

by strengthening the democratic political process.

Every time the barriers of segregation and discrimination are lowered in education, employment, and housing, our whole Nation, black and white alike, move closer to the realization of the American dream. Every step forward, every gain, every advance made by the Negro is an advance for all Americans and all Americans will benefit.

Therefore, in urging you to accept the challenge to forge the alliance, I am in effect urging you to join together with all people to work for the improvement of conditions not alone for Negroes, or Indians, or Jews, or Puerto Ricans, or the poor whites of the mountains, but for improving the conditions for the entire family of man. In this way, we help evolve and construct the great society of which President Johnson speaks. Only Friday, President Lyndon Baines Johnson, at the University of Michigan, said:

"A great society—one of challenge constantly revered, beckoning us toward a destiny where the meaning of our lives matches the marvelous products of our labor." (Lyndon B. Johnson.)

Finally, I speak to you on the challenge of a sense of mission.

You young graduates are the beneficiaries of a great tradition, a valuable legacy. Richard Allen was a man of deep conviction and with him it was not sufficient that his body was free. His soul and spirit also had to be free. Nor was he content to see the plight of his fellow man without being moved, being sensitive, and wanting to do something constructive about it. Richard Allen had a sense of mission. When he left St. George's Church in 1787, it was a sense of mission that led him to found the Free African Society, a social welfare-social uplift organization, and later to found the A.M.E. Church.

A sense of mission requires having that knowledge that your work, your life's endeavor, is a special work and to your life has been added a special purpose. It goes beyond that. There is a spiritual quality infused in it. There is zeal, the crusader's spirit and a strong commitment to do the job at all costs.

Your education imposes a special responsibility upon you. You must relate yourself and your talents to the needs of the masses of people. And that you are "called" to help the poor, encourage the weary and inspire the discouraged. And you say to yourself: This is my duty; my obligation. Herein lies the challenge of a sense of mission. It is not the arrogance of an attitude of noblesse oblige. Rather, it is the heeding of the injunction: I am my brother's keeper.

A sense of mission is mightily concerned with the spiritual and moral values.

Since Korea, or maybe even since the end of World War II, the great emphasis placed on the material aspects of our culture has produced a haunting and disregard of basic and fundamental values of our society.

Education and our schools and colleges have not acted to come to grips with this excess and imbalance of emphasis and direction. Our society and, until recently, our college students, products of this social milieu, have been obsessed with such attitudes and concerns as comfort and complacency, success and security. In our world of travail, complexity, kaleidoscopic change, there is no place for complacency. To be sure to be comfortable is desirable, to succeed a worthy goal, and security a desired status, but these objectives must not be our first concerns, our highest priorities.

Let us this day, both young and old alike, pledge ourselves to giving a high priority to social sensitivity, social concern and commitment.

#### SENSITIVITY

A sensitivity to the ills of our society, the plight of our fellow men, the injustices, deprivations and needs of all people.

#### CONCERN

A deep and abiding concern based on our awareness about and sensitivity to these problems must stay with and live with us.

#### COMMITMENT

A personal commitment of ourselves to work intelligently, unceasingly and courageously to bring about the realization of the ideals and promises of our democratic society.

[From the State, Columbia, S.C., May 31, 1964]

#### SOUND COUNSEL

Sound advice for a reasonable, realistic and nonviolent advancement of their own cause was given Negroes in the commencement address at Allen University.

Quoting the placards which say "Freedom Now," Judge L. Howard Bennett, the speaker, and himself a Negro said: "But this freedom cannot be obtained instantaneously. The energy devoted to violent demonstrations covers up the reasons the demonstrations are being held."

Judge Bennett, now an assistant Secretary of Defense and a native of Charleston, did not deprecate the movement for Negro rights; he only suggested an understanding of the fact that violent demonstrations are not the avenue to instantaneous change. They are no more than "futile exercises in calisthenics," he said.

