

team. The 777 was developed under the theme "Working Together" and represents the work of thousands of Boeing employees, Boeing customers and program partners, thousands of suppliers, regulatory authorities, passengers, pilots, and flight attendants. The Working Together concept and process will be a model for future research and development efforts for U.S. industry.

The 777, with approximately 300 aircraft on order, positions the Boeing Co. and its family of aircraft to compete and succeed in the competitive global market for years to come. The 777 is the fourth Boeing Co. Collier Trophy winner; the B-52, the 747 and the 757-767 programs also received this coveted award.

The Boeing 777 is the first commercial jetliner designed and preassembled entirely by computer simulation. More than 235 design-build teams, linked electronically through advanced computers, worked together to create the airplane's parts and systems and to evaluate the aircraft from every perspective. This new and innovative development process enabled the 777 program to exceed its goal of reducing change, error, and rework by 50 percent. Importantly, Boeing plans to apply this new development model for maximum efficiency to other airplane programs.

The most exhaustive flight test program in commercial jetliner history helped the 777 earn simultaneous certification from the Federal Aviation Administration and the European Joint Aviation Authorities. The 777 is the first airplane in aviation history to earn FAA approval to fly extended-range twin-engine operations routes at service entry. This allowed airlines to offer the most direct routes between transoceanic cities beginning on the aircraft's first day of service. Before entering into service, the 777 set National Aeronautic Association-certified speed records between Seattle, Washington and cities in Sweden, Thailand, France, Germany, and Switzerland.

The 777 contains numerous other technological aircraft advancements. The fuselage is wider in cross-section than any other jetliner with similar seating capacity. Advanced composite materials have lowered direct operating costs, improved aircraft safety, and created new cargo opportunities for airlines. More than 7,000 hours of flight deck pilot simulation will provide more reliability, longer service life and better visibility for pilots. The landing gear features better weight distribution on runways while reducing weight and maintenance costs. The 777 will carry approximately 100 more passengers and has a noise footprint less than half that of the older jets it is designed to replace.

On May 15, 1995, United Airlines took delivery of the very first Boeing 777. This momentous occasion was marked by a special ceremony at the Seattle Museum of Flight. On June 7, 1995, the 777 entered commercial service with United as Flight No. 921, traveling

from London's Heathrow Airport to Dulles Airport in Washington, DC.

More than 20 airlines have signed orders to purchase and fly the Boeing 777. Importantly, virtually all of the airlines are foreign customers including British Airways, China Southern, Cathay Pacific, Korean Air Lines, Thai Airways, Japan Airlines, South Africa Airways, and Saudi Arabia Airlines. This ensures that the Boeing Co. will remain one of America's premier exporters. I want to stress to my colleagues that this international aircraft is a job generator for my home State as well as Americans in virtually every State.

Congratulations to the 777 team, the Boeing Co., and the thousands of individual Washingtonians who labored to design and build this historic aircraft.●

#### IN HONOR OF M.D. PORTMAN OF COLUMBUS, OH

● Mr. GLENN. Mr. President, I rise today in tribute to a great American, a great Ohioan, and a man who might truly be called "Mr. Columbus"—Maury Portman.

On May 20, Maury will retire as a Columbus City Councilman—and thus close a career that has spanned not only 42 years in Columbus city government, but also 31 years on Council and 12 of those as council President.

I think it's fair to say that no single individual has done more to help Columbus grow from a mid-sized town in the 1950's to the Nation's 16th largest city in the 1990's than M.D. Portman. Indeed, virtually every major piece of progress Columbus has made over the past few decades has Maury's fingerprints on it. He wrote and sponsored the legislation creating the Columbus Department of Development, sponsored the legislation allocating city funds for the arts, sponsored the legislation creating the Municipal Airport Authority that runs Port Columbus, established various committees to curb racial tensions in the city, helped plan the outerbelt expressway around Columbus, worked to bring the Columbus City Center development to fruition and tirelessly lobbied me and my colleagues here in Washington to obtain Federal funds for a variety of neighborhood renewal projects.

In short, it can accurately be said of Maury Portman that Columbus could not have held the last half of the 20th century without him.

I think the editors at his hometown newspaper, the Columbus Dispatch put it well when they said: "Portman has been able to function so effectively because he never had a personal agenda. His energies were directed not to what would help him get ahead, but what was in the best interest of the community."

Mr. President, Maury Portman is a one-of-a-kind original. He personifies all that is best about public service. And the city of Columbus will miss his leadership greatly.

