

he will be honored at a surprise dinner for ten years of academic and community excellence.

Dr. Geraty grew up as a citizen of the world as part of a Seventh-day Adventist missionary family who lived and worked in China, Burma, Hong Kong, and Lebanon. Dr. Geraty received a rich educational experience from attending schools in China, Hong Kong, Lebanon, England, Germany, France, Israel, California, Maryland, Michigan, and Massachusetts. These experiences set him on a lifelong course committed to the values of diversity and education.

After completing his undergraduate degree at Pacific Union College, Dr. Geraty graduated from the Theological Seminary at Andrews University. He then served a short term as a pastor in Santa Ana, California. Later, Dr. Geraty joined the Andrews Theological Seminary faculty, he first went to Harvard University to study Hebrew Bible and biblical archaeology where he earned and received with distinction his Doctor of Philosophy degree.

Returning to Andrews Theological Seminary as Professor of Archaeology and History of Antiquity, Dr. Geraty distinguished himself as a teacher and scholar for the next 13 years, teaching also in Jamaica, Jordan, Trinidad, Costa Rica, Europe, and Australia, and directed a series of major archaeological expeditions to the Middle East. During this time he was also the curator of the Horn Archaeological Museum and founding Director of the Institute of Archaeology at Andrews University.

In his notable scholarly career, Dr. Geraty has received numerous honors, including a Fulbright Fellowship and served as advisor on archaeology to former Crown Prince Hassan of Jordan. Dr. Geraty also served as president of several scholarly societies; vice president of the American Center of Oriental Research in Amman, Jordan; lectured all over the world and contributed to numerous publications.

Adding to his teaching focus, in 1985 Dr. Geraty became president of Atlantic Union College in South Lancaster, Massachusetts where he earned the reputation as a progressive academic administrator. Since July 1993 Dr. Geraty has served as President and professor of archeology at La Sierra University in Riverside, California, where he has also become active in the community, serving currently on the boards of the Greater Riverside Chambers of Commerce, United Way of the Inland Valleys, The Employers Group, Metro Riverside International Cabinet, Mayor's Higher Education/Business Council, Raincross Club, Monday Morning Group, and the Riverside Youth Action Executive Policy Board.

In the year 2000, Dr. Geraty received the P. E. MacAllister Award for Excellence in Field Archeology from the American Schools of Oriental Research, and in 2001, the Charles Eliott Weniger Award for Excellence at Pacific Union College. On July 1, 2002, he began a three-year term as president of the American Schools of Oriental Research (ASOR), the premier organization for American archaeologists working in the Middle East. From headquarters at Boston and Emory universities, he will supervise an annual scholarly convention, the publication of several scholarly books and journals, the accreditation of American archaeological projects in the Middle East and relate to research centers in Jerusalem, Amman, and Nicosia.

Dr. Geraty and his wife, Gillian, have a daughter in Colorado, a son in Michigan, and

between them five grandchildren. Truly, one of Dr. Geraty's most impressive accomplishments has been his ability to remain active as an archaeologist and churchman while continuing to lead and direct a university which combines the religious values of a faith community, the educational ideals of a liberal arts college, and the research opportunities of a comprehensive university.

RECOGNIZING JOSEPH WILLIAM MICHAEL FOR ACHIEVING THE RANK OF EAGLE SCOUT

HON. SAM GRAVES

OF MISSOURI

IN THE HOUSE OF REPRESENTATIVES

Tuesday, February 24, 2004

Mr. GRAVES. Mr. Speaker, I proudly pause to recognize Joseph William Michael, a very special young man who has exemplified the finest qualities of citizenship and leadership by taking an active part in the Boy Scouts of America, Troop 167, and in earning the most prestigious award of Eagle Scout.

Joseph has been very active with his troop, participating in many scout activities. Over the years Joseph has been involved with scouting, he has earned 38 merit badges and is a Firebuilder in the Tribe of Mic-O-Say. He served on Cub Scout Camp staff for 5 years. Joseph has also attended the National Scout Jamboree at Fort A.P. Hill in Virginia and the Junior Leader Training Conference at the Pony Express Council.