It was advice on method, without reflection on purpose.

This points up once more the recklessness and premeditated civil disobedience fostered by the errant top Negro leadership. Judge Bennett apparently would have none of it. He would recommend a more effective communication of Negro objectives.

"The idea is that at home and abroad the Negroes want to take away the jobs and civil rights of and opportunities of white Americans," he said. "But that is not so. The Negro does not want to change the American way of life. The Negro wants only an equal share of it. He wants to participate and wants to make as much contribution to the American way of life as anyone else."

These should be calming words on waters made tortuous by the tactics of the revolutionary leadership. They point the way to long-range progress achieved through understanding and good will. They should make sense not only to Negroes but to white individuals and organizations which have endorsed the instrument of the demonstration and which Judge Bennett condemns as a disservice to his race's cause.

#### NEED FOR ADEQUATE LOCAL AIR SERVICE

Mr. HUMPHREY. Mr. President, Minnesota is only one among many States concerned about the need for better airline service in the smaller cities and towns who have invested millions for certificated airports and terminal buildings.

Only 540 of the thousands of airports in the United States are certificated on the scheduled routes of the trunk and local airlines. Many of these smaller airports are getting only one or two flights daily. More than 100 communities stand to lose their service altogether by pending cases in the Civil Aeronautics Board

to discontinue under the "use it or lose it" rule or to consolidate service for a group of cities at a single airport.

Recently a number of communities involved in this problem have joined together to establish the Local Airline Service Action Committee—LASAC. This committee is requesting the CAB to permit no additional discontinuances until the Congress has investigated this problem thoroughly and established new policy guidelines. Alternative solutions such as the use of the so-called third level airlines to service these smaller communities should be investigated before any final decisions are reached on these pending cases.

I am fully sympathetic to the need for adequate airline service in these smaller cities and towns since adequate air service is practically essential if these communities are to maintain growing economies and to attract new industry and population. To make it manifestly clear, I am unalterably opposed to the present policy. I think it is uneconomic. I think it is unwise. I think it is retrogressive. It denies an opportunity for the smaller communities to grow.

The American Association of Airport Executives recently adopted a resolution concerning this important problem. I ask unanimous consent that the resolution be printed at the point in the RECORD.

There being no objection, the resolution was ordered to be printed in the RECORD, as follows:

#### RESOLUTION 64-3

Whereas many communities in need of airline service (1) are not receiving service, or (2) have lost or suffered reduction in service, or (3) face the prospect of a loss or reduction of service if regulatory and airline policies and activities continue their present trend; and

Whereas many of these communities are becoming more dependent upon air transportation for their total transportation needs; and

Whereas it appears that these communities acting individually lack the resources to solve the problems or combat the present trend of reduction in service; and

Whereas the economy of these communities cannot be maintained or expanded to their fullest potential without adequate air service: Now, therefore, be it

*Resolved by the American Association of Airport Executives*, That the Congress of the United States be, and it hereby is, requested to investigate the level of certificated airline service to communities other than existing trunk airline points in order to determine whether the philosophy and intent of Congress with respect to such service is being achieved; and be it further

*Resolved*, That upon completion of such a review, the Congress of the United States be, and it hereby is, requested to adopt a resolution or legislation expressing the sense of Congress in regard to said airline service; and be it further

*Resolved*, That the Congress of the United States be requested to urge the Civil Aeronautics Board to maintain no less than the current level of service to medium and small communities pending the review and action by the Congress herein requested; and be it further

*Resolved*, That copies of the resolution be sent to the chairman of the Interstate and Foreign Commerce Committee, House of Rep-

representatives, Washington, D.C.; the chairman of the Appropriations Subcommittee on Independent Offices, House of Representatives, Washington, D.C.; the chairman of the Subcommittee on Transportation and Aeronautics of the Committee on Interstate and Foreign Commerce, House of Representatives, Washington, D.C.; the chairman of the Appropriations Subcommittee on Independent Offices, U.S. Senate, Washington, D.C.; the chairman of the Commerce Committee, U.S. Senate, Washington, D.C.; the chairman of the Subcommittee on Aviation, Commerce Committee, U.S. Senate, Washington, D.C.; and the Chairman of the Civil Aeronautics Board, Washington, D.C.

