

County, Alabama. Judge Bibb recently retired as Morgan County District Judge on April 21, 2006.

After a successful law career with A.J. Coleman and David Cauthen, Judge Bibb was appointed to the Morgan County District Court in 1981. He subsequently won election to the bench in 1982 and he continued to serve in that capacity until his retirement.

Mr. Speaker, throughout Judge Bibb's judicial career, he was well respected in the local community and the entire State of Alabama. He was known for being a fair judge who worked diligently to uphold the law, making our community an even better place.

He has remained active in the Morgan County community, serving on numerous advisory boards and task forces. Most notably, he is a member of the Morgan County and Alabama State Bar Associations, the District Judge Association, and a member of the Alabama Council of Juvenile and Family Court Judges. He has also been a lecturer at the Alabama Judicial College and for the Alabama Child Support Association.

Mr. Speaker, on Friday, April 21, Judge Bibb's family and friends gathered to celebrate his long and distinguished judicial career. I rise, on behalf of everyone in North Alabama to thank him for his service and join his colleagues, family, and friends in congratulating him on a job well done.

HONORING RUBEN M. GARCIA

HON. HENRY CUELLAR

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Thursday, April 27, 2006

Mr. CUELLAR. Mr. Speaker, I rise today to honor Mr. Ruben M. Garcia on his 75th birthday and for his remarkable dedication to the City of Laredo, Texas.

Ruben M. Garcia was born on April 27th, 1931, to Manuel B. Garcia and Elena Montemayor, in Laredo, Texas. He graduated from Martin High School in 1950 and served his country in the Korean War. After his war-time service, he returned back to Laredo and married Helen Ramirez.

Mr. Garcia has admirably served the community of Laredo, Texas, through his membership and work in several civic, social, educational, and governmental organizations such as the Federal Reserve Bank of San Antonio, Central Power and Light Board, Laredo Junior College, Laredo Development Foundation, Laredo Chamber of Commerce, South Texas Private Industry Council, Laredo International Fair & Expedition.

In addition to his community service, Mr. Garcia was honored as the Laredo Morning Times Man of the Year in 1974. Since his retirement from his family business in the construction industry, he has dedicated himself to raising cattle. For his dedication and hard work in the ranching industry, he was honored as Rancher of the Year by the Laredo International Fair and Expedition in 2006.

Mr. Speaker, I am honored to have had this time to recognize the bravery and dedication of Ruben M. Garcia.

HONORING COAST GUARD CAPTAIN PETER V. NEFFENGER

HON. JANE HARMAN

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, April 27, 2006

Ms. HARMAN. Mr. Speaker, U.S. Coast Guard officers are measured by the depth of their dedication to protecting our country and its citizens, and by the respect they earn from the men and women who serve under them. By every measure, CPT Peter V. Neffenger is an outstanding commander.

On April 28th, Captain Neffenger concluded his accomplished tenure as Commanding Officer, Captain of the Port, and Federal Maritime Security Coordinator for the U.S. Coast Guard Sector Los Angeles-Long Beach.

During his three-year command, he skillfully guided over 2,400 active duty, reserve, civilian, and auxiliary men and women through times of dramatic change and increasing responsibility. He leaves the nation's largest port complex better prepared for the daunting security challenges of the 21st century.

Captain Neffenger has overseen unprecedented security improvements at the Port of Los Angeles-Long Beach. Under his leadership, the Coast Guard's Los Angeles-Long Beach Sector conducted over 150 vessel boardings and over 500 commercial vessel escorts. The Captain led the Sector in several major exercises, including the largest one in Coast Guard history.

In his role as Federal Maritime Security Coordinator, Captain Neffenger spearheaded the coordination of federal, state and local agencies. He worked with the Federal Bureau of Investigation, Customs and Border Protection, county and local law enforcement, and others to develop a communications network for law enforcement personnel.

