

MEMORIAL DAY

HON. STEVEN R. ROTHMAN

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

Monday, June 14, 2004

Mr. ROTHMAN. Mr. Speaker, I rise today to honor those who selflessly and courageously risked their lives in service to our country. On Memorial Day we gather to remember and give thanks to the men and women who made the ultimate sacrifice to protect this nation and to defend our freedoms and our way of life. This nation is extremely grateful for their service and must never forget their heroic acts.

On this Memorial Day in particular, as we are set to commemorate the 60th Anniversary of D-Day, as veterans from across the country gather on the Mall in Washington, DC to dedicate the new World War II Memorial, and as our troops labor at home and abroad to secure and defend our interests around the world, we must remember their service and express our appreciation. Like the "greatest generation" and the generations that came before them, this generation has once again proudly heeded the call to serve a country in need. And for their courage and dedication, we stand united in support of these brave men and women.

During this difficult time, we draw strength and inspiration from those who persevered and triumphed in conflicts past. I have little doubt that this generation of Americans like so many before them, will prevail against those who would do us harm. And we must make certain that when our troops return home, we keep the promise we made to provide them with the health care and benefits they have earned and deserve—a promise we must fulfill to all 26 million of our nation's veterans.

I join my colleagues, in expressing our deep appreciation to those brave men and women who gave their lives for this country, and I pledge to continue to work to honor their invaluable contribution to American liberty and freedom.

TRIBUTE TO FRANK MULVEY

HON. JAMES L. OBERSTAR

OF MINNESOTA

IN THE HOUSE OF REPRESENTATIVES

Monday, June 14, 2004

Mr. OBERSTAR. Mr. Speaker, I rise today to recognize the outstanding contribution which Frank Mulvey has made to the Committee on Transportation and Infrastructure. Frank has been the Democratic Staff Director of our Railroad Subcommittee for the past four years. He is leaving to become a Member of the Surface Transportation Board.

When Frank came to the Committee in the year 2000, he had already achieved great distinction as a transportation economist. We on the Committee first became familiar with Frank's work in the mid-1980s, when he served as an Assistant Director for Transportation Issues in the General Accounting Office. In this capacity, Frank conducted a number of studies for the Aviation Subcommittee, which I chaired, and appeared as a witness before the Committee on several occasions. The studies were thorough and objective, and Frank was an excellent witness. His studies were ex-

tremely valuable in helping us deal with issues of airline competition and the financial difficulties of the industry. Frank's work at GAO also produced similar high quality studies of Amtrak and the freight rail industry.

Throughout all the years that I have known Frank Mulvey, it has been clear to me that his breadth of transportation knowledge would enable him to serve with distinction in many positions with the Transportation Committee. When the Railroad Subcommittee position became available in 2000, Frank was a natural and obvious choice.

In his four years with our Railroad Subcommittee, Frank has not only met, but exceeded the high expectations we had for him. He has played a major role in all railroad issues before the Committee, including Railroad Retirement Reform, the many difficult issues involving Amtrak, the rail loan program, and efforts to develop a federal program to assist the development of high-speed passenger rail.

Frank Mulvey is a Ph.D. Economist and, during his distinguished career, which has included positions at the Department of Transportation Inspector General's Office, the GAO, the National Academy of Science and the American Bus Association, has frequently held part-time teaching positions. For the past twelve years, he has taught courses in managerial economics and public policy in the MBA program at the University of Maryland. Frank's love of teaching has led him to actively seek out interns for his Subcommittee, and then to mentor them and educate them on all aspects of the Subcommittee's work. Many of his interns have continued a career in public service. A noteworthy example is Steve Gardner, who has served in several important Congressional staff positions and most recently was selected to deal with rail issues for the Democratic Professional staff of the Senate Committee on Commerce, Science, and Transportation. Another of Frank's interns Amy Scarton, went on to become a Senior Legislative Assistant to Congressman EARL BLUMENAUER.

Although Frank's official position with the Committee was with our Rail Subcommittee, we frequently took advantage of his broad knowledge and experience as an economist to counsel us in other disciplines. He was our resident expert on issues such as the economic impacts and job creation effects of our infrastructure programs, and the economic theory governing competition in the transportation industries under the Committee's jurisdiction.

Frank has been a pleasure to work with. He is open and friendly, able to communicate difficult economic concepts in non-technical terms, and quick to immerse himself in the details of a complex issue. We on the Committee will miss him personally and professionally, but we are confident that he will make important contributions to the Nation's transportation system in his new role.

TRIBUTE TO THE TEMPLE ADATH YESHURUN

HON. JAMES T. WALSH

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Monday, June 14, 2004

Mr. WALSH. Mr. Speaker, I rise today in tribute to the Temple Adath Yeshurun in Syra-

cuse, New York, which is celebrating its 136th anniversary on July 16, 2004.

Since it was founded in 1867, the "congregation of the righteous" has grown from the group of young men that established it, into a large congregation that now works to serve its community through the development of several religious, educational, cultural and social programs. It has succeeded throughout the years to reach out to all generations with its own schools, camps, family education programs, and senior member social activities. The temple continues to provide not only a place to worship, but also a place for the citizens of Central New York to gather together as a community.