For his Eagle Scout project, Joseph built a stadium canopy for the Winston High School baseball field.

Mr. Speaker, I proudly ask you to join me in commending Joseph William Michael for his accomplishments with the Boy Scouts of America and for his efforts put forth in achieving the highest distinction of Eagle Scout.

TRIBUTE TO JOHN ELWAY

HON. SCOTT MCINNIS

OF COLORADO

IN THE HOUSE OF REPRESENTATIVES

Tuesday, February 24, 2004

Mr. MCINNIS. Mr. Speaker, it is truly a privilege to take this opportunity to pay tribute to John Elway, a remarkable individual and stellar athlete from the State of Colorado. John will be forever revered as one of the most outstanding quarterbacks to ever play in the National Football League. In recognition of his achievements and dedication to the sport, John was recently selected to enter into the Pro Football Hall of Fame. This prestigious honor is a true testament to his extraordinary leadership and commitment to excellence both on and off the field, and it is my honor to highlight his accomplishments before this body of Congress and this nation.

John captured the attention of sports enthusiasts worldwide throughout his impressive career. He began playing for the Denver Broncos in 1983, and went on to lead his team to five playoff appearances, five Superbowls, and two Superbowl victories. Upon his retirement in 1998, John had amassed more victories than any quarterback in the history of the NFL. As further testament to his career accomplish-

ments, John was chosen to enter the Pro Football Hall of Fame on his first year of eligibility.

John is also well known as an active leader off the field, and has for many years, contributed his time and energies toward improving the lives of his fellow citizens. In 1987, John founded The Elway Foundation, an organization that has been instrumental in raising over \$3 million to help eliminate child abuse. The money has been used to aid the Family Advocacy, Care, Education, Support organization and The Kempe Children's Center. John's dedication to his community truly serves as a valuable model of civic service to today's youth and young athletes.

Mr. Speaker, it is quite clear that John Elway is a person whose unparalleled dedication and hard work both led him to the top of his profession in the National Football League. The combination of his incredible talent and unrelenting passion for competition, combined with an unconquerable human spirit, has led to his selection as a member of the Pro Football Hall of Fame. It is my distinct pleasure to recognize his achievements before this body of Congress and this nation today, and I wish him all the best in his future endeavors. You have made your teammates, your fans, and the State of Colorado proud.

UNCLE ARTHUR AND ORVILLE WRIGHT

HON. ROB SIMMONS

OF CONNECTICUT

IN THE HOUSE OF REPRESENTATIVES

Tuesday, February 24, 2004

Mr. SIMMONS. Mr. Speaker, earlier this month the media reported that Rover and Opportunity were exploring the Martian surface. Mars is about 35 million miles from Earth, yet man can reach that alien world.

On December 17, 1903, at Kitty Hawk, North Carolina, an equally awe-inspiring event took place. It was there that Wilbur and Orville Wright gave birth to man's ability to fly by successfully testing the first powered, heavier-than-air craft that achieved sustained flight with a pilot aboard. The first flight was only 120 feet, far less than the distance to Mars, but that single event defined the 20th Century.

In the December 2003 issue of Aircraft Owners and Pilots Association Magazine, I learned, through an article written by my brother, Tom Simmons, that our family has a connection to the Wright Brothers. Our Great Uncle Arthur Ruhl was one of only six journalists in May 1908 to watch the Wright Brothers work with their aircraft at Kitty Hawk.

An article about what Uncle Arthur saw appeared in Colliers magazine on May 30, 1908. But this story doesn't end with Uncle Arthur's article. He sent a copy of his story to the Wright Brothers and Orville sent back a warm reply. Emboldened by the inventor's response, and his own curiosity, Uncle Arthur wrote back and asked if he could take a flight. Orville responded that they had so many requests they were limiting their passengers to Army officials.

Undaunted, Uncle Arthur continued his correspondence with Orville Wright, and by 1910 the Wright Brothers were exhibiting their aircraft because the public was paying to watch the flights. Who should be covering one of the

exhibitions for *Colliers Weekly* but Uncle Arthur. He was watching Orville Wright train one of his students when the inventor extended the long sought invitation.

