explaining to her fellow students what it means to be a Muslim.

This past spring, she organized a forum that brought to campus the executive director of the Council on American-Islamic Relations. His evening lecture included an extensive follow-up discussion session that involved not only the university community, but people from Sault, Michigan and Ontario as well.

One typical misconception that comes up is the notion that women in most Islamic societies are discouraged from entering professions dominated by men, such as engineering, the vocation that Manar has selected. This paucity is still quite common in

the U.S., even in contrast to what Manar sees in contemporary Arab countries.

"One thing that surprised me when I came to school here in the States was that there are still very few female students in engineering programs. Back home in the Palestinian universities, you can find a decent number of women engineers," she notes.

Manar recalls her internship the previous summer with a United Arab Emirates-based telecommunications company where five out of seven co-engineers were women.

So, what is the biggest hurdle in clearing the barriers between cultures?

"The key is mutual understanding, and rejecting this theory of 'clash of civilizations'," says Manar. "Islam is great, it's just that sometimes Muslims, being human, are not always great. As with any other faith or culture, Muslims and non-Muslims need to build the foundations for understanding each other."

In her own way, over the past three years, Manar Wadi has engineered a foundation that spans the globe and bridges beliefs, right here at Lake Superior State. Who knows what bridges she will continue to raise in the coming years?



AN ENGINEER'S TOUCH – Newly-minted computer engineer Manar Wadi poses with the controller she adapted to run a plasma cutter in mechanical engineering laboratory. The senior project capped four years of hard work at Lake Superior State for Wadi, who started with a telecommunications company this fall in her home town of East Jerusalem.

SAE chapter rolls onward with new Mini Baja vehicle

Lake Superior State University's SAE student chapter has become a more active group during the past three years. Increased involvement in projects has greatly bolstered the chapter's numbers. One of SAE's major projects included adapting a golf cart to fit a Polaris 330 HD motor. Another was LSSU's first entry in the SAE Mini Baja competition. The Mini Baja project alone increased the chapter's membership from three returning active members to 16.

A benefit that has resulted from these projects is the new vehicle systems option available in Mechanical Engineering that includes vehicle development, vehicle dynamics, and a greater vehicle focus in engineering courses such as fluid dynamics that has added a race car wing to its lab.

In order to keep the LSSU SAE chapter strong and active, the group continues to take on new projects, including a complete rebuild of the 2007 Mini Baja vehicle. In tandem with the rebuild, the senior project team Off Road Designs (ORD), which contains members of SAE, is building a new Mini Baja 2008 vehicle from scratch.

The 2007 vehicle will be undergoing a redesign of the rear half. This will include the transmission, rear suspension and the frame from the firewall back. The main modifications are changing the rear drive train from a Polaris Ranger gearbox and locking differential to a chain driven rear axle by use of a con-



MINI BAJA IN REVIEW — Jeremy Jensen, a member of 2007 Laker Racing, looks over the team's vehicle shortly after completion in April. The vehicle is undergoing major renovations in addition to the construction of a new vehicle for the 2008 SAE Mini Baja competition. Jensen was a 2007 graduate and is employed in Sault Ste. Marie at Precision Edge Surgical Products.

tinuously variable transmission to a sprocket gear reduction, where the chain will be used.

The suspension will be slightly modified by changing the arm configurations of the dual A-arm suspension. The frame will be removed and completely redesigned with the basis of a lighter weight than the current configuration, which is upwards of 730 pounds static with no driver.

The 2008 Mini Baja vehicle is being designed by ORD for lighter weight and higher speed. The restrictions set by the project's

parameters are very specific: An end weight of no more than 400 pounds, and a top speed no less than 40 mph.

Since the student chapter of SAE is getting more involved in the SAE Mini Baja competition and plans to continue to grow, there is a need for a set of tools for the group to use when working on the vehicle and during travel to competitions.

The chapter has been raising funds through pizza sales and a spaghetti dinner. The group is also trying to get an air pressure check station to bring in additional funds. Sponsors have been recruited to help in the completion of this project, including: Ryde FX Shocks, Algoma Steel, Precision Automotive, Hayes Brakes, Quality Drives, Advanced Auto, Lynn Napa Auto, and Sparco. The group continues to seek additional sponsors.

To encourage donations, be they monetary, parts donations or discounted purchases, the SAE chapter is developing a recognition and thank you program based on a multi-tier system. Benefits may include a team shirt, plaque or signed competition photo.

If you are interested in providing support or would like more information, contact team ORD member and president of the LSSU student chapter of SAE Charles Birbeck at cbirbeck@lssu.edu.



SUPPORT GROUP — Members and associates of the LSSU student chapter of SAE pose on-ice during a hockey game with their re-fit golf cart after shooting t-shirts into the crowd. Involvement in the project increased interest and membership numbers for SAE.