#### TRANSHIPMENT OF AMERICAN WHEAT BY RUSSIA TO CUBA

Mr. MUNDT. Mr. President, I call attention to a news release just issued by the Public Affairs Officer of the Veterans of Foreign Wars. The national VFW commander, Joseph J. Lombardo, of Brooklyn, N.Y., today called for a suspension of all U.S. wheat shipments to the Soviet Union, pending an investigation of reports that our wheat is being transhipped to Cuba.

I endorse and support this highly constructive position of the national commander of the VFW and the VFW organization nationally.

We are all aware of the reports relayed back into this country that Americans have witnessed the unloading of American wheat designed for Russia, and its reloading on Soviet ships to be transported to Cuba, thereby placing the United States in the direct position of supporting, encouraging, and fortifying the Communist government of Cuba.

I also join National Commander Lombardo in his request that the Government and the White House make a full and clear report to the American public immediately as to the exact status of what occurred in this connection in Russia.

What we have now, of course, is merely the word relayed back by persons on the American ship. This may or may not be an exaggeration of the facts. Whether it is an exaggeration of the facts, or whether it is, indeed, an accurate description of what has taken place, I believe that the American people are entitled to know precisely, and completely, a full and frank report on all the facts.

It is not news to Senators to realize that I was in strong opposition to the whole concept of selling our American wheat behind the Iron Curtain, for cash or for credit.

I then said that I was perfectly confident that some of that American wheat would find its way out of Russia after we had shipped it in—to other countries, which she was trying to subdue or other countries which she was trying to control under her domination.

To me, this is rather largely a question of semantics, as to whether what actually happened was the transshipment of American wheat in Russia from an American ship to a Soviet ship so that our wheat goes to Russia and from Russia back to Cuba, or whether in fact our American wheat was unloaded in Russia

and a similar amount of replacement Russian wheat was then put in a Russian ship to go to Cuba.

Either way, the fact that we are supplying the needed wheat which Russia desires from our American bins, gives her the supply she requires, to enable her to ship wheat to countries which she is trying to support in her effort to destroy freedom in America.

Either way, our shipment of American wheat to Russia gives her an opportunity either to use those precise grains of wheat or replacement wheat to build up the power of the Communist countries in this world to wage war against the United States. Either way freedom is weakened, the possibility of war is heightened, and America is injured.

To use the "pretty" language of the State Department, Mr. President, any way we look at it the shipment of American wheat to Communist countries which have vowed to destroy us has to be a "counterproductive" policy.

I ask unanimous consent to have printed in the RECORD the entire news release published by the Veterans of Foreign Wars.

There being no objection, the news release was ordered to be printed in the RECORD, as follows:

**SUSPEND WHEAT SHIPMENTS TO RUSSIA**  
(News release from the office of director, national security and foreign affairs, Veterans of Foreign Wars of the United States, Washington, D.C.)

WASHINGTON, D.C., July 21.—The national commander in chief of the Veterans of Foreign Wars of the United States, Mr. Joseph J. Lombardo, of Brooklyn, N.Y., today called for a suspension of U.S. wheat shipments to the Soviet Union pending investigation of reports that our wheat is being transhipped to Cuba.

Explaining the VFW's position, Commander Lombardo said, "According to press stories, the captain and first mate of a U.S. ship report that U.S. wheat is being unloaded at a Russian Black Sea port and reloaded aboard a ship bound for Cuba. This is a direct violation of the terms under which the wheat sale was made to the Kremlin."