Uncle Arthur found the adventure exhilarating. He wrote, "It was now that we seemed, indeed, to be going like the wind—a wonderful sensation, like nothing else, so near to the earth, yet spurning it."

I fly between Washington and my home in Connecticut just about every weekend. Today air travel does not inspire the awe described by Uncle Arthur. But it is an amazing thing—the ability to fly thousands of miles around the world in a matter of hours, or to set foot on a planet that our ancestors looked at every night with amazement and wonder.

I can now look at flight through the eyes of my Uncle Arthur; and I will probably never look at the trip between Washington and Connecticut so casually ever again.

[From the AOPA Pilot, Dec. 2003]

UP IN THE AIR WITH ORVILLE

(By Tom Simmons)

There are many ways to "catch the flying bug." One of the the most common occurs when a pilot offers a nonpilot a ride in his airplane. If this ever happened to you (since you're reading AOPA Pilot today) chances are good that you said, "You bet!" Chances are also good that the pilot was certified by the FAA and his airplane was a certificated airframe.

So imagine, for a moment, the same situation but with slightly altered circumstances. Imagine that the pilot has never taken a flying lesson in his life and knows nothing about aerodynamics other than what he has taught himself through trial and error. Imagine that the airplane is home-built, the most recent in a succession of airframes built by this self taught pilot because he keeps modifying the control system and all his previous airplanes have been destroyed in flying accidents. And finally, imagine that the seat you are offered is a wooden chair bolted to the wing, without cockpit or cowlings surrounding it, and not even a seat belt to hold you in place. Still interested?

I know of a man who said, "You bet!" under the exact circumstances I've just described. He was my great-uncle, Arthur Ruhl, a feature writer for *Collier's Weekly* in the early decades of the twentieth century. And the pilot who took him for his first thrill ride was Orville Wright.

The story begins in May 1908. The Wright brothers had returned to Kitty Hawk, North Carolina, to test a two-man machine built according to contract specifications for the Army Signal Corps. My great-uncle was one of six journalists watching surreptitiously from a stand of trees a half-mile away. At the time, the Wrights were still secretive about their invention and refused to fly in front of witnesses (which fueled doubts about their claims of successful flights) so the journalists stayed out of sight.

They watched two flights, including the first two-man flight the Wrights had ever attempted. As Uncle Arthur's article in the May 30 edition of *Collier's* describes it: "A hundred yards away, the great bird swung to the right and swept grandly by, broadside on. Some cows grazing on the beach grass threw their heads upward, and whirling about, galloped away in terror ahead of the approaching machine. It swept on far above them differently, approached the sand hills three-quarters of a mile to the left, rose to them, soared over and down the other side."

Uncle Arthur was clearly thrilled by what he saw. He sent a copy of his article, "History at Kill Devil Hill," to the Wright brothers

and received a warm reply from Orville. "I thought your account of the maneuverings of the newspaper men at Kill Devil Hills the most interesting thing I have ever seen concerning our experiments," Orville wrote. Pretty high praise.

Perhaps it was these kind words from Orville that emboldened my uncle to make his next contact in September 1908. Orville was then in Washington, D.C., flying the acceptance trials for the Army, and on September 9 he had taken up his first passenger. Uncle Arthur wrote him and asked to be taken up for a flight. Orville's handwritten reply appears on Cosmos Club stationery.

Sep. 14, 1908.

My dear Mr. Ruhl: I have your letter, and I am sure it would give me great pleasure to take you up with me in our machine, but I have had so many requests that I hardly see how I can take you without giving offense to others. I am limiting the number of passengers to the Army officials at present. I am sorry that you were not able to remain to see some of the flights, but hope you may be able to come down again.

Very truly yours

Orville Wright

Strong winds prevented Orville from flying for several days. On September 17, his next flight after writing my uncle, Orville took Lt. Thomas Selfridge up as his passenger. One of the propellers separated, sliced a guy wire, and caused the machine to crash. Selfridge was killed.

A more timid man might have abandoned his hopes of flying right then and there. But not Arthur Ruhl. When Orville recovered from injuries sustained in the accident and returned to work in May 1909, he found a letter waiting for him. Uncle Arthur still wanted to take a flight. Orville again refused.