I feel fortunate to have known and worked with Maury—and I am proud to

call him my friend. And now that his retirement is imminent, I know I speak for thousands upon thousands of people in central Ohio when I say: "Thank you, Maury." Thank you for caring; thank you for always giving your best; thank you for always being there. We all wish you and your beautiful wife, Alice, good luck and Godspeed in whatever you decide to do next. And please know that just as you always remembered Columbus, Columbus will never forget you.●

#### SARAH EMILY MOORE JONES

● Ms. MIKULSKI. Mr. President, I would like to call to the attention of my colleagues the upcoming birthday of Mrs. Sarah Emily Moore Jones, a native Marylander. On Saturday, May 11, 1996, Mrs. Jones will become 92 years young. I know my colleagues join me in extending heartfelt birthday wishes to Mrs. Jones.

Mrs. Jones was born in Wetipquin, MD, the fourth of seven children. She attended Wetipquin Elementary School and Salisbury High School and received a degree in education from Bowie Normal, which is now Bowie State University. Mrs. Jones taught in the Wicomico County public school system in elementary and adult education. She is a faithful member of St. James Free Methodist Church, in Head of Creek, MD, where she served as the musician for over 40 years.

On June 27, 1925, Sarah Emily Moore married Matthew Jones of Head of Creek, MD. To that union, four children were born: Thelma Martin and Matthew Jones of Washington, DC, Linfred Jones of Quantico, MD, and Mary Hilda Elsey of Nanticoke, MD. Mrs. Jones has one stepson, Samuel Boslee of New Jersey. She is also a grandmother, a great grandmother, and a great great grandmother.

After her husband of 60 years passed away on September 6, 1985, Mrs. Jones continued to live independently until December 6, 1995, when she incurred a hip injury. As a result of her injury, and the surgery and rehabilitation that followed, she began living with her daughter, Thelma.

The ever soft-spoken, perpetually happy Sarah can be found smiling and composed through any circumstance. She is revered and loved by all whose lives she touches. I ask my colleagues to join me in wishing Sarah Jones a very happy 92d birthday.●

#### A MOTHER'S DAY WISH TO END GUN VIOLENCE

● Mrs. BOXER. Mr. President, this Sunday is Mother's Day, when millions of sons and daughters will gather to pay tribute to the women who raised them. Mother's Day is a joyous celebration for most, but for families touched by the epidemic of gun violence, it can be a cruel reminder of what they have lost.

I want to speak today about one such family, and I want to tell Senators how a mother from Orange County, CA, Mary Leigh Blek, chose to honor her son's memory by becoming a leader in the fight against violence.

On June 29, 1994, Mary Leigh Blek experienced every mother's nightmare—a 3 a.m. phone call from the police, telling that her beloved son Matthew had been shot and killed. Matthew Blek was walking his date home that night when three teenagers on a violent rampage shot him twice in the head.

The weapon used in that terrible crime was a junk gun, probably manufactured in southern California. Congress has prohibited the importation of these cheap, poor quality, and easily concealable firearms, but has allowed their domestic manufacture to soar unchecked.

For the past year, Mary Leigh Blek and her husband Charles have been on a crusade to stop the proliferation of these junk guns. "Silence is consent," she says, and Mary Leigh Blek has been anything but silent. She has become a tireless organizer in the anti-gun-violence movement—making speeches, attending rallies, and most recently testifying before a Committee of the California Legislature.

Mary Leigh Blek is determined to spare other mothers the pain that ripped her family apart. When I introduced the Junk Gun Violence Protection Act, a bill that would apply the same standards to domestically produced handguns as are currently applied to imports, Mary Leigh Blek was there. Once again, she told the story of how her son was slain and why these poor quality, easily concealable handguns should not be on the streets. I know it is hard for her to keep talking about this tragedy, and I admire her courage and the sense of public service that motivates her to keep up the fight.

This Mother's Day, I will think of Mary Leigh Blek. It is my hope that by next Mother's Day, the kind of gun that killed her son Matthew will no longer be out on the streets. ●

#### AIDS EDUCATION

● Mr. LAUTENBERG. Mr. President, I rise today to commend the students and faculty at Cresskill High School in my State for proposing a weeklong focus on HIV/AIDS, from May 27 to June 2, 1996.

It's true that this is one of many spotlights that have been trained on this epidemic; and it's true that there have been many seminars and educational forums designed to inform the public about the devastation this disease causes and the medical and other support services available to sustain individuals and families living with HIV/AIDS.