I would like to express my sincere congratulations to the leaders and members of the Temple Yeshurun. Their long heritage and continued service to their community deserves great recognition and celebration.

HONORING TUSKEGEE AIRMEN
AND THEIR CONTRIBUTION IN
CREATING AN INTEGRATED
UNITED STATES AIR FORCE

SPEECH OF

HON. MICHAEL R. TURNER

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Tuesday, June 1, 2004

Mr. TURNER of Ohio. Mr. Speaker, I rise in support of H. Con. Res. 417, honoring the Tuskegee Airmen and their contribution in creating an integrated United States Air Force, the world's foremost Air and Space Supremacy Force introduced by my fellow Armed Services Committee colleague, Representative JON PORTER (NV-R).

All things relating to aviation have a special meaning in Dayton, the birthplace of powered manned flight. From the Wright Brothers designing the first machines that lifted man from the security of Earth and into the era of powered flight, through the modern day when Wright Patterson is regarded as one of the Air Force's finest bases, aviation has long played a central role in Dayton. The Tuskegee Airmen also have a special place in the hearts and minds of Daytonians for their exceptional contributions making the U.S. Air Force the world's foremost Air and Space Supremacy Force.

Last July, Dayton combined a 17-day festival called Inventing Flight with its 22nd annual Black Cultural Festival by including a Tribute to the Tuskegee Airmen. Because of Dayton's ties to aviation and the Tuskegee Airmen this was a natural combination.

Dayton has links to the origins of the Tuskegee Airmen. Chauncey Spencer and Dale White set out to promote black aviation. In 1939 they rented an old airplane and set out on a 10 city goodwill tour that was supposed to end in Washington where they hoped to meet with Congressional leaders. Three hours into their first day a broken crankshaft forced them to land in a farmer's field. Two and a half days later the flight was resumed; however, shortly they were grounded again. Hearing of their misfortunes the publisher of an African-American newspaper in Pittsburgh gave them \$500 and letters of introduction to Congressional representatives.

Spencer and White met Senator Harry S Truman, who upon seeing the plane they flew

said, "If you guys had the guts to fly this thing to Washington, I've got guts enough to see you get what you are asking." He promised to help open the doors for African-Americans to serve in the Air Corps. Shortly afterwards, the Tuskegee Experiment was established. By the end of WWII, nearly 1,000 African-Americans had completed their flight training at Tuskegee Army Air Field and nearly 450 went overseas as combat pilots.

The Tuskegee Airmen were nicknamed the "Red Tail Angels" because of the red tail markings on their aircraft. They had an enviable service record of over 15,500 missions, destroyed over 260 enemy aircraft; sunk one enemy destroyer and damaged numerous enemy installations. The Tuskegee Airmen served with distinction and earned over 850 medals.

Chauncey Spencer and Dale White became Dayton residents and both served at Wright Patterson Air Force Base. There is still a local chapter of an organization named for the Tuskegee Airmen at Wright Patterson: The Mac Ross Chapter of Tuskegee Airmen. The chapter is named after Mac Ross, a Dayton native, and one of the first five African-American airmen to become Air Corps pilots in 1942.

The Tuskegee Airmen overcame segregation and prejudice to become one of the most highly respected fighter groups of World War II. Their achievements, together with the men and women who supported them, paved the way for full integration of the U.S. military.

Today's all-volunteer Armed Forces identify with the sense of pride and commitment exhibited by the Tuskegee Airmen some 60 years ago.

As an American, and a proud Daytonian, I am pleased to offer my support of H. Con. Res. 417, honoring the Tuskegee Airmen and their contribution in creating an integrated United States Air Force, the world's foremost Air and Space Supremacy Force.

NATIONAL DEFENSE AUTHORIZATION ACT FOR FISCAL YEAR 2005

HON. ZOE LOFGREN

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Monday, June 14, 2004

Ms. LOFGREN. Mr. Speaker, I appreciate the great work done by Chairman HUNTER and Ranking Member SKELTON on this legislation, but I must reluctantly rise to highlight a major problem that I hope will be fixed before this bill reaches the President's desk.

There is an obscure provision of the bill that I want to make sure Members know about, and that is Section 1404, which would require U.S. companies to get a license before they export any goods listed on the Military Critical Technologies List. According to a copy of that list I found on the Defense Technical Information Center Web site, computers that exceed 1500 MTOPS are considered to be military critical.

So under this bill, exports of desktop computers, laptops and Sony PlayStations would require a license. Making matters worse, the license requirement would apply to all exports, even those headed to our allies. If you want to sell a Sony PlayStation to England, you would need a license. I think that is a major problem.

Our current laws allow exports up to 190,000 MTOPS to Tier III countries like China and Russia. I personally think that 190,000 MTOPS is an outdated metric. But to go down to a 1500 MTOPS metric is literally the stone age of computing.

