university laboratory and accelerates the economic and societal benefits of NSF-funded basic-research projects that are ready to move toward commercialization. Once a team completes an I-Corp course and wants to introduce their product to the markets, they're left to form and develop a business plan without any prior training or knowledge. However, not all scientists and engineers have the proper educational background to create and run a successful business and many fail in the early stages. In. response, the NSF created ''I-Corp Go'' to teach business skills that are essential and fundamental to a company's success. After the program's initial success, H.R. 5086 was introduced to make it a permanent addition to the I-Corp program.

As a representative of Atlanta, a place where hundreds of small businesses seek to compete with large corporations, this legislation is near and dear to my heart. H.R. 5086 will provide constituents in my district and new innovators with access to high quality educational opportunities and I support this legislation.

CAPTAIN TAMMIE JO SHULTS

HON. TED POE

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Wednesday, April 25, 2018

Mr. POE of Texas. Mr. Speaker, New Mexico High School senior Tammie Jo Shults dreamed of becoming a pilot. As a child, she had watched planes from nearby Holloman Air Force Base practice combat maneuvers in the sky above the ranch where she grew up. Her dream motivated her to attend a lecture on her high school's career day put on by a retired military pilot.

The only obstacle to fulfilling her dream, however, was not her lack of ability but, rather, her gender. Upon entering the room, the retired colonel asked her if she was lost. When she replied that she was there because she was interested in flying, he informed her that there were no professional pilots.

After college, this hurdle manifested itself again and again, as Shults found herself denied from joining the Air Force as a pilot, even though her brother was accepted. She finally broke into the Navy, but as a woman, she was not allowed to fly combat missions.

Nevertheless, Shults's persistence paid off, becoming one of the first women to fly the F/A–18 Hornet, the Navy's premier strike aircraft at the time. She rose to the rank of Lieutenant Commander before retiring. She helped prepare Naval aviators for Operation Desert Storm by flying training missions as an enemy aircraft.

All of these accomplishments and her stellar career as a commercial pilot for Texas-based Southwest Airlines distinguish her as a one of Americas best, but her actions as pilot of Flight 1380 from New York to Dallas have made her a household name.

Shortly after takeoff, the engine on the left side of Shults's aircraft exploded, and shrapnel broke through one of the plane's windows, causing the cabin to abruptly depressurize. Panic ensued on board, as one passenger was partially sucked out of the aircraft, but Shults remained cool and collected.

She informed air traffic control of the plane's situation, and when asked about the engine, she matter-of-factly replied, ''No it's not on fire, but some of its missing. They said there's a hole, and uh, someone went out.'' Mr. Speaker, try saying that without trembling.

Shults made an emergency landing in Philadelphia, and while one passenger sadly died from the injuries sustained in the accident, the other passengers and crew members exited the aircraft on the ground unharmed.

Mr. Speaker, Shults and her crew saved 148 lives. Women like Shults are exemplary examples of Americas veterans, always answering the call to duty and service. If there's anyone that we want in the cockpit during a crisis, it's Tammie Jo Shults.

And that's just the way it is.

COMMEMORATING THE 60TH ANNIVERSARY OF THE NORTH AMERICAN AEROSPACE DEFENSE COMMAND

HON. DOUG LAMBORN

OF COLORADO

IN THE HOUSE OF REPRESENTATIVES

Wednesday, April 25, 2018

Mr. LAMBORN. Mr. Speaker, two thousand eighteen marks the 60th anniversary of the creation of the North American Aerospace Defense Command, commonly referred to as ''NORAD.'' The United States and Canada, bound together by our history, our values, our economy, our environment, and our resolve to improve the lives of our citizens, have long enjoyed a close relationship that has allowed for continuous collaboration building a prosperous future for the people of both countries. The United States and Canada have stood shoulder to shoulder in defense of security for more than 100 years, as partners and allies in World War I, World War II, the Korean War, throughout the Cold War, in Afghanistan, and as part of the Global Coalition against Daesh; working together to advance our shared values.

As indispensable allies in the defense of North America, on May 12, 1958, the United States and Canada signed an official agreement creating the bi-national North American Aerospace Defense Command and formally acknowledged the mutual commitment of both countries to defend their citizens from air domain attacks. This cooperation is an important element of United States and Canadian contributions to the collective defense provided by the members of the North Atlantic Treaty Organization.

The North American Aerospace Defense Command enjoys a unique status as the only fully integrated bi-national military command. The North American Aerospace Defense Command is headquartered at Peterson Air Force Base, Colorado Springs, Colorado, with three subordinate region headquarters located at Elmendorf Air Force Base, Alaska, for the Alaskan NORAD Region (ANR); Tyndall Air Force Base, Florida, for the Continental NORAD Region (CONR); and Canadian Forces Base Winnipeg, Manitoba, for the Canadian NORAD Region (CANR), along with three subordinate sector command centers at Joint Base Lewis-McChord, Washington, for the Western Air Defense Sector (WADS); Rome, New York, for the Eastern Air Defense Sector (EADS); and Canadian Forces Base North Bay, Ontario, for the Canadian Air Defense Sector (CADS).

The missions of the North American Aerospace Defense Command are to provide aerospace warning, aerospace control, and maritime warning to defend North America. The North American Aerospace Defense Command and the United States Northern Command current operations center is connected to a worldwide system of sensors that provides the Commander of the North American Aerospace Defense Command with a common operating picture of aerospace and maritime threats.

The Cheyenne Mountain Air Force Station hosts the Alternate Command Center for the North American Aerospace Defense Command and United States Northern Command. The Commander of the North American Aerospace Defense Command provides integrated tactical warning and attack assessments to the Government of the United States and the Government of Canada.

The North American Aerospace Defense Command uses a network of space-based and ground-based sensors; airborne radars, fighters, and helicopters; and ground-based air defense systems to detect, intercept, and, if necessary, engage air domain threats to North America.

The May 2006 renewal of the North American Aerospace Defense Command Agreement added a maritime warning mission to the slate of responsibilities of the Command, which entails a shared awareness and understanding of the ongoing activities conducted in United States and Canadian maritime approaches, maritime areas, and inland waterways.

The North American Aerospace Defense Command provides continuous surveillance and defense of North American airspace from further airborne aggression or attack, as occurred on September 11, 2001, through the ongoing Operation NOBLE EAGLE mission. The North American Aerospace Defense Command will continue to evolve to address the ever-changing nature of the threats to North America and adapt to future shared security interests.

The outstanding service of United States and Canadian service members from Active Duty and Reserve Component forces and civilians serving at the North American Aerospace Defense Command is central to the ability of North America to confront and successfully defeat aerospace threats of the 21st century. The continuation of this successful relationship between the United States and Canada through the North American Aerospace Defense Command is paramount to the future security of the people of the United States and Canada.

Today, we therefore recognize the contributions made by the North American Aerospace Defense Command to the security of North America, commemorating 60 years of excellence and distinctive service by the men and women of the North American Aerospace Defense Command, reaffirming the critical missions of the North American Aerospace Defense Command headquartered at Peterson Air Force Base, Colorado Springs, Colorado, and supporting the role of the North American Aerospace Defense Command in providing bi-national defense of the United States and Canada in the 21st century.