

number of African American officers on the police force.

In 2001, Mr. Nix was inducted into the Montgomery County Human Rights Hall of Fame. After receiving the honor, he said, "So much of what Montgomery County is today is because of struggle. . . . It's hard, especially for young people, to remember how we got where we are today." He noted, "Blessings come to people through someone else's help or through some unknown entity. Because of that, it is our obligation to use whatever it is that one of us has to help those who are less fortunate or who may be afraid to speak for themselves." These guiding words and the legacy and achievements of Roscoe R. Nix will live on in Montgomery County, in Maryland, and across our Nation.

I ask my colleagues to join me in paying tribute to this extraordinary American and in offering our condolences to Mr. Nix's wife of 59 years, Emma Coble Nix; his two daughters, Veretta Nix and Susan Webster; his sister, Anita Jackson; his three brothers, Crispus Carey Nix, Pettis Nix and Comer Nix; and his three grandchildren.

RECOGNIZING THE TUSKEGEE AIRMEN

HON. ELEANOR HOLMES NORTON

OF THE DISTRICT OF COLUMBIA
IN THE HOUSE OF REPRESENTATIVES

Monday, January 23, 2012

Ms. NORTON. Mr. Speaker, I rise to ask the House of Representatives to join me in recognizing the Tuskegee Airmen for their excellence in aviation, their courage, and their role as trailblazers for equality. On January 20, 2012, the movie "Red Tails," which depicts the story of the Tuskegee Airmen, debuted nationwide.

The story of the Tuskegee Airmen, as they would become known as, begins long before they fought in World War II. Their first fight began at home, against racial discrimination. Prior to WW II, the U.S. Army Air Corps prohibited African Americans from serving as pilots, because the U.S. government believed that African Americans were incapable of flying an airplane. In October 1940, President Franklin Roosevelt ended the ban on African Americans serving as pilots in the Air Corps. However, it was not until January 1941, in response to pressure from the National Association for the Advancement of Colored People, the Chicago Defender and other African American newspapers, and only one day after Howard University student Yancey Williams threatened to sue the Secretary of War because the Air Corps still had not accepted any African Americans pilots, that the War Department created an all-black squadron in Tuskegee, Alabama, the U.S. Military was racially segregated at the time. Soon thereafter, the Airmen received a visit from First Lady Eleanor Roosevelt. During the visit, she asked Charles "Chief" Anderson, the head of the program, "Can Negroes really fly airplanes?" Chief Anderson replied: "Certainly we can; as a matter of fact, would you like to take an airplane ride?" Mrs. Roosevelt accepted and upon landing, she turned to Chief Anderson and said, "I guess Negroes can fly."

By the spring of 1941, the training of the first group of Tuskegee Airmen, the 99th

Fighter Squadron, commenced. The squadron consisted of 13 African American men, all of whom were college graduates and had earned their pilot licenses prior to serving in the Air Corps. The Airmen trained under difficult conditions, from overcrowded classrooms and airstrips to racist officers. In 1943, the Airmen were sent to North Africa, and Europe to fight. In their first mission, they managed to shoot down six German aircraft.

The Tuskegee Airmen were known as the "Red Tailed Angels" because of the red paint on the propeller and tail of their planes. In all, approximately 990 men graduated from Tuskegee's pilot training program but only 450 of them were sent overseas for combat assignments. These heroes managed to destroy over 409 German airplanes and 950 railcars, trucks, and other vehicles. The Airmen flew, 1,578 missions over Europe and North Africa, escorted more than 200 bombing missions, and were the first to sink a battleship using only machine guns, remarkable accomplishments for a group of men whom the military thought could not fly. In total, the Red Tails were awarded 150 Distinguished Flying Crosses, 744 Air Medals, 8 Purple Hearts, and 14 Bronze Stars. The accomplishments of these brave soldiers helped pave the way for President Harry Truman's decision to integrate the military in 1948. In 2007, several decades after they completed their last mission, President George W. Bush presented the Congressional Medal of Honor to the Tuskegee Airmen, a well-deserved recognition for a group of men who had to fight two battles, one at home and another abroad.

