

to provide a simple service to their people, enabling them to live prosperous and healthy lives.

A TRIBUTE TO LT. AUGUSTUS HAMILTON, JR. AND THE MEMBERS OF THE FORCED LANDING ASSOCIATION

HON. JANICE D. SCHAKOWSKY

OF ILLINOIS

IN THE HOUSE OF REPRESENTATIVES

Thursday, June 28, 2001

Ms. SCHAKOWSKY. Mr. Speaker, today is June 28th. We are only a few days away from the July 4th Independence Day celebrations. As fireworks light up the sky, houses are adorned with crisp flags, and children gaze in wonder at the passing parades, we must not forget the many brave men and women who courageously sacrificed their lives to preserve the freedoms and ideals we all enjoy as Americans.

Throughout our short history, America's security as a nation has been tested and tried. It is truly a blessing that our youth have been spared the horrors of war. However, for all those who have known war and have died for the sake of this great country, let it be said that they did not die in vain. The gratitude felt by all Americans and our many allies throughout the world is immeasurable.

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Let us extend particular thanks to the veterans of World War II. During World War II, Adolf Hitler and his Nazi regime came alarmingly close to achieving world domination. It is difficult to envision what our world might have looked like had Hitler succeeded but, thanks to the heroism of World War II veterans, we will never have to find out.

I'd now like to share a story about one very special World War II veteran, a man by the name of Augustus Hamilton, Jr., and a remarkable group of people in France who have dedicated themselves to ensuring that the memories of World War II veterans endure. This story was told to me by Mr. Hamilton's niece, Beth White from Chicago, Illinois, and I want to thank Ms. White for taking the time to contact me.

Augustus Hamilton was born on January 4, 1922. At the age of twenty, he enlisted in the U.S. Army Air Corps the day after Pearl Harbor and quickly advanced to First Lieutenant of the 358th Fighter Group, 365th Squadron. By all accounts, he had always been a family hero—an athlete (amateur golf champion for the state of North Carolina and football star who attended the University of North Carolina on a football scholarship), good student, caring brother, and loving son. He was also a new husband and when he went overseas, his wife was pregnant with their child.

Lt. Hamilton served as a fighter pilot in World War II and was awarded an air medal with two oak leaf clusters. According to an excerpt from Thunderbolts over High Halden by Graham J. Hukins, "Lt. Hamilton was last seen diving on a flight of four enemy planes with another four on his tail. He is believed to have shot down one or two enemy fighters before he was killed in action, his Thunderbolt plane crashing into a hillside near Tillieres sur Avre, France. Lt. Hamilton had already finished his tour of duty and had his bags already packed ready to be rotated back to the

USA. He had volunteered for one more mission." Shot down behind enemy lines, he was initially listed as missing in action. Subsequent reports to Hamilton's family confirmed he was dead, but the military could not provide the family with any physical evidence such as dog tags.

At the time of his death, Lt. Hamilton had never met or seen a photo of his only son, for the baby was born when he was overseas. He had named his fighter plane after his wife and son, "Mrs. Ham/Lil Ham 3rd." Following the crash, several of his family members persisted in denying his death. He had told his family that if he were ever seriously injured in combat, he would not come home because he didn't want to be a burden. Remembering these words, his family hoped that he had somehow survived the crash but had decided not to come home due to his injuries, or perhaps had developed amnesia and could not contact them.

In 1993, almost half a century later, the gift of emotional closure was finally given to Lt. Hamilton's surviving family members by a French man named Jean Luc Grusson and his volunteer organization, Forced Landing Association. In an amazing demonstration of appreciation for the U.S. soldiers who fought in World War II, the members of Forced Landing Association devote themselves to finding each of the more than 150 crash sites reported within a 30 kilometer radius of Tillieres sur Avre, an area of intense air battles because of the close proximity of three German airfields. The Association was established in 1986 and has 11 members who live in France. To date, its members have discovered 30 crash sites, including that of Lt. Hamilton.

M. Grusson uncovered Lt. Hamilton's plane in 1993. He then spent a full year tracking down Lt. Hamilton's surviving family members to return Lt. Hamilton's dog tags, "wings" (a lapel pin), a belt buckle, and other items. When the Hamilton family asked M. Grusson why he and his associates devote so much time, energy, and personal expense unearthing these crash sites, he replied, "The pilots who gave their lives need to be honored. We owe these men our freedom. They gave us our country. We must honor them." M. Grusson's associate, Jacques Larousse, also shared a personal account of the profound impact American soldiers had on him as a young child. He explained that his mother washed the uniforms of American soldiers during the war to make money. When the Americans would come to their home to retrieve their uniforms, they always brought food and chocolate bars to M. Larousse and his mother. Given the scarcity of the time, the kindness of the Americans and their generous gifts made a lasting impression on M. Larousse.

