

Following a short assignment protecting the U.S. border, they began preparations for overseas combat. During the war, their initial deployments led the Squadron to the Algerian beaches, in Operation Torch. In 1943, the 111th was chosen to take part in the Tunisian Campaign of the Army's II Corps. Later, assigned to the 7th Army in Sicily, they served as the aerial support to allied troops until the end of the war.

Respectably, this famed crew flew 3,840 missions from 1943 to 1945. While serving as the eyes of the military, they destroyed 44 enemy aircraft, damaged 20 and had 12 probable kills. Because of their valor, the 111th received eight Battle Stars, the Presidential Unit Citation as well as recognitions from the French Government.

In December 1945, they returned to Texas as the 111th Fighter Squadron. On Oct. 10, 1950, the 111th returned to battle for the Korean War. Throughout this 22-month theater, they became attached to the 136th Fighter Group. The Squadron again performed gallantly and destroyed 1,343 railroad cars, 1,943 buildings, 88 bridges, 126 gun emplacements, 89 boats, 2 MIG-15 fighters and participated in activities that resulted in 5,578 enemy troop casualties.

When foreign disagreements subsided, they were assigned to Air Defense Command on U.S. soil. Later, pilots from the Fighter Wing provided aerial support for American troops during the Vietnam Conflict from 1968–1970.

Following the events of September 11, 2001, the newly renamed 147th escorted President George W. Bush and his father onboard Air Force One back to Washington, DC. Later that year, they were deployed within the United States in support of Operation Noble Eagle.

The 147th was deployed in 2005 for Operation Iraqi Freedom and the Global War on Terror. Continuing the Squadron's noted performance during previous conflicts, pilots of the Fighter Wing flew 462 sorties, with 100 percent maintenance delivery, 100 percent mission effectiveness along with 100 percent weapons employment hits while under extremely challenging combat conditions.

Although the list of overseas wartime accomplishments for the 111th are many, so is the impact and assistance provided by the same men and women on a national level to local issues. Since 1989 the Fighter Wing pilots have utilized the C-26 Merlin to conduct counter-drug law enforcement missions throughout the area. Most recently, in response to Hurricanes Katrina and Rita, the Squadron came to aid those in this area who needed it most. These fine Americans have and continue to provide tremendous service to the United States, the State of Texas and to the communities surrounding Ellington Field.

I am proud to recognize the many accomplishments of this great group of Texas patriots. On the 90th anniversary, I would like to recognize these brave men and women for their service to the United States. I am also privileged to have served at Ellington Field in the United States Air Force Reserve, 704th TAS, 924th Troop Carrier Group, 446th Troop Carrier Wing from 1970–1976.

And that's just the way it is.

IN HONOR OF SHREVE "MAC"
ARCHER III

HON. SAM FARR

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, October 31, 2007

Mr. FARR. Madam Speaker, I rise today to honor the memory and many accomplishments of Shreve "Mac" Archer III, pediatrician, race driver, inventor, and my cousin. He passed away in June, 2007 after a long battle with leukemia.

Mac was born in St. Paul, MN, in September, 1948. He moved to California and attended the University of California at Santa Cruz and Claremont Men's College, finally obtaining his medical degree in 1979 at the University of Miami, Florida. As a pediatrician in Carmel, CA, he specialized in learning disabilities, attention deficit disorder, and behavioral problems. He was well known for treating, studying, and funding programs for shaken baby syndrome and traumatic brain and spinal injuries.

My cousin was equally well known on the racing circuit as a professional motorcycle racer, and later as a vintage car racer for 20 years in his beloved "Old Bertha," a bright red Cobra 427. Steve Earle, who founded the Monterey Historic Races 34 years ago, said of Mac: "He always drove as competitively as possible, but without losing his manners. He was a gentleman and a great guy, and everyone admired his driving."