Not surprisingly, there are currently 31 Airmen living in the D.C. Area. Residents from the District of Columbia, particularly students from Dunbar High School, the-then segregated public high school for black students here, were selected in a disproportionate number as Tuskegee Airmen.

I ask the House to join me in honoring the accomplishments of the Tuskegee Airmen and in thanking them for their service.

HONORING DONALD SCHNEIDER

HON. BILL SHUSTER

OF PENNSYLVANIA
IN THE HOUSE OF REPRESENTATIVES

Monday, January 23, 2012

Mr. SHUSTER. Mr. Speaker, it is my privilege to rise today to recognize Mr. Donald Schneider, a pioneer who transformed the transportation industry as we know it. I am pleased to have the opportunity to call attention to his service and his remarkable story of American entrepreneurship and ingenuity.

Mr. Schneider, chairman emeritus and former president of Schneider National, Inc., ran one of the nation's largest truckload carriers with nearly 12,500 tractors and 35,000 trailers, all painted in a distinct shade of orange. You may have seen his trucks driving down our great national highways, hauling goods from coast to coast. Behind these trucks was a stellar businessman who leveraged new technologies and innovations to grow his company into one of the most successful, recognizable, and respected transportation and logistics companies in North America. In the process, an industry was transformed and millions of Americans benefited

from his life's work without them even realizing.

Mr. Schneider was a hard working man who began as a mechanic's assistant and truck driver at the age of 18. He graduated from St. Norbert College with an undergraduate degree in business and married his wife Pat in 1957. After serving a 13 month military tour of duty in Korea, Schneider graduated from the University of Pennsylvania Wharton Business School, then began to work in his father's trucking business in 1961, fusing his passion for trucking with a keen business sense.

Over the next three decades, Mr. Schneider expanded his fleet substantially, using modern management techniques and acquisition of regional trucking companies to grow his business. Under Mr. Schneider's leadership, Schneider National was one of only a few pre-deregulation truckload carriers that survived and flourished after the Motor Carrier Act of 1980.

Later in that same decade, his company even began to install satellite communication in trucks. By allowing companies to track their trucks in real time, consumers benefitted from faster package deliveries and just-in-time inventory management.

His company's entrance into the logistics business in 1993 heralded a new frontier in trucking by enhancing the ability of companies to manage time-sensitive deliveries and inventories. Meanwhile, his use of standard-sized trailers that could run over the road and ride on railroad flatcars—known as intermodal transportation—established partnerships with the railroads and was followed by all others in the industry.

Now, it is unimaginable how the trucking industry ever fared without Mr. Schneider's visionary ways.

Though Mr. Schneider was a great man, he never lost his common touch. He insisted on being called by his first name, and was a community philanthropist who was active in several charities. In a 1997 interview, he was quoted as saying, "My job is important, but it's no more important than the driver or the people in the service center."

Mr. Schneider was a man who had a true servant's heart, and America has been enriched by his service to this country. His entrepreneurial spirit will endure not only in his company's orange trucks and trailers, but in the homes of countless Americans who have benefitted from his innovations. I invite the American people to join me in celebrating his life.

HONORING THE CARROLL SENIOR HIGH SCHOOL DRAGON CROSS COUNTRY TEAMS

HON. KENNY MARCHANT

OF TEXAS
IN THE HOUSE OF REPRESENTATIVES

Monday, January 23, 2012

Mr. MARCHANT. Mr. Speaker, it is with great pride that I rise to recognize the Carroll Senior High School Dragon cross country boys and girls teams for winning their respective 2011 Texas state championship titles.