M. Grusson and M. Larousse continue to revere these American soldiers as heroes to this very day. In fact, the members of Forced Landing Association are completing individual memorials at the crash sites of both Lt. Hamilton and Edward Blevins, Hamilton's squadron member. These sites will contain photographs and descriptive accounts of these men to commemorate their tremendous service. There will also be a ceremony on July 8th in remembrance of these fallen soldiers.

I applaud the tireless work of M. Grusson and the Forced Landing Association to keep the memory of our veterans illuminated. I hope that on this July 4th holiday, we will not take

for granted the countless freedoms we enjoy. Rather, I hope we always remember that such freedoms have been kept alive through the sacrifices of others.

INTRODUCTION OF EDUCATION BILLS

HON. RON PAUL

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Thursday, June 28, 2001

Mr. PAUL. Mr. Speaker, I rise to introduce two bills designed to help improve education by reducing taxes on parents, teachers, and all Americans who wish to help improve education. The first bill, the Hope Plus Scholarship Act, extends the HOPE Scholarship tax credit to K-12 education expenses. Under this bill, parents could use the HOPE Scholarship to pay for private or religious school tuition or to offset the cost of home schooling. In addition, under the bill, all Americans could use the Hope Scholarship to make cash or in-kind donations to public schools. Thus, the Hope Scholarship could help working parents finally afford to send their child to a private school, while other parents could take advantage of the Hope credit to help purchase new computers for their children's school.

Mr. Speaker, reducing taxes so that Americans can devote more of their own resources to education is the best way to improve America's schools. This is not just because expanding the HOPE Scholarship bill will increase the funds devoted to education but because, to use a popular buzz word, individuals are more likely than federal bureaucrats to insist that schools be accountable for student performance. When the federal government controls the education dollar, schools will be held accountable for their compliance with bureaucratic paperwork requirements and mandates that have little to do with actual education, or for students performance on a test that may measure little more than test-taking skills or the ability of education bureaucrats to design or score the test so that "no child is left behind," regardless of the child's actual knowledge. Federal rules and regulations also divert valuable resources away from classroom instruction into fulfilling bureaucratic paperwork requirements. The only way to change this system is to restore control of the education dollar to the American people so they can ensure schools meet their demands that children be provided a quality education.

My other bill, the "Professional Educators Tax Relief Act" provides a thousand dollar per year tax credit to all professional educators, including librarians, counselors, and others involved in implementing or formulating the curriculum. This bill helps equalize the pay gap between educators and other professionals, thus ensuring that quality people will continue to seek out careers in education. Good teaching is the key to a good education, so it is important that Congress raise the salaries of educators by cutting their taxes.

Mr. Speaker, I urge my colleagues to join with me in returning education resources to the American people by cosponsoring my Hope Plus Scholarship Act and my Professional Educators Tax Cut Act.

VIRGIN RIVER DINOSAUR
FOOTPRINT PRESERVATION ACT

HON. JAMES V. HANSEN

OF UTAH

IN THE HOUSE OF REPRESENTATIVES

Thursday, June 28, 2001

Mr. HANSEN. Mr. Speaker, it is with pleasure that I rise today to introduce the Virgin River Dinosaur Footprint Preserve Act. This legislation is vital if we hope to preserve some of our nations most intact and rare pre-Jurassic paleontological discoveries.

In February of 2000, Dr. Sheldon Johnson began development preparations on land adjacent to the Virgin River in southern Utah. After dropping the backhoe and noticing a square fracture in the Navajo sandstone, Mr. Johnson turned the earth over. To his utter amazement, there in the stone were dinosaur tracks, taildraggings, and skin imprints of unprecedented quality. These paleontological discoveries are touted by scientists in the field as some of the most amazing ever discovered. The clarity and completeness of the imprints are unparalleled.

Since that time over 140,000 people from all 50 states and at least 54 foreign countries have visited the site. This attention is welcomed by the present owners, but overwhelming at the same time. Over 5,000 people came to visit on Easter weekend alone when only two volunteers were available to help! With current facilities meager at most, this is beginning to cause traffic and congestion problems for the owners and neighbors of the sight, as well as for the city of St. George, Utah.

In addition to the logistical nightmare caused by this discovery, the preservation of these valuable resources is now in jeopardy. The fragile sandstone in which the impressions have been made is susceptible to the heat and wind typical of the southern Utah climate. Rain is nearly catastrophic for these unearthed impressions.

The community and the land owners have come together and have done what they can do to help. They have constructed makeshift shelters for the exposed impressions and volunteers have stepped up to help with tours. Even after all of these efforts, they still need help. The community has asked if there is anything Congress can do to help. Since these resources are of value to the entire world, there is a legitimate role for Congress and the Administration. We have even discussed the possibility that the area might be worthy of National Monument designation. It is my hopes that by introducing this legislation, we will attract the attention of the Administration and protect these irreplaceable resources at the same time.

We must act quickly if these national treasures are to be saved. This bill would authorize the Secretary of the Interior to purchase the land where the footprints and taildraggings are found, then authorize the conveyance of the property to the city of St. George, Utah, which will then work with the property owners and the county to preserve and protect the area and resources in question. The Secretary of the Interior would then enter into a cooperative agreement with the city and provide assistance to help further the protection of the resources.

