

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 haphazardly 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