

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.

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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 wartime 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.

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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 Siddeley 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