

hands forecasts a future of greater danger to America, greater danger to the American people and growing threats to our institutions.

As a former law enforcement officer, I know all too well the challenges confronting those who serve to protect public safety and fight crime. We have all seen vivid television footage of "shoot outs" between criminals and law enforcement. For example, just two years ago, a botched bank robbery in California was captured and displayed on national television. This gun battle highlighted how body armor gives criminals an unfair advantage during gun fights with police. Eleven police officers and six civilians were injured in that 20 minute gunfight with the Los Angeles Police Department. Thousands of rounds were fired by the two criminals, both of whom were wearing full protective body armor. Witnesses from the crime scene reported that the bullets fired from the police officers 9mm guns "bounced off" the bank robbers, and mushroomed as they fell to the ground.

I urge my colleagues to support and co-sponsor both the James Guelff Body Armor Act of 1999 and the Body Armor Restriction Act of 1999. They both take another step toward making our streets safer for America and for our law enforcement community. Let's quickly pass these bills and prevent these kinds of gunfights from happening in the future.

#### TRIBUTE TO LIZETTE BROWN

##### HON. GARY G. MILLER

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, April 14, 1999*

Mr. GARY MILLER of California. Mr. Speaker, I rise today to honor seven young women in my district who have earned the Girl Scout Gold Award, the highest award in Girl Scouting.

The Gold Award requires the greatest achievement in career exploration, service to other people, and acquisition of skills. This award is a strong reflection of these youngsters' ability to set goals, to put value into action, to plan, and to relate to the needs of the community.

I wish to recognize Lizette Brown of Troop 286 in Placentia, CA.

Mr. Speaker, I also wish to congratulate and thank Karin Carlson, Director of Program Services for the Girl Scout Council of Orange County for notifying me of their achievements. On behalf of the people of the 41st Congressional District of California, let me say that we are all proud of you.

#### TRIBUTE TO HENRY AND RITA JALETTE

##### HON. CONSTANCE A. MORELLA

OF MARYLAND

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, April 14, 1999*

Mrs. MORELLA. Mr. Speaker, Henry and Rita Jalette will celebrate their 50th wedding anniversary on June 11, 1999. They were married in Woonsocket, Rhode Island at St. Charles Borromeo Catholic Church.

Mr. and Mrs. Jalette are long-time residents of Montgomery County, Maryland. Mr. Jalette

worked as an Administrative Law Judge with the National Labor Relations Board until his retirement in 1982. They are both active in their church and community, with Mr. Jalette serving on the board of Mother of God Community in Gaithersburg, Maryland. Mrs. Jalette has always been, and still is a full-time mother for all of her children, grandchildren, and great grandchildren.

Henry and Rita have six caring children: Joan Pritchard, Claire Dant, Michael Jalette, Henry Jalette, Joyce Shotts and Connie Kirby. They also have 14 grandchildren, and two great grandchildren.

I wish to extend my sincerest congratulations to Henry and Rita and to read a message from their children: "We are extremely proud of this milestone in our parent's lives. We want to take this time to honor them and thank them for being role models of real love and for always being there for us. Thanks Mom and Dad!"

#### TRIBUTE TO MINNESOTA STUDENTS FOR OPERATION DAY'S WORK

##### HON. JIM RAMSTAD

OF MINNESOTA

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, April 14, 1999*

Mr. RAMSTAD. Mr. Speaker, I rise today to bring attention to an important program called Operation Day's Work and to the hard work of members of a ninth grade class at St. Louis Park High School in Minnesota who are implementing this excellent program in our country to help those less fortunate than themselves.

Operation Day's Work is a youth-operated fund-raising program started in Norway 35 years ago. Last year alone, the hard work of student in Norway generated \$3,000,000 in grants for those in need.

I'm pleased that this fantastic program has moved across the ocean to the U.S. to eight enlightened high schools, including St. Louis Park High School in Minnesota.

These motivated ninth graders have committed the time and energy to start and organize this program. They have decided to volunteer a full day to work at area businesses, doing odd jobs and other work. In exchange, their employers will donate the wages earned by these students to an important livestock training and responsibility plan for Haitian youths. The Haitian families will receive dairy products and eventually return one offspring of the goat to the program, which will then be awarded to another youth.

Mr. Speaker, I was fortunate to meet with four students who are working on the program during the recent district work period. Their motivation, commitment and generosity of spirit were truly impressive.

Charles Warthington, Zvi Geffen, Ashley Ericson, Elizabeth Stapleton and their classmates deserve to be honored here on the House floor for their vigorous efforts on behalf of those who are less fortunate through Operation Day's Work.

I also want to pay tribute to Kristin King Stapleton, a good friend of mine who's also a newspaper columnist and highly respected advocate for people in need, for her role as parent advisor.

I hope all Americans will support the important efforts of Operation Day's Work.

#### AN APPROPRIATE CLARIFICATION

##### HON. NORMAN D. DICKS

OF WASHINGTON

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, April 14, 1999*

Mr. DICKS. Mr. Speaker, in December, a group of Microsoft's competitors and their consultants convened a briefing for congressional staff here on Capitol Hill. I was alarmed to learn recently that they used the occasion to allege that Microsoft's software posed a national security risk, and I want to take this opportunity to set the record straight. At this time when the Justice Department is pursuing Microsoft in federal court over alleged anti-trust violations, there has been a lot of misinformation promulgated by the company's competitors, and I believe it is appropriate to provide a clarification.

