

fitted with a small motor, according to the Douglas County sheriff's office. Witnesses told investigators that as the glider began spiraling down, "major portions of the wings" and other parts of the aircraft fell off, the sheriff's office said.

Engen, a former test pilot and a retired Navy admiral who served in three wars, was killed instantly, along with William S. Ivans, 89, of Incline Village, Nev., who was a holder of many glider flight records, the sheriff's office said. It was not immediately clear who was at the controls.

Engen, a World War II dive bomber pilot sank a Japanese cruiser, held the Distinguished Service Medal and the Navy Cross, which is awarded for extraordinary heroism. He took over at Air and Space three years ago, in the wake of a controversy over display of the Enola Gay, the airplane that dropped the first atomic bomb on Japan.

Engen "labeled himself as part of the fix" of the museum when he took over, "and he was," said David Umansky, a spokesman for the Smithsonian Institution, of which Air and Space—the world's most visited museum—is part.

Engen also was the prime mover behind plans to open an annex to Air and Space at Dulles International Airport. A target opening date in 2003 has been set for the facility, which is to provide vastly increased exhibit space for the museum's aeronautical holdings.

"He has been the guiding light behind the Dulles center," Smithsonian spokeswoman Linda St. Thomas said last night. "It was his big project."

"Don has been a wonderful director for the past three years," said Smithsonian Secretary Michael Heyman.

Calling Engen's death a "terrible tragedy," Jane F. Garvey, administrator of the FAA, said Engen continued to offer "advice and counsel" on aviation issues and to show concern about the welfare of those who had worked for him at the agency, she said.

"People just had enormous respect for him," Garvey said.

Donald Davenport Engen, who was born in Pomona, Calif., on May 24, 1924, had flying and the Navy in his thoughts since boyhood.

When he was in the fourth grade, he told his parents that he wished to be a "naval officer and go to sea" On Dec. 7, 1941, only a few months after he entered Pasadena Junior College at 17, the Japanese attacked Pearl Harbor, and Engen got a strong push toward realizing his early ambition.

After the attack, he dropped out of college and enlisted as a seaman second class in a Navy training program, according to a memoir he published in 1997, "Wings and Warriors: My Life as a Naval Aviator."

By 1943, he was headed west across the Pacific, where he was based on the carrier USS Lexington and took part in the campaign to liberate the Philippines.

He was involved in fierce combat. "Almost everyone experienced fear from time to time," he wrote. But, he said, "we junior pilots felt invincible, even though our loss rate seemed to indicate otherwise."

After the war, he gave civilian life a try, enrolling in the Naval Reserve and flying on weekends. That did not satisfy his passion for life in the air, and he reenlisted for active duty. Given a second chance at a Navy career, he said, "I could have walked on water."

He made a career as a test pilot, helping to develop many of the safety mechanisms that have become standard for the aviators who were to follow him.

A test he made of an ejection seat at a factory in Philadelphia left him with a compressed disc in his spine. He regarded the sacrifice as worthwhile, however, for the seat

was credited with helping to save the lives of more than 6,000 pilots.

In 1950, after the outbreak of the Korean War, Engen was an officer on board the USS Valley Forge. While flying from its deck, he took part in the first aerial strike over Pyongyang, the North Korean capital.

Later, he commanded a squadron and an air wing during the Vietnam War, although he did not see action there. While serving in the Navy, he received a bachelor of science degree from George Washington University in 1968 and also attended the Naval War College.

He served as commanding officer of the USS Katmai and the USS America and of the Navy's Carrier Division 4. He was deputy commander in chief of the U.S. naval forces in Europe from 1973 to 1976 and of the U.S. Atlantic Fleet from 1976 to 1978.

He advanced through the officer ranks to vice admiral.

After retiring from the Navy in 1978, he became general manager of a division of the Piper Aircraft Corp. and in 1982 was appointed by President Ronald Reagan to the National Transportation Safety Board—one of the agencies that is investigating his death.

