

He founded the U.S. Geological Survey's Center of Astrogeology in Flagstaff in 1961 and served as the center's chief scientist. He also was involved in several U.S. space missions, including the Apollo moon missions. He lectured the Apollo astronauts on such topics as craters.

Dr. Shoemaker, who had wanted to be an astronaut but was rejected because of a medical problem, said in a 1996 interview that he hoped for more manned space missions soon—to nearby asteroids, if not to the planet Mars.

"I don't think I will live long enough to see us get to Mars," Dr. Shoemaker said.

In addition to his wife, 67, Dr. Shoemaker's survivors include two daughters, Linda Salazar and Christine Woodward of Los Angeles; and a son, Patrick, of Iowa.

**NASA MOURNS DR. JURGEN H. RAHE, SOLAR SYSTEM EXPLORATION SCIENCE PROGRAM DIRECTOR**

Dr. Jurgen H. Rahe, 57, Science Program Director for Exploration of the Solar System at NASA Headquarters, Washington, DC, died tragically June 18 in the Washington, DC, area. Dr. Rahe was killed during a severe storm when a large tree fell on his car as he was driving near his home in Potomac, MD.

Dr. Rahe had a distinguished career in NASA and in the field of astronomy and space exploration. In his most recent position, he was responsible for overall general management, budget, and strategic planning for NASA's Solar System Exploration programs, including the Galileo mission to Jupiter and several upcoming missions to Mars, including the July 4, 1997, landing of Mars Pathfinder.

"I am shocked and deeply saddened by the loss of Jurgen Rahe. He was a good friend and an extremely dedicated scientist," said Dr. Wesley T. Huntress, Jr., Associate Administrator for NASA's Office of Space Science, Washington, DC. "Under his leadership NASA's planetary exploration program was experiencing an almost unparalleled period of major discoveries at the same time that a number of new missions were being started and launched. His legacy to the exploration of space is large, and I like to think that Jurgen's ideas, hopes, and dreams are aboard many of the spacecraft now headed to the frontiers of our Solar System."

As a member of the Office of Space Science Board of Directors, Rahe also was responsible for the upcoming Cassini/Huygens mission to Saturn. NASA's low-cost Discovery missions and several upcoming missions to Mars. Dr. Rahe also was the editor of one scientific journal ("Astrophysics and Space Science") and a member of the editorial board of two others ("Earth, Moon, and Planets" and "Il Nuovo Cimento").

Dr. Rahe previously served as a Discipline Scientist, Chief Scientist for Planetary Astronomy, and Director of the Solar System Exploration Division at NASA Headquarters. Before joining Headquarters full-time in 1989, Dr. Rahe was a Staff Member at the California Institute of Technology/Jet Propulsion Laboratory in Pasadena, CA. He has also served as the Co-Leader of the International Halley Watch; Co-Investigator on the European space Agency's Giotto mission; Program Scientist for the Clementine, Rosetta, and NEAR (Near Earth Asteroid Rendezvous) missions; and as the Associate Program Scientist for the Hubble Space Telescope.

Previously, he was a Professor of Astronomy and Director at the Astronomical Institute of the University Erlangen-Nuremberg (Germany). During his tenured professorship, Dr. Rahe worked for extended periods as a Visiting Professor in several different coun-

tries. He has published many papers in scientific journals and books, edited more than a dozen books and conference proceedings, and served as President and/or member of three International Astronautical Union committees. He also served previously as the Director of the Remeis Observatory in Bamberg, Germany.

Rahe is survived by his wife and daughter, who live in Potomac, MD.

**TRIBUTE TO CHARLES M. ALAFBERG**

**HON. JAMES P. MCGOVERN**

OF MASSACHUSETTS

IN THE HOUSE OF REPRESENTATIVES

*Thursday, July 24, 1997*

Mr. MCGOVERN. Mr. Speaker, I rise today to congratulate Charles M. Alafberg, AFL-CIO Community Services Liaison for the United Way of central Massachusetts, on an outstanding and distinguished 27-year career in the labor movement.