Carroll Senior High School competes in the University Interscholastic League Class 5A, the most competitive athletic class composed of the largest schools in Texas. For the girls

team, this championship was their fifth in Class 5A since 2005, and their first since 2008. For the boys team, this was their first title in school history.

Both teams turned out strong performances by all competitors. The girls won with a team score of 34 points. Three of their runners earned a spot among the top ten finishers at the state competition. Courtney Kriegshauser led the Lady Dragons with a second-place finish.

The boys' first title broke the championship record for team points. They finished with 20 points, which is the lowest in the history of 5A state meets. Five of the boys made the top ten, with Nate Sullivan leading the way in fifth.

I am extremely proud of the Carroll Dragon cross country teams for their excellence in athleticism and sportsmanship. I would like to recognize each player on these championship teams. For the girls: Shelby Chapin, Rachel Harper, Felice Johnson, Courtney Kriegshauser, Allison Naval, Sarah Roe and Julia Sunderland. For the boys: Jordan Chavez, Trevor Gilley, Ben Golestan, Connor Hendrickson, Alex Johansson, Joe Sansone and Nate Sullivan. The team was guided by an exceptional coaching staff that included Justin Leonard, Nichole Gilley, Brandon Rogers, and Christopher Anderson.

Mr. Speaker, on behalf of the 24th Congressional District of Texas, I ask all my distinguished colleagues to join me in congratulating the Carroll Dragon cross country teams on winning the boys and girls state championship titles.

OUR UNCONSCIONABLE NATIONAL DEBT

HON. MIKE COFFMAN

OF COLORADO

IN THE HOUSE OF REPRESENTATIVES

Monday, January 23, 2012

Mr. COFFMAN of Colorado. Mr. Speaker, on January 26, 1995, when the last attempt at a balanced budget amendment passed the House by a bipartisan vote of 300–132, the national debt was \$4,801,405,175,294.28.

Today, it is \$15,236,271,879,792.78. We've added \$10,434,866,704,498.50 dollars to our debt in 16 years. This is \$10 trillion in debt our nation, our economy, and our children could have avoided with a balanced budget amendment.

TRIBUTE TO GILBERT CATES

HON. HOWARD L. BERMAN

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Monday, January 23, 2012

Mr. BERMAN. Mr. Speaker, I rise today to pay respects to my friend, producer and director, Gilbert Cates who passed away on October 31, 2011 at the age of 77. Let this congressional insert serve as a tribute to his memory and celebration of his meaningful life.

Born June 6, 1934, in New York City to Jewish parents, Mr. Cates was a member of the fencing team at Syracuse University studying pre-med but changed his major to Theater after an experience teaching actors to sword fight during a student production of Richard III.

Gilbert began his career directing a number of feature films—including two Oscar nominated films—I Never Sang for My Father, in 1970, and Summer Wishes, Winter Dreams, in 1973. He also produced and directed Broadway and off Broadway plays, most notably the productions of I Never Sang for My Father and You Know I Can't Hear You When the Water's Running.

Hailed as a director with a propensity for taking on challenging themes, in 1984 Gilbert directed Consenting Adult, a made-for-TV feature which focused on homosexuality and was followed up in 1989 with Do You Know the Muffin Man?, a story centered on child molestation. Mr. Cates received Emmy nominations in the Best Director category for both projects.

During his tenure as president of the Directors Guild of America, DGA, Gilbert led the guild's negotiations committee and four times headed contract negotiations with producers, leading the guild through a strike in 1987. He was instrumental in orchestrating the merger between the Radio & Television Directors Guild and the Screen Directors Guild in 1960.

Well known for producing some 14 Academy Awards broadcasts between 1990 and 2008, Gilbert is famed for recruiting Billy Crystal and Whoopi Goldberg as well as David Letterman, Steve Martin, Chris Rock and Jon Stewart as hosts. He also served on the Academy's Board of Governors from 1984–1993, and won an Emmy in 1991 for the 63rd annual Oscars, returning to the board in 2002 and serving as its Vice President from 2003–2005.

