the San Francisco Chronicle entitled ''Big Hamburger Recall and USDA Inspections'' for the benefit of my colleagues.

[From the San Francisco Chronicle, Aug. 27, 1997]

BIG HAMBURGER RECALL AND USDA INSPECTIONS

The nationwide recall of 25 million pounds of contaminated ground beef at the peak if the summer barbecue season was a timely reminder of the imperfect and outdated methods currently used to inspect the nation's meat supplies.

And it was a warning to backyard chefs that the best protection against dangerous bacteria in their burgers is to cook the red out. A rule-of-thumb is that meat should be cooked well-done at a temperature of at least 160 degrees to kill pathogens like the potentially deadly E. coli 0157:H7.

So far there have been no reports the tainted meat reached California, according to the State Health Department, but a spokesman urges consumers to be alert for suspect Hudson Foods Inc. Frozen hamburger patties with ''Establishment No. 13569'' printed inside the USDA inspection seal.

The tainted ground beef was traced to a meat-processing plant in Nebraska, which supplied hamburger patties to Burger King, Safeway, Wal-Mart and Sam's Club. They have removed the meat from their shelves. Secretary of Agriculture Dan Glickman acted with alacrity in recognizing the crisis and asking for the largest meat recall in U.S. history when 16 people in Colorado were stricken after eating hamburgers.

A significant weakness in the USDA's enforcement powers is that the department does not have the authority to recall tainted meat, but must depend on voluntary compliance by meat-processing companies. ''I think that most folks would be shocked to know that industry—and not federal food safety experts—ultimately make the decision as to whether or not food is recalled when the public's safety is compromised,'' said Glickman. He will ask Congress to grant him the authority to recall, which makes sense. The Hudson hamburger scare also underlined the need for new inspection regulations scheduled to be phased in over the next four years, beginning in January. The stricter new rules will require closer monitoring by federal inspectors at critical points in meat processing.

New regulations will replace the unreliable ''sniff-and-poke'' inspection techniques currently practiced by USDA sleuths who have only a few seconds to spot spoiled poultry and animal carcasses as the move along an assembly line.

The time for updating USDA inspection techniques is long overdue.

HONORING THE 25TH ANNIVERSARY OF GREENCROFT

HON. TIM ROEMER

OF INDIANA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, September 3, 1997

Mr. ROEMER. Mr. Speaker, in the twilight of our lives, we look forward to and hope for the company of our families, our friends, and our God. This is a fair expectation, but people sometimes need help in realizing it, especially those of us who require more care than we can provide for ourselves as we get older.

The Greencroft complex in Goshen, IN provides a network of services for older adults. In so doing, they ensure that retired Hoosiers live among those who are family and who treat them like family, among friends and in a place to make new ones, and with a Christian emphasis that reminds them that, above all, they are in God's care.

From its earliest beginnings, dating back to November, 1962, Greencroft has grown and expanded to meet the simplest and most dire needs of our older citizens. Providing housing, nursing care, and day-to-day assistance is the basic function of Greencroft. But they do so much more, focused on those quality of life issues that mean the difference between existing and living. Its ties to the Mennonite Church also mean that Greencroft functions as a constant ministry to its residents.

Greencroft is an entire community unto itself, yet by its very interactive nature is a full member of the larger Goshen community. At this time, Greencroft is home to some 850 persons living in independent, congregate, or assisted housing situations, with a full range of health care and other services.

Its Christian character and continuous effort to renew and upgrade its services mean the highest level of staff quality and senior services, a style of living for older citizens that has been emulated far and wide.

Mr. Speaker, it is with great pride that I stand to recognize the 25th anniversary of Greencroft, and note that September 2, 1997 is the date of the anniversary celebration. I want to particularly note the contributions of Gene Yoder, president of Greencroft, and the very fine Greencroft staff. Gene is a recognized national leader in the housing field, and he presides over one of the finest facilities of its kind. The people of Greencroft, residents and staff, can all be very proud of this occasion.

THE DRAGONFLY PROGRAM

HON. J.D. HAYWORTH

OF ARIZONA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, September 3, 1997

Mr. HAYWORTH. Mr. Speaker, I want to thank Chairman YOUNG for the opportunity to engage in a colloquy earlier today about the Dragonfly program.

Dragonfly, also called the Canard Rotor/Wing technology program or CRW is a revolutionary concept helicopter aviation. It uses a stopped rotor, high-speed vertical take off and landing or VTOL platform that has the performance characteristics of a helicopter take-off and fixed-wing aircraft flight.

Dragonfly has seen a tremendous base of support develop in the U.S. Marine Corps, and Navy. By the end of this fiscal year, McDonnell Douglas will have an R&D investment of about $9 million and Navy investment of $1 million. It can fill critical, future joint requirements for VTOL operations from all air capable ships, Navy and Marine Corps requirements for a joint replacement aircraft, as well as serve as a continuation of the Cobra and Huey helicopter programs.

Dragonfly will demonstrate the revolutionary flight potential of the high speed CRW concept using an autonomous unmanned air vehicle. The CRW concept uses a rotating wing for VTOL operations, and stops the rotor wing for high speed, fixed wing flight. The planned demonstration program will test and validate the new technology, characteristics and capabilities.

The Dragonfly concept represents a new performance capability for small deck ships in both manned and unmanned applications. The manned CRW concept can be applied to a number of joint missions: attack, armed reconnaissance, escort, close air support, combat search and rescue, and utility/transport. Since the Dragonfly is compact in size and needs no launch or recovery system, a CRW unmanned aerial vehicle or UAV can deliver battle damage assessments and beyond the horizon survivable armed reconnaissance, surveillance and target acquisition capability to every surface combatant in the fleet. In addition, a CRW UAV would have over triple the speed and altitude capability of current tactical UAVs and a flight envelope that significantly exceeds other UAV systems currently in production or in the planning stages.

Dragonfly promises to be a strong candidate for providing hovering and high-speed capability in an attack platform needed for a variety of future Marine Corps missions such as V–22 tilt-rotor escort, ground attack, and combat search and rescue. The program's near term transition sponsor office is the Program Executive Office for Cruise Vehicles and Unmanned Vehicles. This office has committed to take the proven CRW technology to its next state of development following a successful demonstration of the Dragonfly capabilities.

I commend the innovative engineering and design teams at McDonnell Douglas, located in my district in Mesa, AZ, for their work on CRW and Dragonfly. The Department of Defense plans to pursue this technology and include it in its budget for fiscal year 1999. The contractor is also committed to continued shared funding of the program.

Mr. Speaker, funding for the Dragonfly Program in the Fiscal Year 1998 Defense appropriations bill is critical to transition this important technology to the future.

TOBACCO BILL

HON. JOHN JOSEPH MOAKLEY

OF MASSACHUSETTS

IN THE HOUSE OF REPRESENTATIVES

Wednesday, September 3, 1997

Mr. MOAKLEY. Mr. Speaker, today, I am introducing a bill to prevent tobacco companies from collecting the increase in tobacco excise taxes included in the budget.

When this provision was inserted in the budget very few of my colleagues knew about it. Now it's time to repeal it.

Mr. Speaker, cigarettes are the leading cause of preventable death in the United States.

And, like many other Americans, I watched as the tobacco companies reached an agreement with the attorneys general to try to deal with this enormous public health problem by requiring the tobacco companies to fund antismoking initiatives.

But somehow, someone slipped something into the budget bill that lets the tobacco companies off the hook and forces American citizens to finance the antismoking initiatives instead.

Mr. Speaker, I urge my colleagues to join me in cosponsoring this bill—the tobacco companies should live up to their agreements instead of passing them off onto the American people.