Study-abroad program takes student to Japan

For many, a truly international experience is beyond their grasp. Then there are those who make it a goal. Dereck Wonnacott, an LSSU junior in computer engineering, has grasped the brass ring not just once, but twice.

Derek had been interested in seeing the world since he was very young. His first opportunity travel overseas was as an exchange student in high school. He spent a year in Kumamoto, the capitol city of Kumamoto Prefecture which is located in the northwest region of the prefecture in the center of Kyūshū, the southernmost of the four major Japanese islands.

“Opportunities like this don’t come very often in life. When you see one, you have to grab it,” wrote Dereck in an on-line interview.

The Sault Ste. Marie resident found that his interest in technology – an area in which Japan has become an icon – led him to make a return visit.

“I learned Japanese quite well from my friends the first time, but severely



Dereck Wonnacott in Nagahama

lacked proper grammar and etiquette in my speech,” Dereck explained. He saw learning Japanese as opening doors for him to work internationally in a field that would dovetail nicely with his computer engineering degree and its robotics and automation option.

The Japan Center for Michigan Universities (JCMU) is located in Hikone, Shiga Prefecture, in the southern central portion of Honshū Island – the largest of the four Japanese islands. Hikone is on the shore of Lake Biwa, Japan’s largest freshwater lake. It is the result of a Michigan-Shiga sister state relationship that began in 1968 and saw

the establishment of JCMU in 1989. Lake Superior State University is one of 15 public Michigan universities that comprise the consortium that participates in the JCMU.

The study and work loads are heavy during the week, but weekends are a bit lighter, allowing for travel and relaxation.

“The last time I lived in Japan I couldn’t speak well enough to feel comfortable traveling far from my host city for the first few months. This time I’m able to travel more because I already know how to speak Japanese and have more time to travel,” Dereck commented. He has traveled to Kyoto and explored Nagahama and Hikone. During the month-long December break, he decided not to return to the U.S., but to stay in Japan and show his family around.

After classes end in late April, he plans to do more independent traveling before returning home. In the meantime, there are many temples, parks and points of interest to be seen, and several hundred more vocabulary words to memorize.

Support the School of Engineering and Technology and Make a Difference

We all know engineering education is costly. It turns out that it’s one of the most expensive programs a university could offer. It’s no different at LSSU. We have laboratories housing many types of equipment, computers, and software. Every year, we need replace a portion of our capital equipment and purchase software upgrades. Tuition, fees, grants, and State appropriations fall short and we rely heavily on the generous donations of our alumni and friends. You can help. Because LSSU is a small university, your gifts have a huge impact. You can make a difference! I ask that you seriously consider a gift to the LSSU School of Engineering and Technology.

You could:

- 1) Make a cash donation to the School of Engineering and Technology. Here’s how you can turn \$22 into \$100 for Lake State. The State of Michigan also allows special tax treatment for contributions to LSSU from state residents and corporations.
- 2) Make a donation of equipment to the School of Engineering and Technology. If your company routinely disposes of major equipment (mills, lathes, machining centers, PLCs, or other items) then give us a call. It could be set up as a tax free gift to LSSU.
- 3) Make a contribution to one of our scholarship funds. Scholarships are a great way to attract highly skilled students to LSSU. We have several endowed and yearly scholarship funds to choose from. You could even create your own endowed fund with an appropriately sized gift.

The credit is equal to the lowest of:
 50 percent of the contribution; or
 \$100 (\$200 for married persons filing jointly); or
 20 percent of the tax liability for the year

Your Gift	\$100
Minus Federal tax savings	(\$28)
Credit from State of Michigan	(\$50)
After tax cost of gift*	\$22

*Based on a married couple filing jointly and taxed at the rate of 28%.

Your generous donation really will make a difference at LSSU so please contact me at (906) 635-2206 or mwalworth@lssu.edu, or c the LSSU Foundation at (906) 635-2665 to make your donation. Think about it: a \$100 donation will only cost you \$22 after tax benefits are realized. We thank you in advance for your consideration and your generosity.

Drop us a line...

It's been a while since we've heard from many of you and we want to know about you! Let us know what's happening — perhaps you've welcomed a new addition to your family; recently relocated; taken on a new job, challenge or hobby; or you are a seasoned traveler who's had an unusual experience...anything.

We'd also like to hear from you regarding your experiences at LSSU's School of Engineering & Technology or any suggestions you may have. Your feedback helps faculty members improve curriculum and educational experiences for future engineering and technology students.

Fill out the form below and mail it to: School of Engineering & Technology Newsletter, Lake Superior State University, 650 W. Easterday Avenue, Sault Ste. Marie, MI 49783. You can also contact us via e-mail at: engineering@lssu.edu or jmshibly@lssu.edu.

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