Orville wrote back: We shall not be able to make any flights before we go to Washington, and once we get to work there we shall have to devote every flight to teaching our pupils. Besides if we take one passenger we will be besieged with requests from people whom it will be almost impossible to refuse. You will readily see how much embarrassment it will make us if we begin to take passengers. It would give us pleasure to take you for a little spin, in recompense for the suffering you endured, on "the firing line" but we did not see how we can do it. We shall be glad to see you in Washington in you find it convenient to be there while we are at work on our government contract.

But that's not the end of the story. In 1910, the Wrights decided to enter the exhibition business. Americans weren't buying airplanes but they were paying to watch others fly them. So the real money in aviation was out on the flying circuit. In order to compete in as many events as possible, Orville started training pilots for the Wright brothers team. Instruction was conducted at Huffman Prairie, a hummocky pasture eight miles outside of Dayton. And once again, Arthur Ruhl was there to cover the story for *Collier's Weekly*.

For a nonpilot writing in 1910, Uncle Arthur's understanding of aerodynamics was impressive. In the *Collier's* article, he writes: "One of the first things to learn, of course, is that the air isn't the simple homogeneous medium it seems to be. It boils and shifts and swirls as current fights tide, and the aeroplane is sailing, not across the stream, but through it."

"Take, for instance, this peaceful cow pasture on a bright June morning. The sky is an even blue and the solitary tree across the field seems drenched in slumbering sunshine. Yet, as a matter of fact, any one of many interesting things are happening near the tree. Maybe the air is streaking up from it as it would streak up a chimney flue, or swirling round it as water swirls around a rock, and

if you are flying into the wind and at the tree, the wind may come pouring down over it and upon you like an invisible waterfall."

Uncle Arthur also seems to have understood the Wrights' control system pretty well. "The wings and vertical rudder work together in their machine. The same pull which depresses the left wing-tip and increases its angle of incidence—gives it a firmer grip on the air, so to say—lifts the right wing-tip and lightens its grip accordingly; at the same time the rear rudder turns to the right, thus tending to counteract the combined drag and lift of the wings and bring the machine back to an even keel."

Uncle Arthur watched Orville train his students until the sun edged toward the horizon. "And then he gave an invitation which had been sought ever since a baking spring morning two years ago, when six weary and tick-bitten corresponding rowed, waded, tramped, and crawled for several hours to a spot under Kill Devil Hill and there saw the Wright machine in successful flight across the Kitty Hawk sands. 'You're elected,' said Orville and I climbed in."

"The passengers's seat in the Wright machine is in the middle. The engine is at his right, and the driver is at his left, so that the balance is the same whether an extra man is carried or not. You sit on a small wooden seat with a back, grasp one of the uprights with your right hand, and rest your feet on a cross-bar. Although not fastened in, one is pretty safely caged by a guy-wire, which passes diagonally across and close to one's chest."

Thus seated, wearing a three-piece suit and jaunty cap, Uncle Arthur headed for the heavens.

"Curious and rather uncanny air trends strike the machine more or less continually as it flies. From the way it vibrates, from the little flapping pennant in front, most of all from an instinct which can only be acquired by experience, the veteran knows pretty well what is happening and how to meet it. But as the novice feels himself suddenly boosted up or dropped with a sensation much like that felt when an elevator suddenly drops or rises, he can only sit tight and trust the man beside him."

"And it was up here, about three hundred feet in the air, that Orville treated me to the only maneuver which a regular bird-man could, I suppose, have regarded as remotely in the nature of an adventure. For any one tired of life and listlessly seeking a new sensation, I can thoroughly recommend it. Just get the Wrights to take you up a few hundred feet, and then as you hand there above the abyss, like a lamb in a condor's claws, bring the great bird up standing and stiffly 'banked,' swing it around in a diameter of, say, two hundred feet."

Imagine that. Uncle Arthur, sitting on a seat with no seat belt, up in the air for the first time in his life, flying at about the height of a 30-story building—and Orville puts the plane into a tight banked turn. I don't know how you would have felt and I'm not sure how I would have felt. But my great-uncle loved it! His article, titled "Up in the Air With Orville," is filled with his joy from the experience.

