

DFC Cardenas first joined the Loudoun County Sheriff's Department in 2014. He is currently assigned to the Patrol in the Field Operations Division. Last year, DFC Cardenas made 22 DUI arrests, 68 misdemeanor arrests, and 11 felony arrests. He selflessly executed these 101 arrests with professionalism and courage in order to further protect the citizens of our community. I would like to thank him for the honorable service he provides my constituents day-in and day-out. His daily sacrifices and commitment to serving our region are commendable. Our community is safer thanks to the continued efforts of DFC Cardenas and his fellow law enforcement officers. His bravery, service, and commitment to Loudoun County have not gone unnoticed and will not be forgotten.

Mr. Speaker, I ask that my colleagues join me in thanking and congratulating DFC Ruben Cardenas for his dedication to both Virginia's 10th Congressional District and the Loudoun County Sheriff's Department.

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HONORING DON BATEMAN

**HON. SAM GRAVES**

OF MISSOURI

IN THE HOUSE OF REPRESENTATIVES

*Friday, June 3, 2016*

Mr. GRAVES of Missouri. Mr. Speaker, I rise today to recognize Mr. C. Don Bateman, Corporate Fellow and Chief Engineer-Technologist for Flight Safety Systems and Technology at Honeywell Aerospace. As the man behind the first Ground Proximity Warning System (GPWS) and the revolutionary Enhanced Ground Proximity Warning System (EGPWS), Mr. Bateman is a true champion of safety for the aviation industry.

Don has received a long list of accolades, including receiving the U.S. Presidential Medal of Technology and Innovation in 2011. Bateman also is in the National Inventors Hall of Fame, an Aviation Path Finder in the Museum of Flight, and a Royal Aeronautical Society Fellow. He received Aviation Week's Laurel for IT/Electronics and its Award for Lifetime Achievement, and in 2014 picked up the Elmer A. Sperry Award for enhancing the art of transportation.

Over his 60 year career in the aviation industry, Don's intense focus on identifying, understanding, and addressing aviation safety risks has led to some of the most successful safety solutions in aviation history. He holds over 50 U.S. and 90 foreign patents related to a wide variety of safety-related avionics including Terrain Awareness and Warning Systems, Heads-up Display systems, Speed Control/Auto Throttle Systems, Stall Warning Systems, Automatic Flight Control Systems, Weight and Balance Systems, & Radar. Don is most well-known for his work addressing Controlled Flight Into Terrain (CFIT) accidents.

For decades, CFIT was one of the leading causes of fatalities in commercial aviation; it is considered a form of spatial disorientation, whereby the pilots cannot discern their position and orientation in proximity to the earth surface. These incidents were the leading

cause of airplane accident loss of life having reportedly caused over 9,000 deaths since 1944. The technologies pioneered by Don Bateman have virtually eliminated what used to be the most common type of airplane disaster.

Beginning in 1970, Don was instrumental in establishing global recognition of CFIT risk and the need for improved pilot training supported by advanced technologies and tools to prevent pilots in poor visibility from unintentionally flying aircraft into terrain or other obstacles. This led to the invention and subsequent introduction of the original Ground Proximity Warning System (GPWS) which used existing aircraft sensors such as the downward looking radar altimeter, to provide the pilot with advanced warning of impending impacts with terrain. In 1974, based on recommendations from the U.S. National Transportation Safety Board, the Federal Aviation Administration (FAA) mandated that all large turbine and turbojet airplanes be required to install GPWS equipment. Over 35,000 GPWS were installed between 1971 and 1998.

From its initial development and based on knowledge gained from accident and incident analysis and vigorous flight testing, GPWS was continually improved and new capabilities such as Wind Shear Detection & Annunciation were added. However, it was in 1994 that the GPWS technology took the most substantial leap forward with the integration of GPS technology. What would become the Enhanced Ground Proximity Warning System (EGPWS), leveraged advancements in digital data storage and processing. Don began assembling a worldwide database of terrain, obstacle and runway data and used this data to provide pilots with both a forward look and improved situational awareness of any surrounding terrain. With this database and supporting alerting algorithms, EGPWS increased the pilot's warning time from seconds to minutes, a major advancement in the prevention of CFIT accidents. In subsequent years, Don evolved EGPWS to accommodate the unique operating characteristics of helicopters. There are now over 55,000 aircraft equipped with EGPWS and the technology is standard equipment on all commercial aircraft in production today.

Expanding on EGPWS technology, Bateman and his team developed other safety products including Synthetic Vision, that displays EGPWS data in a 3-D format so pilots can literally "see" the hills and surrounding terrain with visual cues that give pilots a sense of how fast they are approaching potential obstacles.

As Bill Voss, former president and CEO, Flight Safety Foundation, fittingly stated: "Don Bateman has probably saved more lives than any single person in the history of aviation". . . and the impact of his work will be felt globally for decades to come.

I understand Don Bateman intends to spend his retirement enjoying his family, traveling, and staying involved with the avionics industry. I congratulate Don Bateman on his many accomplishments and years of outstanding service to the aviation community on this milestone occasion. He is truly an asset to those millions of passengers around the globe who

are safe in the skies each year through the use of his technologies.

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HONORING THE LIFE OF ELSA ANDERS

**HON. BARBARA COMSTOCK**

OF VIRGINIA

IN THE HOUSE OF REPRESENTATIVES

*Friday, June 3, 2016*

Mrs. COMSTOCK. Mr. Speaker, I rise to take a moment to honor the life of one of my constituents, Mrs. Elsa Anders of Purcellville, Virginia. Throughout her life, Mrs. Anders was known as a philanthropic and community leader, and friend to so many throughout the Commonwealth. Her work over the years has positively influenced the lives of countless members of our community and the 10th District of Virginia.

Mrs. Anders was born 1948 in Livermore, California, but grew up in Washington, D.C. She attended Georgetown Visitation Preparatory School and George Washington University, where she received her Master's in Education. She was well known for her over twenty years of work in the DC and Loudoun County public schools systems as a teacher and certified speech pathologist.

As a community leader, Elsa participated in various school and local activities. Among her countless volunteer hours given to the community, she was passionate about her work with the Alpha-1 Foundation, Waterford Foundation, Purcellville Business Association, and All Ages Read Together, of which she was a founding member. The Purcellville Business Association believes that a business organization is critical to the health and success of a town, city, or county. For many years, the PBA has proven that the community and the businesses therein Purcellville are of the utmost importance to its members. They started such important events as the annual town Christmas parade and a trolley tour of town businesses and historic features. Elsa Anders was an integral part of this history of the Purcellville Business Association, where she was elected secretary and ran the Membership Committee for many years. She very much exemplified the original charter of the Purcellville Business Association to "promote the economic, industrial, professional, cultural, and civic welfare of the Town of Purcellville."

While Elsa worked tirelessly to advance the cause of the Purcellville Business Association and the Town of Purcellville itself, I would be remiss if I did not impart that her true passion was her family. She cared deeply for her husband, her children, and her grandchildren. Elsa leaves behind her loving husband, Robert Lauten, and her three children: Andrew Lauten, Garrett Lauten, and Peter Anders-Lauten, and three grandchildren, Ruth Ella Lauten, and Collum and Chloe Murphy. Elsa will be sincerely missed by her family, friends, and those lucky enough to have met her.

Mr. Speaker, I ask that my colleagues join me in celebrating the life of Elsa Ragnhilde Ruth Anders.