His leadership produced the first Area Maritime Security Committee, an interagency body that serves as a model for ports around the nation. Captain Neffenger was a key member of the expert panel that developed the first National Strategy for Maritime Security, and he established a joint-operations partnership with the Coast Guard and CBP for daily intelligence and information-sharing within the port complex.

Captain Neffenger leaves the Port of Los Angeles-Long Beach safe and secure. His foresight, expertise and courage will be sorely missed, but his work in Washington as the Chief of Programs and Budget for the United States Coast Guard will undoubtedly serve our homeland security interests and make our country safer.

On behalf of my constituents and the communities surrounding the port complex, I extend our congratulations to a friend and neighbor, Pete Neffenger, and best wishes for his next assignment.

IN MEMORY OF AVIATION PIONEER A. SCOTT CROSSFIELD

HON. BART GORDON

OF TENNESSEE

IN THE HOUSE OF REPRESENTATIVES

Thursday, April 27, 2006

Mr. GORDON. Mr. Speaker, I rise today to honor the life of a most distinguished indi-

vidual—Scott Crossfield. Scott was an authentic American hero—though he would decline the applause—who served the Nation with distinction as a premier test pilot. With characteristic courage and enthusiasm, he carried out numerous pioneering test flights during his career—flights that significantly advanced the field of aeronautics.

It is rare for someone as famous and expert in his field to come to Congress as a professional staff member, but Scott proved to be an invaluable resource as well as a tireless advocate for aeronautics research and development during his years of service to the House Science Committee in the 1980s and early 1990s.

Scott came to the Committee after a wide-ranging career as a Navy pilot during World War II; an aerodynamicist, project engineer, and research test pilot at NACA, the National Advisory Committee for Aeronautics (NASA's predecessor agency); as chief engineering test pilot and director of testing and quality assurance for North American Aviation, one of the main contractors on the Apollo program; as a vice president for research and development of Eastern Airlines; and as senior vice president of Hawker Siddley Aviation.

Author Tom Wolfe sought to capture the spirit of a test pilot in *The Right Stuff*, his compelling look at the men who flew at Edwards Air Force Base and the Mercury Seven astronauts. It was a difficult task, because among men like Crossfield "[t]his quality, this it, was never named, however, nor was it talked about in any way." In 1960, Scott's peers in the Society of Experimental Test Pilots recognized his incomparability with their highest honor—the Ivan C. Kincheloe Award—for "Outstanding Development and Flight Testing of the X-15". The X-15 is one of three aircraft in the National Air and Space Museum that embody Scott's influence. The Museum honored him with a Lifetime Achievement Award in 2000.

Scott is known to the public for flying his Douglas D-558-II Skyrocket at Mach 2—twice as fast as sound—on November 20, 1953. Equally vital was his knowledge of aeronautics and his practical experience in the design, development, manufacture and operation of aircraft, allowing him to describe the events during flight in the language of his fellow engineers. Interviewed by *Aviation Week & Space Technology* for a 1988 documentary, Scott identified himself as an "aeronautical engineer, an aerodynamicist, and a designer. My flying was only primarily because I felt that it was essential to designing and building better airplanes for pilots to fly. . . . The opportunity to be a test pilot . . . is there for all—and probably within the grasp of most. In my mind, we should divest ourselves of this idea of special people (being) heroes, if you please, because really they do not exist."

Wolfe wrote of the Brotherhood of the Right Stuff, ". . . [T]he idea here (in the all-enclosing fraternity) seemed to be a man should have the ability to go up in a hurtling piece of machinery and put his hide on the line and then have the moxie, the reflexes, the experience, the coolness, to pull it back in the last yawning moment—and then to go up again the next day, and the next day, and every next day, even if the series should prove infinite." During his career Scott confronted numerous emergencies: engine flameouts, aircraft control failures, an X-15 landing which broke the

plane in two—and the day in June 1960 when a ground test of the X-15's rocket engine ended in an explosion that threw the cockpit twenty feet at a speed that exposed Scott to 50 times the force of gravity.