"Thus we slid down, faster than ever now, with the wind blowing the tears out of our eyes; and just before touching ground came up with exquisite ease and went skimming round the field just tickling the weed tops. It was now that we seemed, indeed, to be going like the wind—a wonderful sensation, like nothing else, so near to the earth, yet spurning it. Twice around the field we went, keeping an even distance from the ground, as if on an invisible track, and then Orville shut off the engine and we slid down upon the grass just as a duck on the wing slides into water." Wow.

Arthur Ruhl died in 1935 and his files were packed into boxes that went into storage for more than 60 years. I recently came into possession of his papers, which include both articles for *Collier's*, three letters from Orville Wright, and a note from Katherine Wright, the brothers' sister, thanking Arthur for some sweet peas he brought to dinner at the Wrights' home on Hawthorne Street in Dayton.

RECOGNIZING THE CLASS ACT GROUP GRASSROOTS CONFERENCE TO RESTORE THE BROKEN PROMISE OF MILITARY RETIREE HEALTH CARE

HON. CHRIS VAN HOLLEN

OF MARYLAND

IN THE HOUSE OF REPRESENTATIVES

Tuesday, February 24, 2004

Mr. VAN HOLLEN. Mr. Speaker, I rise today to commend Col. George "Bud" Day and the members of the Class Act Group who have worked so hard to restore health care to America's military retirees. I salute them for their grassroots efforts that helped make Tricare for Life the law of the land, and I commend them for coming together on February 17, 2004, in Fort Walton Beach, Florida, to develop a strategy to convince Congress to make good on more of the broken promises. I especially appreciate their efforts to enact H.R. 3474, the Keep Our Promise to America's Military Retirees Act, a bipartisan bill that I was proud to introduce.

The purpose of the recent meeting takes on a greater urgency because we must prepare to honor a new generation of veterans who have been willing to make the ultimate sacrifice for our country in Iraq and Afghanistan. Our government must be accountable for the promises it makes to young men and women who are asked to serve our country in this way.

Generations of young men and women were recruited into the uniformed services with the promise that health care would be there for them when they retired after serving a career in service. But while these career soldiers put their lives on the line for our country, the government did not keep its end of the contract. Finally, the Courts have laid to rest the matter of who is responsible for making good on those promises—the United States Congress.

The Class Act Group convention is in the best tradition of American democracy—they are joining together to petition their elected representatives to do the right thing and make good on promises the government made to our military retirees. As veterans, they have already set a good example for our young people by protecting our freedoms and rights. And by organizing this grassroots movement they are doing it again by exercising those freedoms and rights.

I send my congratulations to the Class Act Group for a job well done! I will work with CAG and anyone else who shares our goal, to see that Congress does Keep Our Promise to America's Military Retirees.

THE IMPORTANCE OF DUE PROCESS FOR JOSE PADILLA

HON. MARK UDALL

OF COLORADO

IN THE HOUSE OF REPRESENTATIVES

Tuesday, February 24, 2004

Mr. UDALL of Colorado. Mr. Speaker, the Supreme Court has agreed to hear two important cases regarding the balance between national security and the rights of American citizens. And in a February 24th editorial, the Rocky Mountain News clearly explains why we all have a stake in the outcome of the cases involving Yasir Hamdi and Jose Padilla.

While both evidently are American citizens now being held as unlawful combatants, their cases are not identical. As the editorial explains:

Both men are citizens, but the incarceration of Hamdi seems less convincingly a civil-rights incursion than the incarceration of Padilla. While Hamdi deserves his day in court, grabbing a prisoner at the site of armed hostilities in a foreign country is a different matter from picking someone up at a domestic airport.

And, in the words of the editorial, here is the bottom line:

The obvious issue with Padilla is that if the administration can stick him away as long as it likes without an indictment or court proceedings of any kind, why can't it do the same thing with any of us?

Mr. Speaker, that is exactly the point, and exactly why the Padilla case is so important. For the benefit of our colleagues, I am attaching the full text of the editorial.