Engen encountered some turbulence during his 1984-87 FAA tenure. Public attention focused on his agency in 1987, in particular, when airline passengers complained about flight delays. He warned early in the summer vacation season that delays would occur, largely because there were not enough airports to handle increased traffic.

Speaking not long after the NTSB warned that there had been "an erosion of safety" in aviation, Engen called U.S. aviation the world's safest, asserting that criticism of the system was often based on "emotion and misinformation."

In a speech at the National Press Club, the soft-spoken admiral said that the holder of his post would never lack for critics looking over his shoulder.

"There is a fine line between constructive oversight and unconstructive meddling," he said.

Engen said more airports were needed, rather than re-regulation of the airlines, as some critics had proposed.

The reasons for his resignation were not made known, but in aviation circles it was said that friction had occurred between him and then-Transportation Secretary Elizabeth Hanford Dole. The FAA is part of the Transportation Department.

Of his departure, Engen said only, "There's never a good time to leave, but the time has come."

After a long search, he was picked in June 1996 to head Air and Space. Critics had contended that the proposed Enola Gay exhibit depicted the United States as the aggressor during World War II. At the time of his appointment, one of the critics called Engen "a true aviator," and said "we are all exalted."

Engen married the former Mary Ann Baker in 1943, and they had four children.

#### LEAVE OF ABSENCE

By unanimous consent, leave of absence was granted to:

Mr. FROST (at the request of Mr. GEPHARDT) for today and July 16 on account of family business.

Mr. COBLE (at the request of Mr. ARMEY) for after 3:30 today until July 21 on account of official business.

Mr. PETERSON of Pennsylvania (at the request of Mr. ARMEY) for after 8 p.m. today and July 16 on account of personal business.

#### SPECIAL ORDERS GRANTED

By unanimous consent, permission to address the House, following the legislative program and any special orders heretofore entered, was granted to:

(The following Members (at the request of Mr. HALL of Ohio) to revise and extend their remarks and include extraneous material:)

Mr. PALLONE, for 5 minutes, today.

Mr. DAVIS of Illinois, for 5 minutes, today.

Ms. JACKSON-LEE of Texas, for 5 minutes, today.

Mr. CLYBURN, for 5 minutes, today.

Mr. SCOTT, for 5 minutes, today.

Mr. RANGEL, for 5 minutes, today.

Mr. LEWIS of Georgia, for 5 minutes, today.

Mr. CUMMINGS, for 5 minutes, today.

Ms. CARSON, for 5 minutes, today.

Mr. PAYNE, for 5 minutes, today.

Mr. FATTAH, for 5 minutes, today.

(The following Members (at the request of Mr. DIAZ-BALART) to revise and extend their remarks and include extraneous material:)

Mr. BEREUTER, for 5 minutes, today.

Mr. WAMP, for 5 minutes, today.

Mr. WELDON of Pennsylvania, for 5 minutes, today.

#### SENATE BILL REFERRED

A Bill of the Senate of the following title was taken from the Speaker's table and, under the rule, referred as follows:

S. 604. An act to direct the Secretary of Agriculture to complete a land exchange with Georgia Power Company; to the Committee on Agriculture.

#### ENROLLED BILL SIGNED

Mr. THOMAS, from the Committee on House Administration, reported that that committee had examined and found truly enrolled a bill of the House of the following title, which was thereupon signed by the Speaker.

H.R. 775. An act to establish certain procedures for civil actions brought for damages relating to the failure of any device or system to process or otherwise deal with the transition from the year 1999 to the year 2000, and for other purposes.

#### ADJOURNMENT

Mr. DIAZ-BALART. Mr. Speaker, I move that the House do now adjourn.

The motion was agreed to; accordingly (at 12 o'clock and 45 minutes a.m.), the House adjourned until today, Friday, July 16, 1999, at 9 a.m.

#### EXECUTIVE COMMUNICATIONS, ETC.

Under clause 8 of rule XII, executive communications were taken from the Speaker's table and referred as follows:

3047. A letter from the President and Chairman, Export-Import Bank, transmitting notification of a transaction which involves U.S. exports to a private company in the energy sector of Russia; to the Committee on Banking and Financial Services.