In 1990, Gilbert became the Dean of UCLA's newly combined School of Theater, Film and Television, a post he held until 1998, after which he continued to educate young filmmakers as a professor. As a result of his many professional accomplishments, Mr. Cates received a star on the Hollywood Walk of Fame. He also received the DGA's prestigious President's Award and the Guild's Robert Aldrich Award for service, as well as having received the DGA's Honorary Life Membership.

Gilbert was a loving husband and father. He is survived by his wife, Dr. Judith Reichman, four children, two stepchildren and six grandchildren.

I ask my colleagues to join me in celebrating the life and achievements of Gilbert Cates.

HONORING KENT MORTON

HON. THADDEUS G. McCOTTER

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

Monday, January 23, 2012

Mr. McCOTTER. Mr. Speaker, today I rise to honor the extraordinary life of Kent Morton and to mourn him upon his passing at the age of 28.

Born on June 12, 1983, Kent Morton was a gregarious man with a ready smile. He loved his close-knit family and called his older brother Shane his best friend. Kent was a man who was always willing to help in any way he could. He was happily involved in his Garden City community and spent many hours as a PTA volunteer at Lathers Elementary School where his daughter Makayla is a student. He often used his formidable painting skills to help beautify his church.

Regrettably, on January 11, 2012, Kent Morton fell more than 100 feet from the painters' scaffolding on the Ambassador Bridge into the frigid Detroit River. Although he did survive the initial fall, he could not survive the strong current and passed from this earthly world to his eternal reward. He is survived by his beloved parents, Fawn and Mario Salvatore, and father David Morton. He leaves a legacy in his adored daughter, Makayla, and an unborn child. His treasured siblings, Shane, Amber, Bret and Sarah will forever carry Kent in their hearts. He will be deeply missed by his cherished fiancée Kristi Waltsgott and many family members and friends.

Mr. Speaker, Kent Morton is remembered as a loving father, a compassionate son, a devoted brother and an admired friend. Kent was a man who deeply treasured his family, friends, community and his country. Today, as we bid Kent farewell, I ask my colleagues to join me in mourning his passing and honoring his devotion to his country and his community.

MARCELLUS SHALE—ANCILLARY INDUSTRIES

HON. SHELLEY MOORE CAPITO

OF WEST VIRGINIA

IN THE HOUSE OF REPRESENTATIVES

Monday, January 23, 2012

Mrs. CAPITO. Mr. Speaker, the natural gas industry is very important to my constituents in West Virginia. Given the exciting opportunities that my state has as a result of the Marcellus Shale, I particularly appreciate the opportunity to discuss ancillary industries that West Virginia has the opportunity to develop as a result of its shale resources. I applaud Congressmen Reed and Critz for organizing a Special Order on the Shale's ancillary industries.

America's current energy policy is highly flawed. My constituents can see its flaws when they are forced to pay higher prices at the gas pump. Newly found shale resources have given us a major opportunity to take advantage of home-grown natural resources like natural gas diversifying our energy portfolio and making us less dependent on foreign sources of energy. Our combined recoverable oil, natural gas and coal resources is the largest in the world. The United States must seize the opportunity to tap into these resources; however the Administration remains intent on enforcing a moratorium on energy production and transportation.

In 2009, the oil and natural gas industry supported 24,400 jobs in West Virginia. It is projected that the next decade could see an increase in 18,000 to 26,000 jobs due to Marcellus investment and production. In addition to the economic boost that this nation can receive by utilizing its own energy resources, we also have the opportunity to strengthen existing industries and to also develop new ones. There are abundant resources present in the Marcellus Shale, including natural gas, oil, propane, and ethane. These resources can be used to heat our homes, power our vehicles and fleets, and to serve as a feedstock for chemical production.

As my colleagues from Ohio and Pennsylvania know, our states are currently competing against one another to attract chemical plants known as "crackers". A single cracker would