Over the course of his career, Charlie Alafberg has made a demonstrable and eminently positive impact on the central Massachusetts community. Beginning his labor career organizing at the Wyman-Gordon Co. in North Grafton, MA, Charlie showed continued success as a union organizer between 1956-69, and was elected shop steward for Local 2285 in 1970. By 1978, Charlie moved steadily up the ranks—his peers' confidence in his leadership and organizing abilities rapidly growing—ascending to the position of union trustee and grievance committeeman. In 1986, Charlie was elected to the high office of president of Local 2285, representing the largest steelworkers local in the Third Congressional District with 1,400 active members.

In addition, since 1970 Charlie has held the position of delegate to the Worcester/Framingham Central Labor Council and serves as a labor representative on the Central Massachusetts Regional Employment Board. Always active in the local community, Charlie is an avid member of the Worcester Democratic City Committee. He is married to Diane Krikorian, and together they have four wonderful children—John Alafberg, Mary Alafberg, Kraig Krikorian, and Kimberly Krikorian, and two spritely grandchildren, John and Ashley.

Charlie Alafberg, through his strong commitment to serving the hard-working men and women of central Massachusetts and his genuine concern for others in his community, is an example of unwavering public service which will sorely be missed.

**INTRODUCTION OF THE KING COVE HEALTH AND SAFETY ACT OF 1997**

**HON. DON YOUNG**

OF ALASKA

IN THE HOUSE OF REPRESENTATIVES

*Thursday, July 24, 1997*

Mr. YOUNG of Alaska. Mr. Speaker, today I am introducing the King Cove Health and Safety Act of 1997. This legislation will for the first time provide residents of King Cove, AK, with a safe form of access to and from their community. Specifically, the legislation grants a right-of-way across certain Federal land in exchange for acquisition by the United States

of land containing prime habitat owned by a Native corporation. Surface transportation made possible through the right-of-way will connect the city of King Cove, which has an ill-equipped airport, with Cold Bay, which has a modern, 24-hour all-weather airport and the State's third-largest runway.

King Cove, AK, is a remote community on the western end of the Alaska Peninsula, with a population of about 900. Most residents are of Aleut descent and have lived in the community long before Federal ownership of the surrounding area. Unfortunately, the only modes of transportation to and from this fishing community are by air and sea through some of the most extreme—and deadly—weather and topographic conditions in the world.

Weather conditions permitting, travel is done by small aircraft from King Cove's tiny dirt landing strip with no navigational aids to Cold Bay's modern facility, just 20 miles away. Because King Cove's landing strip is surrounded by mountains and experiences some of the harshest wind, snow, and dense fog found anywhere, residents do not have safely reliable transportation linking them with the modern airport facility in Cold Bay, from which access to the rest of the State and lower 48 States is available. People in King Cove are literally trapped in their community for days at a time during poor weather, and the risk of adverse conditions is present year round.

There have been several fatal accidents in the corridor between King Cove and Cold Bay. Even an attempted medivac during a life-and-death situation resulted in an accident, killing all aboard the aircraft. These accidents alone point to a need for a road between the cities.

In carrying out the land exchange, the bill specifically directs that the Secretary of Interior and the Aleutians East Borough, the municipal government representing King Cove and Cold Bay, to develop terms and conditions on use of the right-of-way to protect the lands and resources affected. This will assure that public and private interests in the lands surrounding the area are protected. In addition, the land acquired by the United States under the exchange is very high quality and maintains the quality of the public's resources.

In summary, this bill opens the way to safe, cost-effective access to King Cove and benefits the public, and it is my intent to move this legislation.

**CONGRESSMAN KILDEE HONORS CHIEF MARLAN HILLMAN**

**HON. DALE E. KILDEE**

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

*Thursday, July 24, 1997*

Mr. KILDEE. Mr. Speaker, it is with great pleasure that I rise before you today to pay tribute to Chief Marlan Hillman who is retiring after 50 years of dedicated service to the Springfield Township Fire Department.

Since the establishment of the Springfield Township Fire Department in 1947, Chief Hillman has been a devoted firefighter and mentor. He has always taken the time to share his experience and wisdom with the dozens of firefighters he has worked with. Marlan Hillman is well known for his leadership, faith, and devotion to public service. At a very early age, Marlan was taught the importance of serving his community by his father, Charles, who served as Springfield's first