[From the Rocky Mountain News, Feb. 24, 2004]

PADILLA DESERVES DUE PROCESS—STILL

Some argue the Bush administration was justified in arresting a U.S. citizen and holding him for two years without due process because, after all, he was in league with terrorists. The logical fallacy here is known as begging the question—you assume the conclusion in the proposition.

How can the administration know Jose Padilla was a terrorist intent on mass killings through use of a "dirty" bomb without due process? And if this can be proven, why doesn't the government initiate a trial?

The Supreme Court is now going to take on the question of whether the administration violated the Constitution in holding Padilla, arrested in Chicago after a trip abroad, and Yasir Hamdi, captured in a battlefield in Afghanistan. Both men are citizens, but the incarceration of Hamdi seems less convincingly a civil-rights incursion than the incarceration of Padilla. While Hamdi deserves his day in court, grabbing a prisoner at the site of armed hostilities in a foreign country is a different matter from picking someone up at a domestic airport.

The obvious issue with Padilla is that if the administration can stick him away as long as it likes without an indictment or court proceedings of any kind, why can't it do the same thing with any of us?

It's hard to see how the Supreme Court could side with the administration in the Padilla case, even if a few other presidents, most notably Abraham Lincoln during the Civil War, have gotten away with the suspension of due process. Moreover, there is language both in Article I of the Constitution and the Fifth Amendment that allows exceptions to due process protections when there is a public danger. We simply don't believe that language would be correctly applied to the Padilla situation.

SPEECH OF DR. ARCH BARRETT

HON. JOHN M. SPRATT, JR.

OF SOUTH CAROLINA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, February 24, 2004

Mr. SPRATT. Mr. Speaker, I rise to enter into the RECORD a speech given by a former staffer of the House Armed Services Committee, Arch Barrett. Arch is one of the most unassuming people I know, but was one of the most remarkable and able staffers I've met during my 20 years on Capitol Hill.

Arch had an undergraduate degree from both the West Point and Harvard, and later got his Ph.D. in political economy and government from Harvard. He entered the Air Force as a second lieutenant in 1957, saw plenty of action in Vietnam, and retired as a colonel in 1981. While in the Air Force, he received the Distinguished Flying Cross, Legion of Merit, Meritorious Service Medal, Air Medal with 12 oak leaf clusters, the Joint Service and Air Force Commendation Medals, and the Vietnam Service Medal.

As distinguished as his military record is, his greatest effect on the military came after he became a staffer for the House Armed Services Committee. If it were not for Arch Barrett, I do not believe Congress would have enacted the Goldwater-Nichols Act. Goldwater-Nichols forced the separate branches of the Armed Services to work cooperatively, and our forces would not be nearly as effective today had it not been for the Goldwater-Nichols Act. The Pentagon fought Goldwater-Nichols tooth and nail, and it took us about 4 years to actually pass the legislation. Whenever the Pentagon raised an objection, we sent Arch Barrett over and he'd argue with the naysayers until they ran out of objections and had to relent. It was a virtuoso performance by someone who had mastered the subject matter.

Arch Barrett is now a professor at the Navy Post-Graduate School in Monterey, still serving his country. He gave the graduation address to the Naval Postgraduate School's Joint Professional Military Education Course in June 2003. In that speech, Arch of course downplayed his own role in establishing Goldwater-Nichols, but did recognize important contributions from several Members of Congress. One of those is a man I, like Arch Barrett, admire—my good friend and colleague from Missouri, the Ranking Democrat on the House Armed Services Committee, Ike Skelton.

I commend Arch's speech to all those with an interest in the founding of the Goldwater-Nichols legislation, and I am proud to enter it into the RECORD.

REFLECTIONS ON LEADERSHIP IN DEFENSE AND PROFESSIONAL MILITARY EDUCATION REFORM
(By Archie D. Barrett)

Sixteen years ago, in 1987, Congressman Les Aspin asked me whether there was an uncompleted task in the area of Defense Department restructuring that could be assigned to Representative Ike Skelton. Aspin was the chairman of the Committee on Armed Services of the U. S. House of Representatives. Skelton was a mid-level Democrat on the Committee who was intensely interested in improving the quality and performance of our Armed Forces. I was a member of Mr. Aspin's Committee staff.

At the time, the Pentagon was making little progress in implementing the education