

Democratic Party. Among those volunteers were Andrew Goodman, James Chaney and Michael Schwerner, the three young men murdered along a muddy road near Philadelphia, Miss., in June 1964. (According to Julian Bond, Mr. Forman was probably not aware in the last days of his life that Edgar Ray Killen, a preacher and sawmill operator, had been recently charged with the murders.)

Later that summer, Mr. Forman journeyed to Atlantic City, where he worked to persuade Democratic Party officials to recognize the Mississippi Freedom Democratic Party at the Democratic National Convention. Despite his efforts and despite the powerful testimony of Fannie Lou Hamer, who told of being fired by her boss and beaten unconscious by the police for her work in support of MFDP, the upstart party failed to supplant the state's party regulars.

"Atlantic City was a powerful lesson, not only for the black people from Mississippi but for all of SNCC and many other people as well," Mr. Forman wrote. "No longer was there any hope, among those who still had it, that the federal government would change the situation in the Deep South."

Despite Mr. Forman's growing militancy, SNCC dumped him and Lewis in 1966, replacing them with Carmichael and Ruby Doris Smith Robinson.

Mr. Forman, who always had been interested in African liberation movements, went to Africa in 1967. In 1969, he helped organize the Black Economic Development Conference in Detroit, where a "Black Manifesto" was adopted. He also founded a nonprofit organization called the Unemployment and Poverty Action Committee.

On a Sunday morning in May 1969, Mr. Forman interrupted services at New York City's Riverside Church to demand \$500 million in reparations from white churches to make up for injustices African Americans had suffered over the centuries. Although Riverside's preaching minister, the Rev. Ernest T. Campbell, termed the demands "exorbitant and fanciful," he was in sympathy with the impulse, if not the tactic. Later, the church agreed to donate a fixed percentage of its annual income to anti-poverty efforts.

In the 1970s, Mr. Forman was in graduate school at Cornell University and received a master's degree in African and African American studies in 1980. In 1982, he received a PhD from the Union of Experimental Colleges and Universities.

A writer and pamphleteer, Mr. Forman moved to Washington in 1981 and started a newspaper called the Washington Times, which lasted a short while. He also founded the Black American News Service. He was the author of "Sammy Younge Jr.: The First Black College Student to Die in the Black Liberation Movement" (1969), "The Making of Black Revolutionaries" (1972 and 1997) and "Self Determination: An Examination of the Question and Its Application to the African American People" (1984).

His marriages to Mary Forman, Mildred Thompson and Constanca Ramilly ended in divorce.

Survivors include two sons, Chaka Esmond Fanon Forman of Venice Beach, Calif, and James Robert Lumumba Forman Jr. of the District; and one granddaughter.

In July, despite being weak from his long struggle with cancer, Mr. Forman took a train from Washington to Boston during the Democratic National Convention. He took part in a "Boston Tea Party," in which members of the D.C. delegation tossed bags

of tea into Boston Harbor to protest lack of statehood and no vote in Congress.

"It was said that on his deathbed, Frederick Douglass's last words were, 'Organize! Organize!' That's what Forman did every day of his life," Bond said. "That's what today's civil rights movement has forgotten how to do."

I take great pride in commending Mr. James Forman for his work to curb racial segregation and win social justice in this country.

INTRODUCING A BILL TO ENHANCE THE SAFETY OF COMMERCIAL SPACE FLIGHT

HON. JAMES L. OBERSTAR

OF MINNESOTA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, February 8, 2005

Mr. OBERSTAR. Mr. Speaker, today I have introduced a bill to enhance the safety of commercial space flight by ensuring that the Federal Aviation Administration (FAA) has the authority it needs to protect the safety of passengers of the emerging commercial space industry.

Mr. Speaker, I support commercial space exploration and the commercial space industry, but not at the expense of totally ignoring safety. The Commercial Space Launch Amendments Act of 2004, P.L. 108-492, prohibits the Secretary of Transportation from issuing safety design and operating regulations or even minimal safety requirements for individual licenses for the next eight years unless there is a potentially catastrophic incident.

The current statutory language amounts to, in essence, the codification of what has come to be known in aviation safety parlance as the "Tombstone Mentality." For years, both I and many of my colleagues on the Aviation Subcommittee have criticized the FAA for waiting until after a disaster to take safety actions, and have urged more proactive safety oversight.

Supporters of the Commercial Space Launch Amendments Act argued that safety regulation would discourage experimentation and innovation. However, the Act went well beyond these objectives and essentially tied FAA's hands by totally banning any safety requirements, except in post-accident circumstances where lives have already been lost. Under the Act, the FAA would be prevented from requiring even the simplest, least expensive enhancements to protect safety of passengers on these space flights.

Mr. Speaker, my bill would amend the Commercial Space Launch Amendments Act to give the FAA the authority and flexibility to establish minimum safety regulations. My bill would not preclude innovation and, contrary to the claims of supporters of the Act, my bill would not require FAA to impose the same degree of regulation on the developing space travel industry that is imposed on the mature air transportation industry. Specifically, although my bill would require that FAA include, in each license it issues, minimum standards to protect the health and safety of crews and space flight participants, it would further require that, in imposing these standards, FAA must take into account the "inherently risky

nature of human space flight." My bill would give the FAA the flexibility to create a regulatory structure governing the design or operation of a launch vehicle to protect the health and safety of crews and space flight participants as is necessary, without having to wait for a catastrophic failure to occur.

Mr. Speaker, safety regulation need not be incompatible with developing new technology. For example, although FAA has closely regulated aircraft manufacturing since the 1920's, this regulation has not prevented major technological progress, including the development of jet aircraft in the 1950's and all-composite general aviation aircraft in recent years.

We can and should protect the safety of passengers on space flights in this new and emerging industry, without placing unreasonable limitations on industry development. I urge my colleagues to join me in working to pass this important legislation.

PERSONAL EXPLANATION

HON. JOHN D. DINGELL

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

Tuesday, February 8, 2005

Mr. DINGELL. Mr. Speaker, last week I missed two important votes relating to elections in the troubled Middle East. H. Res. 56 commends the Palestinian people for the free election held on January 9, 2005, and H. Res. 60 relates to the election held in Iraq on January 30, 2005. I rise today to say that I would have voted "yes" on both H. Res. 56 and H. Res. 60.

On Sunday, January 30, millions of Iraqis voted in a free election for the first time in their lives. Many walked great distances and nearly all risked their lives to exercise this new right. Though I opposed the war, the election that took place in Iraq is something to be celebrated. In addition to commending the people of Iraq, I would like to commend our men and women in the armed services. Without their hard work and bravery in developing and executing a complex security plan, this most successful election would not have been possible.

Now that the people of Iraq have had a free election, we need to put our efforts into helping them find ways to defeat the insurgency, involve all religious and ethnic persuasions in the political process and ensure that the rights of minorities are protected as they continue to draft a Constitution.

In addition, it is important that the United States look toward developing an exit strategy. In reality, this should have been done before we initiated military operations. We need to continue to train and equip Iraqi security forces. In order to properly do this, we need to have an accurate assessment of the capabilities of those forces now.

The free election in Iraq was an achievement that cannot be understated. That said, we have a vested interest in a secure and democratic Iraq and while the election was an important milestone, we need to look ahead to a time when our work over there is done and our troops can come home.

Now, turning to the recent elections in the Palestinian Territories. I would like to commend Dr. Mahmoud Abbas on his election as