"It would appear, therefore," Commander Lombardo continued, "two vital issues are involved: First, the Soviet Union breaking its agreement with the United States, and two, the use of U.S. wheat as a means of strengthening the Castro Communist regime in Cuba. If this is happening, then the United States finds itself in the strange position of building up a regime dedicated to our own destruction."

"The VFW urges," Commander Lombardo added, "that an immediate and vigorous investigation be undertaken by the appropriate agencies of the U.S. Government to ascertain the correctness of these reports of the Kremlin sending U.S. wheat to Cuba. The VFW also urges that pending the completion of such investigation, U.S. wheat shipments should be completely suspended. If such reported doubledealing by the Soviet Union is correct, U.S. interests will have been protected by suspending such shipments immediately." Continuing, Commander Lombardo explained, "the investigation should not be confined to the matter of transshipment of U.S. grain to Cuba alone. If transshipment of our wheat to any Communist nation has taken place, it is, also, in violation of the wheat sale agreement, and would also justify termination of the arrangement."

Concluding, Commander Lombardo stated, "This entire episode of a U.S. merchant ship

being shot at and boarded in international waters, together with the U.S. captain's report of transhipped wheat to Red Cuba, demonstrates clearly the background of hypocrisy, ingratitude, and apparent outright breach of faith on the part of the Kremlin. But, of course, we should have learned long ago that we shouldn't be surprised by any of these actions by the Soviet Union."

Mr. YOUNG of North Dakota. Mr. President, I, too, have noted the furor about the wheat supposedly being transhipped from Russia to Cuba, wheat that we had shipped to Russia originally.

The only evidence we have, of course, is the word of the captain of that ship; and, like many others, I believe that we should look into the situation to see if it is true.

It does not seem possible that the Russians would be so foolish as to transship wheat from Russia to Cuba, when Russia can buy all the wheat it wishes from Canada and ship it to Cuba by a much shorter route. Last year, it purchased over \$500 million worth of wheat from Canada. It could transship this to Cuba, which is much closer.

There is also no restrictions whatever on the purchase of wheat by Cuba from Canada.

But, why all this furor about the sale of wheat to Russia, when 2 years ago our sales of tallow to Russia and its satellites reached an alltime high?

Mr. President, I ask unanimous consent to have printed in the RECORD as a part of my remarks the exact figures on the amount of increased shipments of tallow to Communist nations—which have reached large proportion. Tallow is one of the chief ingredients of ammunition.

There being no objection, the statement was ordered to be printed in the RECORD, as follows:

**MEMO TO SENATOR YOUNG FROM FOREIGN AGRICULTURAL SERVICE, U.S. DEPARTMENT OF AGRICULTURE**

Agricultural exports to Russia and other East European Communist nations, including Yugoslavia, rose from \$163,225,000 in 1959 to \$358,054,000 in 1963. This represents an increase of almost 119 percent. Omitting exports to Yugoslavia, the increase amounted to about 285 percent, rising from \$61,217,000 in 1959 to \$175,022,000 in 1963. The following discussion will omit exports to Yugoslavia entirely.

Trade with this group of nations has, during this period, involved Russia, Czechoslovakia, Rumania, Bulgaria, East Germany, Hungary, Poland, and Latvia. Poland has taken most of the exports from this country, receiving over 99 percent of the total in 1959 and over 42 percent of all U.S. agricultural exports to these nations in 1963. These dollar totals do not include the large wheat sales concluded late in 1963.

Wheat and other grains, mainly soybeans, flaxseed, and corn, have contributed the major amount of these exports over the 5-year period. These items accounted for 48 percent of the total value in 1959 and 36 percent of the 1963 amount.

Major items shipped to Russia included substantial amounts of tallow in 1961, 1962, and 1963. This amount did decline from 197,437,000 pounds in 1961 to 33,400,000 pounds in 1963. Cattle hides, live animals and, in 1963, agricultural seeds provided the bulk of the balance of our agricultural exports to Russia. Prior to 1961, there was no shipment of these commodities to Russia.