In this instance, reference was made to an incident on the Navy's Aegis cruiser, U.S.S. *Yorktown*, in which the vessel's computers crashed, leaving the ship dead in the water. The allegation was made during this congressional briefing that the computers' operating system, Microsoft Windows NT, was the cause of the outage.

This allegation was false, and the Navy had conceded publicly at least one month before this briefing that human error, not Windows NT, caused the failure.

Mr. Speaker, while I am concerned that this incident happened at all, I commend the Navy for quickly pinpointing the problem, accepting responsibility, and taking action to prevent a recurrence. What concerns me more at this point are the specious, deceptive and irresponsible accusations which Microsoft's competitors are clearly willing to make to congressional staff and the public.

Lately, Mr. Speaker, Members of Congress have seen media reports about accusations against Microsoft and proposals to break up the company or force it to relinquish its intellectual property. Much of this attention has been generated or fueled by this same group of the company's competitors. At this point I would like to urge my colleagues and their staffs to be careful, to listen to such discussions with a skeptical ear, and to seek out both sides when such allegations are made.

And for the RECORD, Mr. Speaker, I would like to insert a copy of an article from the trade publication, *Government Computer News*, published November 9, 1998—more than a month before the congressional staff briefing was held. The story details the Navy's investigation and the full story behind the human error that caused the U.S.S. *Yorktown's* computer problem.

NAVY: CALIBRATION FLAW CRASHED  
YORKTOWN LAN

(By Gregory Slabodkin, GCN Staff)

Pascagoula, Miss.—Human error, not Microsoft Windows NT, was the cause of a LAN failure aboard the Aegis cruiser USS *Yorktown* that left the Smart Ship dead in the water for nearly three hours last fall during maneuvers near Cape Charles, Va., Navy officials said.

The *Yorktown* last September suffered an engineering LAN casualty when a petty officer calibrating a fuel valve entered a zero into a shipboard database, officials said. The resulting database overload caused the ship's LAN, including 27 dual 200-MHz Pentium Pro miniature remote terminal units, to crash, they said.

The petty officer, who has since left the Navy, fed the bad data into the Remote Data Base Manager, a Standard Monitoring Control System application. SMCS, developed by Canadian Aviation Electronics Inc. of Toronto, allows sailors to monitor the ship's engineering and propulsion plant for potential casualties.

The system provides troubleshooting data and normally indicates whether a valve is open or closed without requiring calibration. But something went wrong.

"There was a problem in that this one valve was closed, but SMCS wasn't indicating it as such," said Cmdr. Eric Sweigard, the Yorktown's commanding officer. "So this petty officer started playing with the data.

"This was the only time it occurred, and since then there have been some changes made to prevent it from happening again," he said.

SMCS managers are now aware of the problem of entering zero into database fields and are trained to bypass a bad data field and change the value if such a problem were to occur again, Sweigard said.

"Now that we know what can happen, we've realized how to bring the system back

quickly," Petty Officer 1st Class Phillip Cramer said. "All we have to do is change the zero to any number, and everything comes right back up."

The Yorktown was not towed into port as a result of this incident, Sweigard said. The ship restored the LAN in about two hours as it made its way to the Naval base at Norfolk, VA., under its own power, he said.

"It's not something that we desire, but ships do go dead in the water," Sweigard said. "People sometimes make mistakes and systems break. The trick is we have trained our crew to react to those situations."

The Office of the Navy's Chief Information Officer is conducting a detailed inquiry of the Yorktown incident, Navy officials said. A report from the Navy CIO is expected later this month, officials said.

#### POINT OF NO RETURN

Regardless of who or what was at fault for the Yorktown LAN failure, the stakes for the Navy are high. The service plans to install Smart Ship technology on all its cruisers.

The Navy selected NT 4.0 as the standard operating system aboard the Yorktown for its reliability, functionality, low cost and

ease of integration, said Lt. Danny Bethel, Yorktown's electronics material officer. NT runs the Yorktown's integrated bridge, engineering, condition assessment and damage control systems.

The Yorktown uses dual 200-MHz Pentium Pro systems from Intergraph Corp. of Huntsville, Ala., to run NT over a fiber-optic, asynchronous transfer mode LAN. Shipboard users can access computers from 15 locations so that the Yorktown can be driven from virtually anywhere on the ship.

The Navy has reduced the Yorktown's crew from about 350 sailors to 307 personnel by adopting new policies and procedures, as well as through the use of commercial products, Sweigard said.

The Navy's Western Hemisphere Group will begin installing Smart Ship technologies aboard the USS Ticonderoga and USS Thomas S. Gates early next year, said Lt. Danny Hernandez, public affairs officer for the group in Mayport, Fla.

Smart Ship was the brainchild of Adm. Jeremy Boorda, the late chief of Naval operations who wanted to save money by reducing personnel aboard Navy ships while maintaining safety.