If there are specific military critical technologies that are not sufficiently controlled under existing export regulations, like night vision or surveillance devices, then let us draft something that controls those technologies. But to say that we cannot freely sell a laptop to someone in London, that the Sony PlayStations cannot be exported to Canada, I think is wrong.

I know that this is about war, but it shouldn't be about war on the American economy.

HONORING CATHY GIOVANDO, CELESTE HALL, AND CAROL SIEBE

HON. LYNN C. WOOLSEY

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Monday, June 14, 2004

Ms. WOOLSEY. Mr. Speaker, I rise today to honor 3 teachers who are retiring from Two Rock Union School in a rural community near Petaluma, CA. Cathy Giovando, Celeste Hall, and Carol Siebe are special teachers who have worked together at the school for many years. But beyond that, they will always be remembered for their successful efforts to preserve the Two Rock Coast Guard Training Facility.

Now the West Coast training center for the Coast Guard's new role in the Department of Homeland Security, the Two Rock facility has 10 schools offering 50 courses to 4,000 students a year. It is hard to believe that this center was on the chopping block in cost-cutting efforts in the 1990s—and not just once, but twice. And twice, Giovando, Hall, Siebe, and others on the Save the Base Committee rallied elected officials and the local community as well as children and parents from the small Two Rock School, to preserve a facility that was originally established by the War Department in 1942.

As their representative in Congress during the 1990s, I knew how important this base was to the fabric of this small community and to the security of our Nation. However, without the passion of these teachers, it would have been difficult for me to convince the Coast Guard and the entire California Congressional Delegation of this. It is for sure that Clinton administration officials were especially impressed with the art work and stories sent to them by children from the school. In the world of politics, these children proved that the personal can make a difference.

And, as teachers, these women were instrumental in Two Rock School's recognition as a California Distinguished School. Their legacies include one of the first school gardens in the area and, with the entire staff, creation of an assessment program that enables teachers to work with each child's strengths and weaknesses.

Retirement will include everything from travel to real estate classes. Coincidentally, the families of all three are from the same area in Northern Italy which will figure prominently in their travel plans.

Mr. Speaker, it is a pleasure to honor Cathy Giovando, Celeste Hall, and Carol Siebe

whose warmth and dedication exemplify the best that teachers can offer to our Nation's children. Their commitment extends beyond the classroom to an appreciation of the significance of all the key elements—including the Coast Guard Training Facility—that are essential to a community's well-being. These women will be missed at their school and by their students, but we all know they will bring the same energy and heart to all their future endeavors.

IN MEMORY OF SERGEANT LEWIS (LOUIE) ANNEAR

HON. MIKE ROGERS

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

Monday, June 14, 2004

Mr. ROGERS of Michigan. Mr. Speaker, recently, a poem was given to me in fond memory of Sergeant Lewis (Louie) Annear of the 9th Infantry Division, I ask these moving words be included in the RECORD:

Last night I had a vision tho my mind was quite awake; A vision born of sadness, of memories I could not shake. In retrospect the years passed by, and uncaring life's review; A boy I loved sat my side, his life I lived anew. I saw him as a baby, I held him in my arms; I prayed the good ALL Father to keep him safe from harm. I saw him as a tow-head, his blond hair all awry. His blue eyes kind and gentle, and heard his happy cry. I saw him fishing on the lake when first he learned to cast; I saw him land his first great fish as whitecaps hurried past. I saw him on the football field, elusive as a ghost. His shifting hips and racing feet seemed to fairly float. I saw him in the house of God, devout, sincere and true; I think the angels gathered there when he was passing through. I saw him in his much loved home alive and always kind; The family sort of worshipful when he was on their mind. I saw him in the workshop when soil begrimed his hand; But, even grandeur proclaimed him every bit a man. I saw him in his uniform when he heard his country's call And despairing of God's mercy, I saw him in his fall. I followed him from ship to beach on Africa's dark shore; I lived with him at Kasserine Pass, Bizerte and far more. I saw his wound and felt his pain when he wrote of how they fought; And prayed to God they would send him home, that was my only thought. I saw my prayers unanswered as from England came the word; This soldier boy was listed for D-Day's most dangerous work. I lived with him for D-Day, felt suspense and honest fear; For only fools, not angels, sought then to give us cheer. Then came the fateful hour, the supreme test was at hand; Poised on the foremost troop ship, I saw him proudly stand. I saw his well trained muscles, twitching there beneath his gear; But, his head was high, his eyes were clear, he was master of all fear. I saw the sea as it tossed on high and heard the grinding waves; And then the roar of guns, and bombs, as night gave way to day. I saw him land, one of the first, his face was to the front; And I prayed to God to save this boy who was always moving up. I lived with him again, those days when death rode every wave; Scant rest or food, just fighting on, for us our homes to save. For days on end, I trudged with him, my mind, his body torn; He would not stop, from dawn to dusk, and yet on until morn. I felt despair, I was sick at heart, it seemed no God or man; Could ask so much of just a boy nor wield such a high command. And when at last he came to rest,