This was also the case with all of these nations except Poland and Hungary.

### WYOMING STATEHOOD

Mr. SIMPSON. Mr. President, on July 10, a day on which the Senate met in a notably brief session, Wyoming observed the 74th anniversary of the act which created it as a State in the year 1890.

It was my privilege last year to speak on Wyoming's proud past and brilliant future and also to invite attention to certain members of the press, who were conducting "an unprecedented and well planned campaign of vilification and defamation aimed at painting my State as something manipulated by external forces of some extremist bent." I am relieved that there exists no need for such a statement on this occasion.

It is indicative of the meteoric pace of recent history that the State which was created from a wilderness 74 years ago, and which still has the second smallest population in the Nation, is a participant in the space sciences and research.

For the past 2 years, Fremont County, Wyo., has hosted a Space Age Conference and Exposition which has drawn science-conscious people not only from Wyoming's outlying areas but also from surrounding States as well. The first conference featured exhibits and speakers on the National Aeronautics and Space Administration. The theme of this year's conference, highlighted by a June 4 address by Air Force Chief of Staff, Gen. Curtis E. LeMay, was focused upon the space program of the U.S. Air Force.

Few people realize that Wyoming has the Nation's first operational squadron of intercontinental ballistic missiles. As General LeMay pointed out, Wyoming is also in the forefront of the Air Force's atomic power reactor program. An air defense radar site near Sundance, Wyo., houses the first atomic reactor used by the Air Force. The facility was installed in September of 1961.

At the conclusion of my remarks, Mr. President, I ask unanimous consent to have printed in the Record the text of the address by Gen. Curtis E. LeMay at the Wyoming Space Age Conference and Exposition at Riverton, June 4.

The PRESIDING OFFICER. Without objection, it is so ordered.

(See exhibit 1.)

Mr. SIMPSON. Mr. President, Wyoming enjoys the truly commendable ambivalence of retaining its historic spirit of independence and stalwartness, while at the same time striving with its every sinew for full participation in the science and technology of the space age before which lie vast uncharted reaches of knowledge and experience.

Nowhere can the quest of man for knowledge be better observed than at the University of Wyoming at Laramie, where extensive experiments are underway in a wide range of highly sophisticated projects.

The University of Wyoming ranks among the top 10 percent of American universities, and as a former president

of that institution's board of trustees, I can say, without undue immodesty, that the products of that university are among the best educated men and women in the world.

As an aside, I should like to note that the territorial Governor who became Wyoming's first State Governor, Francis E. Warren, received his appointment from then President Benjamin Harrison. That Chief Executive's grandson, William Henry Harrison, is now serving Wyoming with distinction in his fourth term, as our single Member of the House of Representatives.

As the last frontier of the Old West, Wyoming looks with anticipation on the years that lie ahead. We combine a proud heritage, an optimistic future, and confidence in the strength of the American way to remain the land of opportunity—the Equality State.

#### EXHIBIT 1

ADDRESS BY GEN. CURTIS E. LEMAY, CHIEF OF STAFF, U.S. AIR FORCE, AT THE WYOMING SPACE AGE CONFERENCE AND EXPOSITION, RIVERTON, WYO., JUNE 4, 1964

Senator SIMPSON, Governor Hansen, distinguished guests, ladies and gentlemen, it is a very great pleasure for me to be in Wyoming today to visit your Space Age Conference and Exposition and talk with you about the Air Force's space program.

It is far easier these days to ask intelligent questions about space than it is to give authoritative answers. Though we know a great deal about space, we can easily identify areas of ignorance that are larger than our areas of knowledge.

Our limited knowledge, however, does not keep us as a nation from believing strongly that our space program will benefit this country—and mankind—in very large measure. There is something about the mystery of space that holds a promise for man.