But the fact is that despite statistics clearly demonstrating that AIDS is no respecter of racial, religious, ethnic, or economic lines, most people prefer to

think it can't happen to them. The idea for this particular AIDS Education Week in New Jersey came from Jessica Pomerantz, a student at Cresskill High School, a suburban school in an area where families are not faced with problems of the inner cities. Jessica felt the need to talk about this precisely because she sensed that her fellow classmates were like most people—they believed they would never be the ones to get the AIDS virus. The fact is, as she says, AIDS is an equal opportunity killer. The fact is this AIDS education week is very significant.

AIDS has become a defining facet of modern life: The 80,000 Americans reported with AIDS in 1994 alone represented one-fifth the total number of cases ever reported in the United States; AIDS infects one of every 92 young American men ages 27 to 39; it's the leading cause of death among all 25-44 year olds and the fourth leading cause of death among all women.

In New Jersey, some 50,000 people are infected with the HIV virus. We're fifth in the United States in reported AIDS cases, third in pediatric AIDS cases. Women represent 26 percent of all reported AIDS cases in New Jersey, the highest proportion of women with AIDS in the entire country. And women are the fastest-growing group of people with HIV/AIDS.

Last December, the eighth observance of World AIDS' Day took as its theme, "Shared Rights, Shared Responsibilities." Jessica and her fellow students at Cresskill High School have taken that message to heart. They understand the stake they have in this fight. They know they shouldn't and they cannot ignore it for the sake of their own future and the future of generations all over the world. "We must protect our future," they say, "by taking responsibility for our actions if we are to accomplish our goals."

Mr. President, I'm tremendously proud of these young people from New Jersey. I ask my colleagues to join me today in wishing them continued success. ●

#### MEDICARE REIMBURSEMENTS FOR TREATMENT OF SOME MEDICARE-ELIGIBLE VETERANS

● Mr. WELLSTONE. Mr. President, I'm pleased and honored to announce my intention to introduce legislation in the coming days which I believe will demonstrate the cost effectiveness and feasibility of Medicare reimbursement to the Department of Veterans Affairs [VA] for treatment of some medicare-eligible veterans at VA health care facilities.

There are two very important reasons I intend to introduce and press for passage of this legislation which I would like to briefly outline. First, reforming veterans' health care is one of my top priorities. I strongly believe that if we don't reform the archaic and arcane rules governing veterans access to VA medical care, it will be impos-

sible for the VA to provide America's veterans with 21st Century health care. To accomplish this, the VA must be authorized to receive Medicare reimbursements for treatment of some Medicare-eligible veterans. Two different proposals prepared by major veterans service organizations (VSO's) provide that the VA be authorized to receive Medicare reimbursement for treating Medicare-eligible veterans. The GAO, however, has questioned both the feasibility and cost of providing Medicare reimbursement to the VA. While I lean toward the VSO's view that Medicare reimbursement would be both feasible and cost-effective, the only way to prove this is by means of a demonstration project that will determine both the feasibility and cost effectiveness of Medicare subvention. That is precisely what my legislation will authorize.

Second, I believe that because the VA is facing and will likely continue to face severe funding constraints that will reduce its capabilities to provide access to quality health care, the VA will be under strong pressures to deny health care to Medicare-eligible veterans who are not in the mandatory category for outpatient or inpatient treatment. For many years VA medical costs have lagged behind medical cost inflation and under the budget resolution adopted by Congress last year the VA medical care budget would be frozen for 7 years, lagging behind overall inflation and probably even further behind medical cost inflation. As a consequence, the VA may be compelled to ration care, with veterans 65 and over one of the groups likely to be affected. Even before the VA was faced with a flat health care budget, many of its facilities were compelled to resort to rationing. Despite the bold and imaginative efforts of Secretary of Veterans Affairs Jesse Brown and his Under Secretary for Health Ken Kizer to modernize, streamline and decentralize VA health care, a flat VA health care budget for 7 years can only lead to more extensive rationing of health care for veterans. This will further fray our solemn contract with the men and women who selflessly defended our country.

Mr. President, the bill I am planning to introduce is intended to ensure that our aging veterans population is not denied access to VA health care at a time when they need it most. Improving and safeguarding health care for our country's veterans should be a priority issue for my colleagues on both sides of the aisle. I hope all of my colleagues will carefully review my bill after it is introduced and will carefully consider supporting it. ●

#### ORDERS FOR MONDAY, MAY 13, 1996

Mr. LOTT. Mr. President, I ask unanimous consent that when the Senate completes its business today it stand adjournment until 12 noon on Monday,