

TRIBUTE TO RETIRED COLONEL GROVER F. HEIMAN, JR., RETIRED LIEUTENANT COLONEL ROY E. KADEN, RETIRED MAJOR EARL L. SCHUREMAN, AND RETIRED SENIOR MASTER SERGEANT JOHN D. GOOLSBEE

HON. ELTON GALLEGLY

OF CALIFORNIA

HON. JIM GIBBONS

OF NEVADA

IN THE HOUSE OF REPRESENTATIVES

Thursday, November 14, 2002

Mr. GALLEGLY. Mr. Speaker, it gives us great pleasure to pay tribute to retired Colonel Grover F. Heiman, Jr., retired Lieutenant Colonel Roy E. Kaden, retired Major Earl L. Schureman, and retired Senior Master Sergeant John D. Goolsbee for their brave dedication to their country.

On September 17, 1952, these four American heroes and the rest of their RB-50 crew, took off from an airbase in Greenland on a Top Secret reconnaissance mission over the "Ice Islands" of the Soviet Franz Josef Land Archipelago.

This crew was personally selected and highly trained to fly this mission. They were told if they were shot down or captured, there would be no rescue operation. Despite this, the crew risked their own lives to gather information on a possible new Soviet air base being built in Franz Joseph archipelago.

If there was a base being built, Soviet TU-4 bombers would be capable of attacking the East Coast of the United States with nuclear weapons.

The crew departed in the early morning for their 15-hour mission. The fog on the field was so thick that they had to follow a vehicle to the runway.

After doing a thorough check of all aircraft systems, the RB-50 lifted off for the Soviet Union. Since this mission was Top Secret, there was complete radio silence for the entire 15-hour flight; the crew did not talk to anyone on the radios.

This mission was at such a northern latitude that the crew had to navigate using a system known as "Grid Navigation." This system is used to solve problems with direction posed by flying so close to the North Pole.

To simplify the navigation problems, the crew took two navigators. One navigator maintained a dead reckoning plot of position, computing air speed, wind direction, velocity and ground speed; the other navigator provided frequent astro compass readings of the azimuth of the sun.

Once the flight entered the area they were to reconnaissance, they planned to fly at 20,000 feet and use the onboard photography systems to survey the area.

Unfortunately, at 20,000 feet, the RB-50 was above a solid cloud layer, rendering the onboard photography system useless. The aircraft descended to 12,000 feet hoping to get below the weather, but there was still another layer of clouds below them. In an attempt to salvage what they could from this mission, the crew descended through several cloud layers until leveling off below the clouds, 2,500 feet above the ground.

The aircraft passed over numerous small, ice covered, barren islands looking for any signs of a Soviet military presence.

Due to the altitude they were flying at, the aircraft used the onboard tri-met and oblique cameras as well as visual observation to search for any Soviet airbases.

After flying in that area for a considerable amount of time, the crew saw no sign of any Soviet military presence and departed.

The crew maintained radio silence for the entire flight back until they were directly over their base in Greenland. Once over the airbase, they broke radio silence, and since the weather had gotten slightly better, they were able to land and complete their mission.

They spent several days after this flight debriefing United States Intelligence members on what they saw.

The selfless sacrifice of these American heroes has made our nation a safer place.

CONGRATULATING THE PARTNERSHIP BETWEEN THE ALLSTATE FOUNDATION AND THE NATIONAL CRIME PREVENTION COUNCIL

HON. MARK STEVEN KIRK

OF ILLINOIS

IN THE HOUSE OF REPRESENTATIVES

Thursday, November 14, 2002

Mr. KIRK. Mr. Speaker, today I want to recognize the long-standing public-private partnership between the Allstate Foundation and the National Crime Prevention Council, a model collaboration that will strengthen each organization's commitment to building healthier and safer communities.

The Allstate Foundation is an independent, charitable organization made possible by the Allstate Corporation, the nation's largest publicly held personal lines insurer based in my congressional district. The Allstate Foundation sponsors community initiatives that promote safe and vital communities; tolerance, inclusion, and diversity; and economic empowerment. As the nation's focal point for crime prevention, the National Crime Prevention Council works to enable people to create safer more caring communities by addressing the causes of crime and violence and reducing the opportunities for crime to occur. The partnership between the Allstate Foundation and the National Crime Prevention Council provides a model for how responsible corporate citizens can work with leading national nonprofit organizations to help improve communities at home and around the nation.

The Allstate Foundation has worked with and supported the National Crime Prevention Council since 1991. Sponsoring programs including Students Mobilized Against Drugs, the 10th Annual Youth Crime Prevention Conference and the Teens, Crime and Community program. The Allstate Foundation continues to take an active role in the dissemination of crime prevention information and materials by providing seed money for the development of crime prevention web-sites including, www.McGruff.org and www.ncpc.org.

The Allstate Foundation recently awarded a grant of \$200,000 to the National Crime Prevention Council to support the Be Safe & Sound campaign, a new initiative that will equip parents and caregivers with information about prevention programs and security measures so that they can be the best advocates for their children's safety while at school. This

campaign will enable the National Crime Prevention Council to disseminate information to parents through print material, Web-based information, public service advertising, and through a partnership with the National Safety and Security Council, a consortium of businesses and organizations committed to promoting environments that are safe and secure from the threat of crime, violence and drug abuse.

I am pleased to direct my colleague's attention to the valuable partnership between the Allstate Foundation and the National Crime Prevention Council. I applaud these organizations for this leadership in working to prevent crime and improve the quality of life for all Americans.

TRIBUTE TO COLONEL THOMAS D. WEBSTER

HON. JAMES T. WALSH

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Thursday, November 14, 2002

Mr. WALSH. Mr. Speaker, on 2 June 2002, Colonel Thomas Webster retired as the Commander of the 152nd Air Operations Group, New York Air National Guard in Syracuse, NY. He assumed this position in February 1998. The Air Operations Group was established at this time as the first ever within the Air National Guard.

He was assigned as the Director of the Minimum Essential Airfield in Rome, New York from October 1995 to February 1998, earning a USAF Meritorious Service Medal for his expert leadership and command excellence.

Colonel Webster was born on October 19, 1946, in Rochester, Minnesota, and graduated from Lourdes High School. He earned a Bachelor of Arts degree in liberal arts from the University of Minnesota in 1969. He has completed many career-related schools during his military career. This includes the Army War College at Carlisle Pennsylvania in July 1992.

Colonel Webster completed Officer Training School in May 1972, and joined the 174th Fighter Wing in January 1975. He attended undergraduate pilot training at Williams AFB, Arizona and spend several years as a traditional guardsman pilot in Ohio and New York while continuing his civilian career. He began his full-time military career with the 174th Fighter Wing as a Quality Control Officer, and then became the Maintenance Squadron Commander in 1985. Colonel Webster was assigned as the Maintenance Squadron Commander for the 138th Fighter Squadron, 4th Tactical Fighter Wing (Provisional) at Al Kharj Air Base in Saudi Arabia during Operation Desert Shield/Storm. He returned to the 174th Fighter Wing as the Maintenance Squadron Commander in May 1991. In 1992 he became Vice Wing Commander of the 174th Fighter Wing and Air Commander of the full-time force.

Colonel Webster is a command pilot with more than 2,500 flying hours in fighter aircraft, including the A-10 and F-16. His military awards include the Legion of Merit, the Bronze Star Medal for his service in Saudi Arabia, the Air Force Commendation Medal, the Air Force Outstanding Unit Award with V and four devices, the Combat Readiness Medal with two devices, the National Defense Service Medal,