The people of this region have obviously been caught up in the excitement of that promise. And in the pioneer spirit of your forefathers, you have sensed that this Nation is embarking on an epic exploration. You have set about the job of associating yourself with this adventure. And you have done it on your own. This kind of ambitious enterprise is in the best tradition of our country, and I admire your initiative and farsightedness.

It is, I think, worthy of note that Wyoming already has a claim to being in the vanguard of the Air Force's aerospace activities. It was at Francis E. Warren Air Force Base near Cheyenne that the first squadron of intercontinental ballistic missiles became operational in August of 1960. That base now supports two ICBM wings.

Wyoming is also in the forefront of the Air Force's atomic power reactor program. At an air defense radar site atop a 6,000-foot mountain near Sundance, the Air Force installed its first atomic reactor in September 1961. Today this reactor is not only supplying electrical power, it is also supplying steam heat for the buildings as a generous byproduct.

With this beginning and judging from the ambition you are showing in this exposition, I'm sure we can expect to see substantial contributions from Wyoming to future space programs.

The Air Force space program is part of a broad national effort to advance and protect our interests in this challenging environment.

This national effort to get into space has been justified on four counts: (1) Scientific progress, (2) national prestige, (3) commercial advantage, and (4) national defense.

Early in the days of the space age, the United States went on record as advocating

that this new medium should be reserved for peaceful purposes. Our Government introduced a resolution to this end in the General Assembly of the United Nations in ember of 1961. The resolution as approved December of 1961. The resolution as approved by the U.N., indorsed the U.S. position, but confirmed at the same time the inalienable right of all nations to self-defense in all mediums; land, sea, air, and—if necessary—space.

Conscious of the world's concern about space, but also mindful of the aggressive tendencies of some nations, the late President Kennedy reminded us as follows, and I quote:

"Space science, like nuclear science and all technology, has no conscience of its own. Whether it will become a force for good or ill depends on man, and only if the United States occupies a position of preeminence can we help decide whether this new ocean will be a sea of peace or a new, terrifying theater of war." End of quote.

This Nation's military space program, therefore, is not in conflict with our national policy of reserving space for peaceful purposes. It is designed to help carry out that policy. It is not enough for us just to wish or to resolve. Paradoxical as it may sound, we must be prepared to use force, if necessary, to prevent space from being dominated by an aggressor—if we are to insure its use for peaceful purposes.

In order for you to gain some insight into the space activities of the Air Force, I would like first to cover briefly the background of our program, and then indicate for you a probable path for future developments.

To place our space program in some degree of perspective, I would like to remind you that it was just 10 years ago this summer that we organized an all-out program to build intercontinental ballistic missiles.

The development of these missiles was our first major step toward space.

Then in September of 1959 in an effort to consolidate defense space activities, Secretary of Defense Neil McElroy assigned to the Air Force the responsibility for the development, production, and launching of all military space boosters. In March 1961, Secretary of Defense McNamara issued a follow-on directive adding the responsibility for research and development of all future military space programs and projects. These directives comprise our Air Force space charter.

Air Force space plans establish as a first broad objective the development of systems which can operate on an effective and economical basis within the near-earth environment.

We have already developed our first group of such space systems. These are unmanned satellites, and today they are performing a number of passive military missions, including communications, navigation and weather surveillance.

These satellites have proved that in many respects space systems can do certain jobs better than those which are ground-based or airborne.

We now conceive of a second group of systems which would make it possible for us to carry out certain defense activities in near space.

We believe a genuine defense capability in this environment will call for three things: a detection and tracking system; a means of inspecting unidentified objects; and a means of disabling those that prove hostile—if this should be necessary in the national interest.

To meet these requirements, we already have in operation a space detection and tracking system. And work is continuing on a satellite inspector project to develop equipment and techniques for inspecting objects in space.

On the matter of disabling hostile space vehicles, we are currently considering alternative means of solving this vital problem.