Scott wrote in his book, *Always Another Dawn*, "all I could think of was the possibility of a second explosion that might hurl my part of the airplane halfway across Edwards and through the main hangar and workshop. In the cockpit I moved swiftly to do what I could to prevent this. . . . Immediately afterwards, . . . we recalled in detail all that we could remember while it was still fresh in our minds. These eye-witness accounts, added to the miles of telemetry data and the film strips from the three movie cameras, would enable us to establish the cause of the explosion very quickly." Such dedication was critical to correcting failures, improving performance and accomplishing the major goal of NACA, which was to infuse the leading edge of aeronautical technology into American industry and aircraft.

The Committee on Science and Technology was fortunate, when it came time to recruit Scott, to have Jack Swigert, the pilot of *Apollo 13*, as its chief of staff. Scott and Jack had known each other for years and it was Scott who talked Jack into leaving graduate school at the University of Colorado for the astronaut corps.

Scott answered the call to public service and brought his unique abilities and contacts to a decade and a half of distinguished service on the Committee. When he joined the staff he had already been a pilot for over 40 years. During his years of service, Scott was the Committee's lead staffer both for the Federal Aviation Administration and for the aeronautics portion of NASA. The universally high level of respect he garnered opened doors no one else could open. His unique experience and level of knowledge meant that he was on top of both the technology and the politics of the agencies he oversaw.

In the wake of the *Challenger* disaster, Scott applied himself to an analysis of the Shuttle orbiter's braking system as his part of the Committee's investigation. He wrote that, ". . . Orbiter landings appear high risk even under ideal conditions, which seldom occur. Exceptional procedural and skill demands are placed upon the pilots to nurse the brakes and tires through every landing. Landing rules have had increasing constraints imposed that hamper operational flexibility and usefulness of the Orbiter. . . . [I]t is a tribute to the pilots that they were able to carry such a tender system so far." When the Shuttle returned to flight in 1988, it did so with a stronger braking system. The astronauts can thank Scott Crossfield every time their drag chute deploys as the Shuttle rolls down the runway. The Committee, upon his departure in 1993, expressed "[a]ppreciation for [his] knowledge and experience in aviation and engineering, contributions to sound aviation policies, and foresight to set in motion plans for 21st Century aerospace transportation." NASA awarded him the Distinguished Public Service Medal and the Federal Aviation Administration a Certificate of Appreciation.

In 2003, Scott applied his experience at teaching pilots to a singular purpose. The team chosen to attempt a recreation of Wilbur and Orville Wright's first flight at Kitty Hawk asked Scott to train the pilots attempting to get the replica Flyer into the air. The Wrights

didn't leave an instruction manual for the Flyer, and as Scott told the Experimental Aircraft Association's Sport Aviation magazine, "[t]hings you would do intuitively as a pilot in any other airplane just don't work with this one." Aviation Week magazine recognized his contribution by including Scott as Laureate for Aeronautics/Propulsion in 2003.

Scott always had time to fly his plane around the country to share his experiences and love of aviation. He loved speaking to young people—especially in the Fairfax County elementary school near his home that is named after him. That honor probably meant as much to him as receiving the National Aeronautics Association Collier Trophy from President Kennedy, the National Space Club's Wernher von Braun Trophy or his enshrinement in the Virginia Aviation Hall of Fame, the National Aviation Hall of Fame and the International Space Hall of Fame.

Scott was one of a kind and all who worked with him were blessed to have the opportunity to do so. I want to express my condolences to his family on the sad loss of this amazing man.

EDWARD AND MERLE FORD ON THEIR 50TH WEDDING ANNIVERSARY

HON. JIM GERLACH

OF PENNSYLVANIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, April 27, 2006

Mr. GERLACH. Mr. Speaker, I rise today to honor Edward and Merle Ford on their 50th wedding anniversary.