Mac combined his knowledge of medicine and racing in a most creative way. His business, Entropy Racing and Impact Medical Technologies, created safety products for cars, motorcycles, and jets. He and his long-time friend Eric Bernhard designed such items as a helmet for the U.S. Air Force that lessens the impact experienced when ejecting from jets. They patented the idea of flexible armor and created a back protector that cushions the spinal cord, which is now standard gear for motorcycle racers and is being used more and more by street riders. They designed an air bag for motorcycle helmets that stabilizes the neck in a crash, and helped to design the extractable seat now used in Formula 1 racecars. At the time of his death he was working on a child's safety car seat that would move on tracks to reduce the g-load during a crash and also protect the head.

Madam Speaker, I honor the life of Shreve "Mac" Archer III, a man who combined his work and play in such a way as to make the world a better place for all of us. I know I speak for every Member of Congress in offering our condolences to his wife, Kim, and their sons Damon and Shreve IV. His passing leaves us sad for our own loss, but grateful for the life he shared with us.

GOLF COURSE PRESERVATION
AND MODERNIZATION ACT OF 2007

HON. ELEANOR HOLMES NORTON

OF THE DISTRICT OF COLUMBIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, October 31, 2007

Ms. NORTON. Madam Speaker, today, I introduce the Golf Course Preservation and Modernization Act to renovate and modernize

the three National Park Service, NPS, golf courses in the District of Columbia. Several years of research, investigation and consulting on ways to improve these courses demonstrate this bill is necessary to turn around the deterioration of these unique and valuable Federal assets. Langston Golf Course, Rock Creek Golf Course, and East Potomac Golf Course are in desperate need of capital investment to maintain and preserve their historic features and to reverse decades of deterioration.

East Potomac Golf Course was built in 1920 and included three courses that accommodated all levels of play, with an 18-hole tournament level course and two nine-hole practice courses. East Potomac was initially segregated, with African Americans permitted to play only on Mondays. The course was desegregated in 1941 by the Secretary of the Interior, Harold Ickes, following pressure from an African American women golfers club, the Wake Robin Golf Club. Rock Creek Golf Course opened in 1923 as a nine-hole golf course and an additional nine holes were added to make Rock Creek an 18-hole tournament level course in 1926. Langston Golf Course opened in 1939 as a segregated golf facility for African Americans and is listed in the National Register of Historic Places. Langston was the home course to the Royal Golf Club and the Wake Robin Golf Club, the Nation's first clubs for African American men and women golfers respectively. Langston was named for John Mercer Langston, the first African American Congressman from Virginia elected in 1888. Originally a nine-hole course, Langston's expansion to an 18-hole course began in 1955, but was not completed until the mid-1980s.

The courses were built and have been administered by the NPS since the early 20th century for the enjoyment of the general public. However, despite their best efforts, NPS has had a constant struggle to maintain the courses. None has been modernized and all three courses have fallen into disrepair and lack the amenities necessary to serve the public today. As a result, they are underused considering their value to the public.

NPS was created by Congress to ". . . conserve the scenery and the natural and historical objects and the wild life therein, and to provide for the enjoyment of the same in such a manner and by such means as will leave them unimpaired for the enjoyment of future generations." (16 U.S.C. 1) However, NPS's own backlog of repairs, its chronic funding limitations, and the continuing use of concession contracts that are inappropriate for the unique capital investment required for golf courses militate against appropriate maintenance, historic preservation and the NPS mission "to leave them unimpaired for the public enjoyment." This bill will restore the original intent of Congress, consistent with this important NPS mission.

The three courses together constitute an undervalued public asset that, if appropriately funded, could be renovated and modernized, facilitating affordable recreation, attracting significantly more golfers, and perhaps producing new revenue for the United States Treasury. Unlike other NPS facilities, golf courses require unique and continuing significant capital investment to keep them not only maintained but operational. As a result for nearly 100

years, the courses have had problems associated with upkeep and insufficient capital investment. Without a ready source for capital investment, apart from appropriations, NPS has continuously struggled to manage and maintain each of these courses since their inception. There is no prospect that the necessary Federal funds for capital investment and improvement of golf will be available today or in the future. Moreover, the current fee to play at the golf courses, as established in the concessions contract process, must remain affordable and cannot generate sufficient revenue for NPS or the concessioners to keep the courses properly maintained, or to make the capital investment required for a golf course today. In fact, NPS owes millions of dollars to the concessioner of the golf courses for necessary improvements.

