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FOR IMMEDIATE RELEASE

BUFFALO, NEW YORK --- Raymond R. McHenry, a Cornell Aeronautical Laboratory auto-safety researcher, will receive the "Safety Award in Mechanical Engineering" from England's Institution of Mechanical Engineers at a ceremony in London on February 24. The Institution is one of the world's oldest and largest technical organizations.

This will be the second international award Mr. McHenry has received for his contributions to world auto-safety engineering. Both are based on research that he performed at Cornell Laboratory for the Traffic Systems Division of the Federal Highway Administration, U. S. Department of Transportation. Mr. McHenry is assistant head of CAL's Transportation Research Department.

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Last year, Mr. McHenry received the English Crompton-Lanchester Medal from the Automobile Division of the same Institution of Mechanical Engineers that will honor him on February 24.

The research covered by both awards was described by Mr. McHenry in a paper, which he presented at a technical symposium at the University of Technology, Loughborough, England, in January 1969. The award that he will receive this month is for 1969.

Mr. McHenry's award-winning research is directed both at reduction in control loss in emergency maneuvers and at reduction in damage to cars and injuries to their occupants when cars hurtle off the road, out of control, in accidents involving a lone car. The six-year program, which Mr. McHenry still directs, centers on the creation of a computer simulation of auto dynamics in violent maneuvers and in collisions with roadside objects.

Mr. McHenry joined Cornell Laboratory in 1961. He previously served with the American Machine & Foundry Company in Greenwich and Stamford, Connecticut, for two years. Prior to that, he was with the Ford Motor Company in Dearborn, Michigan, and the Chrysler Corporation in Detroit for a total of seven years. Ford filed three patent applications for Mr. McHenry, all concerned with advanced suspension systems.

Mr. McHenry was graduated in engineering physics from the University of Maine in 1953. He received a master's degree from the Chrysler Institute in 1955. The researcher also has done graduate study in engineering mechanics at Cornell University and the State University of New York at Buffalo.