Edward and Merle celebrated this wonderful milestone on February 28, 2006 after having spent half a century in love and with the shared experiences of family life. Edward Lee Ford was born on July 31, 1929 in Hemingway, South Carolina. He relocated to Pennsylvania to attend Pine Forge Academy. Prior to graduating from Pine Forge, Edward and his twin brother, Jesse, were drafted into the Army where they served as medics. During his time at Pine Forge and while in Germany, Edward diligently wrote to Merle Elizabeth Cheatham. Merle was born on January 1, 1934 in Baltimore, Maryland, and like Edward, attended Pine Forge Academy. During the early days of their romance, letter-writing kept their love alive.

On October 23, 1955, Merle Elizabeth Cheatham and Edward Lee Ford were wed at the chapel on the grounds of Pine Forge Academy. The Fords have four children; Rhonda, Terry, Dwayne, and Lisa; three grandchildren; and three great-grandchildren. Merle and Edward have likewise kept their connection to Pine Forge Academy strong. Merle worked as the Registrar, Secretary to the Principal, and Typing Teacher at the Academy, while Edward designed and built Kimbrough Hall, several of the log cabins, and renovated North Hall into the Music Conservatory. Edward even served as the first president of the Pine Forge National Alumni Association. In 1995, Edward, along with his brother Jesse, received the honor of being alumni of the year. In addition to their dedication to each other and the Academy, the Fords are pillars in their church where they serve as Head Deacon/Deaconess at the Walnut Street

Community Seventh-day Adventist Church in Pottstown, Pennsylvania.

Mr. Speaker, I ask that my colleagues join me today in honoring Edward and Merle Ford on their fifty golden years of love and dedication to each other. I hope they will continue to live in the house Edward built for Merle and that they are blessed with continued joy, health, and love.

IN RECOGNITION OF THE 2005 ST. CHARLES CRIME STOPPERS

HON. KENNY C. HULSHOF

OF MISSOURI

IN THE HOUSE OF REPRESENTATIVES

Thursday, April 27, 2006

Mr. HULSHOF. Mr. Speaker, I rise today in recognition of the 2005 St. Charles Crime Stoppers award winners. For those of you not familiar with the program, Crime Stoppers began 30 years ago in the state of New Mexico as a community partnership to help combat crime. This community partnership consists of the local authorities, the press and area residents. Since its inception, Crime Stoppers has expanded to all 50 states, including the District of Columbia, as well as worldwide with programs in Canada, Europe, Australia, parts of Southeast Asia and other locales. In total, there are 1,200 programs worldwide.

Oftentimes, when a crime is committed, there is generally a witness who has either seen firsthand the act take place or has knowledge that could lead to the arrest of the perpetrator. Whether it is a mugging, a drug deal or an auto theft, someone in the local community has information. The obstacle local law enforcement face is that many of these tipsters are reluctant to come forward for fear of retaliation by these criminals or for other personal reasons.

The solution is Crime Stoppers, which provides witnesses with a safe and anonymous way to relay tips, and therefore avoid having to go on the record and fear reprisals. While Crime Stoppers tips generally do not provide police with the evidence needed to make an arrest, the information does provide police with leads that have ultimately led to a countless number of arrests and prosecutions. Rewards also help reluctant tipsters to come forward with information.

I would like to take a moment to highlight the 13 2005 St. Charles award winners. Michael Shipley was honored as the Law Enforcement Officer of the Year. For 14 years, Mike has dutifully served the local community both as an officer with the St. Charles Police Department but also as a mentor and coach to the local youth. He may be best known for his role as head trainer at St. Charles Boxing where he helps kids learn the "sweet science" but most importantly stay out of trouble.

Kimberly Huffman was honored as the Crime Stoppers Civilian Employee of the Year. After completing the police academy and beginning her work as a police officer, Kim was devastated to learn that she had been diagnosed with a medical condition that would preclude her from fulfilling her day-to-day duties. As a result, Kim resigned as an officer and began to work as a communications specialist with the department, where she excelled. Recently, Kim was ecstatic to learn that her condition had been misdiagnosed and will be able