The American people deserve the chance to see these treasures and the scientific commu-

nity deserves to be able to study and learn from them as well. Without this legislation, this opportunity might not be possible. Who knows what the cost of inaction might be. I hope my colleagues will support this bill.

CHILD PASSENGER PROTECTION
EDUCATION GRANTS EXTENSION

SPEECH OF

HON. CONSTANCE A. MORELLA

OF MARYLAND

IN THE HOUSE OF REPRESENTATIVES

Wednesday, June 27, 2001

Mrs. MORELLA. Mr. Speaker, I rise in support of H.R. 691 which will extend the Child Passenger Protection Grant Program for an additional two years—making the program consistent with the TEA 21 reauthorization cycle.

Currently, the Child Passenger Protection Grant program authorizes \$7.5 million each year for the Secretary of Transportation to make incentive grants to states to encourage the implementation of child passenger protection programs in those states. This program is critical to ensuring that child passenger safety is on the minds of citizens nationwide.

Motor vehicle crashes are the single largest cause of child fatalities in the United States. Each year more than 1,400 children die as motor vehicle passengers, and an additional 280,000 are injured. Despite these horrifying figures, parents are still allowing their children to ride unrestrained.

More disturbing is the fact that of children who are buckled up, roughly half are restrained incorrectly—increasing the risk of serious or fatal injuries. Tragically, most of these injuries could have been prevented. Car seats are proven life savers, reducing the risk of death by 69 percent for infants and 47 percent for toddlers.

With programs like the Child Passenger Protection Grants, we can prevent these senseless deaths and injuries by increasing awareness in our communities.

In my district, the Drivers' Appeal for National Awareness (DANA) Foundation has worked tirelessly to increase public awareness for child passenger safety. Joe Colella, from Montgomery County, founded the DANA Foundation in memory of his niece, Dana, who died because of injuries sustained in a crash while riding in a child restraint that was installed with an incompatible system.

Joe deserves great credit for bringing the incompatibility problem to the attention of the National Highway Transportation Safety Administration (NHTSA) and to Congress. Because of the DANA Foundation's efforts, the nation is now better educated and aware about the proper installation of children's safety seats in motor vehicles.

Protecting our children is a national issue that deserves national attention. I urge my colleagues; to support H.R. 691, as well as other noble efforts to increase child passenger safety.

WHO WAS THAT MASKED MAN?
JOHN HART

HON. JAMES A. BARCIA

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

Thursday, June 28, 2001

Mr. BARCIA. Mr. Speaker, I rise today to pay tribute to the substantial and laudable Hollywood career of John Hart, a true cowboy hero. His work has spanned every aspect of the silver screen, from writing to acting, from directing to stunt work. But for thousands of fans, his name will forever be synonymous with the signature black mask of the Lone Ranger, the stirring strains of the "William Tell Overture" and a hearty "Hi-yo Silver, away!"

Growing up in the Los Angeles area with a drama critic for a mother, acting was introduced to John early in his life. After studying drama at Pasadena City College, John landed his first motion picture job working for Cecil B. DeMille in "The Buccaneer." After appearing in many gangster pictures, John was drafted into the Army, where he spent the next five years writing, producing, and directing touring shows for the Fifth Air Force.

Upon his return to Hollywood, John was destined to trade in his gangster's fedora for the good guy's white hat. He quickly discovered Westerns, playing the Lone Ranger in the television series for two seasons beginning in 1952. With his trusty sidekick, Tonto, played by Jay Silverheels, the Lone Ranger was heroic inspiration for children all across America as the pair vanquished bad guys in the fight for law and order in the Old West. John went on to play title roles in "Jack Armstrong, The All-American Boy," "Captain Africa," and, with Lon Chaney, Jr., "Hawkeye and the Last of the Mohicans." He has appeared in more than 300 television shows and movies and has a lengthy resume of behind-the-camera work.

In today's world, it is easy to forget the thrilling days of yesteryear when heroes wore white, villains were always brought to justice and the Lone Ranger rode again. How refreshing it is to recall that his silver bullets never killed anyone and that he never sought compensation or credit for his good deeds. In testament to his hero status, children everywhere brought Lone Ranger lunch boxes to school and wore his trademark black mask during imaginary Old West games.

Finally, Mr. Speaker, I wish to commend John Hart for his role as an early pioneer in the film industry. Hollywood has changed greatly since the first motion pictures, but our expectations have not: We still look for the hero to ride off into the sunset after giving the villain his due. I ask my colleagues to join me in praising John Hart for a lifetime of honoring the Lone Ranger creed of justice.

BROWN v. BOARD OF EDUCATION
50TH ANNIVERSARY COMMISSION

SPEECH OF

HON. CHARLES B. RANGEL

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Wednesday, June 27, 2001

Mr. RANGEL. Mr. Speaker, I rise to praise my colleagues on both sides of the aisle for yesterday's overwhelming passage of H.R.