We feel that a major factor in the problems yet to be solved is the determination of the appropriate role of man in space operations.

Scientific information from research and development is urgently needed in this area. To date, we have learned that manned flight for a period up to several days is feasible without complex provisions for artificial gravity. And from the flights of the X-15, we have gained some valuable information on man's ability to maneuver on the fringes of space. Clearly, however, this knowledge must be expanded and refined if we are to plan wisely for more extensive military space operations.

The planners of NASA's manned lunar program also need information about man's ability to survive and work in space. NASA's two-man orbiting vehicle, Gemini, is designed to help supply this information. It is one of the building blocks in their program to land a man on the moon. Because of the overlap of interests, the Department of Defense and NASA drew up an agreement for cooperating on the Gemini project.

As a result of this agreement, the Air Force is now tying in its very important manned orbiting laboratory—or MOL—program with the Gemini project. In fact, the joint plan calls for the physical coupling of the MOL to a Gemini capsule, so that they can be fired into orbit together. The idea is for a two-man crew to start out in the Gemini capsule, and after being injected into orbit, to move into the trailing laboratory. Upon completing their experiments, they will return to the Gemini, detach it from the laboratory, and return to earth. The laboratory will remain in orbit.

We hope to learn the answers to several specific questions from experiments with the manned orbiting laboratory. For example:

How is man affected by extended periods in orbit?

Will his faculties work well in such an environment?

Which faculties might be impaired, to what degree, and how soon?

Or, can a man in a weightless environment maintain good physical condition through exercise?

In addition to finding out the answers to such physiological questions, we will also be determining how well man can operate certain types of equipment in performing military functions.

The answers to these questions will help us to tie down the answer to the big question—how useful is man going to be in space?

Not until that question is answered, thoroughly and scientifically, can we say with confidence what will be the course of U.S. military activities in that medium. If the manned orbiting laboratory can give us some of the answers to man's proper role in military space operations, then the program will have to rank as one of the most important military space undertakings of the decade.

To give you some feel for the extensiveness of this experiment, the MOL itself is planned to be a cylinder with a volume of about 1,500 cubic feet, roughly the size of an ordinary one-car garage. It's "shirt sleeve environment" will make it possible for its crew to work on their military and scientific experiments for as long as 30 days.

We hope to put several of these laboratories into orbit. We are also making it possible for replacement crews to enter these orbiting laboratories to carry out new experiments or finish old ones.

What military spacecraft will look like in the days beyond the MOL is as yet hard to define. We anticipate, however, that they will be able to maneuver, rendezvous, in-

spect, transfer men and materials—and if necessary disable hostile vehicles. With these capabilities they will be able to perform a variety of military missions.

However, we face several serious problems when we attempt to design a military space system. First, we must weigh seriously its relative merits against a comparable ground-based or airborne system. The same technological progress that is showing us ways of building space systems is also showing us ways of improving those which are ground-based or airborne. Our designers must, therefore, avoid the temptation of wanting to do things in space, simply because it is more challenging or more glamorous to do so.

Second, we face the problem of the early obsolescence of space systems. If we rush to build a system with the first promise of science, we run the risk of development costs which could make it too expensive. If, however, we continue to wait for more promising discoveries, we may place the Nation in a second-best position to an ambitious competitor. Our investment in space research and development, therefore, helps us to pace ourselves and to avoid the dual mistakes of making a premature commitment or overlooking a promising opportunity.

Finally, an overriding consideration in space programs is cost. These programs are very expensive. In fact, cost is a pacing factor because, as always, our resources have limitations. We in the Air Force are very conscious of our responsibility for the careful management of these resources.

If one takes a historical view of our space progress, he might say that today we are where we were in aviation 50 years ago. We've come a long way in that 50 years. And I think the history of that half century of aviation tells us clearly that in the years ahead we will make phenomenal progress in space.