General Services Administration land and real estate professionals and other experts advise that the best option consistent with Federal law and practices is to create a long-term ground lease that bundles all three of the courses into a single contract and then to request proposals that allow for response with ideas and alternatives for modernization and maintenance consistent with anticipated use and affordability. This bill requires that historic features of the courses be preserved and that two of the three courses remain affordable to the general public.

The confines of Federal concession law inhibited NPS and the concessioner from making improvements to the courses because Federal concession laws are incompatible with golf course operations. Historically, the constrictions of NPS concessions law have been a direct cause of disrepair and capital disinvestment, reducing the quality of play and jeopardizing the historic preservation of the courses. However, the NPS is attempting to join two of the three golf courses together for the next 7 years under a proposed concession contract that was issued on October 23, 2007. The draft contract requires only that the next concessioner be able to perform routine repair and maintenance consistent with NPS practice and the limits imposed by concession law. The draft contract does not and could not impose any requirement that capital improvements be made to the courses, usually guaranteeing

that these courses will stay in the same poor condition until 2015. East Potomac was excluded from the proposed concession contract because its concession contract expires next year, not for any reason associated with maintaining and improving the courses for public use. This separates East Potomac, the only financially viable golf course from Langston and Rock Creek, the two that need subsidy for their operations. The effect will leave Langston and Rock Creek worse off than they are today.

This bill would exempt these golf courses from concession law and bind the three courses into one contract. This approach applies another vehicle commonly used by the Federal Government to allow for more creative solutions consistent with the NPS mission to preserve general public access and preserve the historic qualities of the courses. The single long-term ground lease for all three courses, designed outside of the constraints of concession law, provided by this bill would encourage private investment in these courses, improve the quality of the courses, ensure affordable play, and preserve their historic nature.

I urge my colleagues to support this legislation.

FLOOR CONSIDERATION OF THE
MINE COMMUNICATIONS TECHNOLOGY INNOVATION ACT OF
2007

SPEECH OF

HON. MARK UDALL

OF COLORADO

IN THE HOUSE OF REPRESENTATIVES

Monday, October 29, 2007

Mr. UDALL of Colorado. Madam Speaker, as a cosponsor, I rise in strong support of H.R. 3877, the Mine Communications Technology Innovation Act, which was introduced by our colleague from Utah, Mr. MATHESON.

Mining is an important part of our history and it will be critical to our future as well, but we have seen too many mining accidents that have ended in tragedy. Too often, these tragedies have been related to difficulties with communication. The unfortunate deaths of six min-

ers and three rescuers at the Crandall Canyon Mine this year has highlighted the severe communication challenges that miners face when deep underground.

While mines generally use reliable communications systems, some mines—specifically, deep underground mines—present a number of unique challenges that make communications and tracking more difficult. For example, the open air pathway required for radio signals and WiFi often do not exist in underground mines and less than ten percent of the radio spectrum that is used above ground can be used underground. Additionally, in the event of a catastrophic event, existing communications systems are often compromised.

This bill would help improve tracking and communications systems for two-way communication between the miners and people above ground. Specifically, H.R. 3877 would accelerate the research and development of innovative mine tracking and communications technologies. Since the National Institute for Occupational Safety and Health (NIOSH) addresses oversight of immediately available technologies, this legislation is targeted R&D for new technologies to advance our ability to communicate underground. Under this legislation, the National Institute of Standards and Technology (NIST) would establish an initiative to promote the research, development, and demonstration of miner tracking and communications systems and to promote the establishment of standards and other measurement services regarding underground miners.

Not only will this legislation help miners, but it will draw upon the expertise of Colorado researchers. NIST's Boulder labs have already begun similar work for communications in collapsed buildings and are well positioned to support this new effort with its experience in developing technical standards, best practices and conformance testing.

This bill will ensure that our miners have the state-of-the-art equipment they need to communicate with people above ground, especially in times of emergency. I urge the House to support this important legislation that will help us save lives in the future.