With man in space, my instinctive belief is that the rate of progress will accelerate. I have learned that when you put a man at the controls of an airplane, he comes up with a lot of new ideas on how to accomplish his mission better. For some reason, these ideas just don't come to his mind until he gets those controls in his own hands. In our limited space flights to date, we have already benefited from man's presence in the capsule. And yet what we have learned thus far is but a fraction of what we will glean from man's participation in the manned orbiting laboratory, the Gemini program, and the Apollo flights to the moon.

I am reminded of my conviction in this regard by something I look at every day. In my office in the Pentagon is a large trophy case. It contains a collection of very interesting items. One of them is the first pair of Air Force wings carried into space. They were worn by Maj. Gus Grissom on his sub-orbital flight of July 20, 1961. I'm sure that when Major Grissom pinned on his first pair of pilot's wings in 1961, he never imagined that just 10 years later he would be at the controls of a Mercury space capsule called *Liberty Bell VII*. NASA recently named Major Grissom to be one of the two astronauts to be placed into orbit this year in the first shot in the Gemini series. I'm sure that he and the other astronauts will be bringing back many new ideas on how to better accomplish our scientific and military missions in space.

Undoubtedly, there are people here today who question whether this region of Wyoming has a future in the national space program. My feeling is this. From what I have seen and heard, there are people here who like to take the controls in their own hands and steer their own course. I am convinced that when a community thus accepts full responsibility for its own destiny, it starts tapping the full resource of its imagination and initiative.

Therefore, I believe the people of this region are operating on the right formula for success and that you do have a future in the national space program. We welcome your participation in this great endeavor. Thank you.

#### SALUTE TO NEBRASKA AIR NATIONAL GUARD

Mr. HRUSKA. Mr. President, it is with great pride that I commend a group of National Guardsmen who through their patriotism and personal dedication to duty have brought distinguished honor to themselves and to the State of Nebraska. Maj. Gen. Lyle C. Welch, adjutant general of the Nebraska National Guard, recently announced that the 155th Fighter Group of the Nebraska Air National Guard has scored a "grand slam" by winning not only the Spaatz Trophy as the outstanding National Guard tactical flying unit for 1963, but also the Winston P. Wilson Trophy for year-round excellence in the performance of all-weather aid defense missions and the Air Force Association's Outstanding Unit Trophy.

The 750 present-day minutemen in the organization commanded by Col. Fred H. Bailey, Jr., of Lincoln, Nebr., who through their personal sacrifice make a significant contribution to the preparedness of our country, deserve the warmest praise. These men, however, would be the first to point out that the primary business of the Air Guard is not to win prizes. Their efforts have been directed to insuring that our country is defended by a flying, fighting, Ready Reserve. This these Nebraskans have done in an exemplary manner.

The Spaatz Trophy, named for Gen. Carl Spaatz, former Chief of Staff of the U.S. Air Force, is the highest award offered to National Guard flying units. The selection criteria for this annual trophy include not only tactical proficiency, but technical, administrative and logistical capacity as well. The 155th Fighter Group demonstrated its capability in these areas in the highest degree. Colonel Bailey's group has been among the winners in the Spaatz competition for 3 consecutive years, having taken third place last year and second place in 1962.

The Winston P. Wilson Trophy is awarded annually to the outstanding Air National Guard all-weather fighter unit. This is the 3d year in a row that the 155th has won this trophy, an unprecedented demonstration of excellence in the hazardous and difficult all-weather fighter operation. In completing their "grand slam," the 155th also swept the Air Force Association Outstanding Unit Trophy, awarded each year to the outstanding Air National Guard tactical flying unit.

Mr. President, I express the appreciation not only of the citizens of Nebraska but also of all Americans to the men of this outstanding unit, and to all of their brothers in arms serving in the National Guard throughout the country.

Congratulations are due, also, to General Welch and his headquarters staff, particularly Gen. John Campbell, for their distinguished leadership which has