

the nationally recognized Duke University Talent Identification Program, which identifies verbally and mathematically gifted young people, and it offers regional residential courses to these special students. Dr. Alost has also overseen the establishment of Northwestern Abroad, which provides travel-study opportunities to students who wish to expand their knowledge of other cultures.

I had the pleasure of working with Dr. Alost when we brought the National Center for Preservation Technology and Training to NSU, a national institution dedicated to historic preservation. This one-of-a-kind center was established by the National Park Service to train cultural resource professionals and serve as a clearinghouse for the transfer of historic preservation technology across the country. It is the innovative examples I have just cited which have designated Northwestern State University as a premier institution for higher learning.

Dr. Alost's service has also touched those outside of the Northwestern community. Over the years, numerous civic, professional, and religious organizations have flourished under his leadership. He has served as president and on the board of directors of the Natchitoches Tourist Commission. As an administrator and educator, he served as president of the Louisiana Council for Deans of Education, the Louisiana Association for Colleges and Teacher Education, and the Louisiana Association for Health, Physical Education and Recreation.

While Dr. Alost is a great source of pride for Northwestern State University, he has also been honored with many local, State, and national awards. In 1985, he was recognized by the Louisiana Association of School Executives as the State's Educator of the Year. In 1986, he received the Leadership Award from the Louisiana Association of Gifted and Talented Students. The citizens of Natchitoches proclaimed him Man of the Year in 1987. His achievements were heralded on a national level in 1989 when he was presented with the Phi Kappa Phi Distinguished Member Award.

Dr. Robert Alost's lifetime of achievement is truly an inspiration, and he serves as an incredible role model for those who believe that the possibilities are limitless. It has been an honor and a privilege to know him. I congratulate Dr. Alost on his distinguished career and wish him well as he enjoys the well-earned rewards of retirement.●

INDIANAPOLIS MOTOR SPEEDWAY AND THE INDIANAPOLIS 500

● Mr. LUGAR. Mr. President, I rise today as the month of May approaches to pay tribute to an important part of Hoosier heritage, the Indianapolis Motor Speedway and the Indianapolis 500.

The Indianapolis Motor Speedway was built in 1909 to provide a testing

ground for Indiana's burgeoning automobile industry. Indiana was home at the time to such names as Duessenburg, Cord, Marmon, Stutz, National, Cole, Auburn, and Apperson.

The first Indianapolis 500 was run in 1911 and races have been run ever since. In 1917, the track backstretch was given over to the military for use as an aviation maintenance training center. It became one of the first lighted runways in the world. Races were canceled during the years 1917, 1918 and 1942-45 out of respect for the war effort. Since those early days, the race has grown to become a rite of spring for millions of Americans, attracting the world's largest 1-day sporting event crowd, as well as an immense broadcast audience.

Indianapolis is the home of the IndyCar racing industry, and the month of May is an especially dynamic time in our State. As race season begins, it is appropriate that we honor this uniquely American event and all those who have made it possible. In particular, we take pride in honoring the memory and vision of Tony Hulman, Jr.; the steadfast service of his wife, Mary Fendrich Hulman; and their daughter, Mari Hulman George; as well as the strong leadership of Indianapolis Motor Speedway president Anton H. George, who personifies the very future of IndyCar racing.●

TRIBUTE TO ADM. JAMES S. RUSSELL

● Mrs. MURRAY. Mr. President, it is with great sadness that I rise today to record the passing of a truly great American, Admiral James S. Russell. Adm. Russell built a remarkable legacy as a distinguished and decorated military officer and a respected civic leader in Washington State.

James Sargent Russell was born on March 22, 1903, in Tacoma, WA, where he spent his childhood. Eager to serve his country in World War I, he attempted to join the U.S. Navy after graduating from high school. Because he was too young, the Navy would not accept his enlistment. Instead, he followed his love of the sea, beginning his maritime career as a seaman in the Merchant Marine.

In 1922, he entered the U.S. Naval Academy, from which he graduated in 1926. This marked the beginning of a long and illustrious tour of duty with the U.S. Navy. After serving aboard the battleship *West Virginia*, he entered the young field of naval aviation, and was designated a Naval Aviator in 1929.

During World War II, then-Lieutenant Commander Russell led Patrol Squadron 42 in the Aleutian Island Campaign. For his heroism and exceptional service, he was awarded the Distinguished Flying Cross, the Air Medal, and the Legion of Merit. After serving in the Office of the Chief of Naval Operations in Washington, DC, he returned to combat duty in the Pacific and was awarded a Gold Star in lieu of a second Legion of Merit.

Following World War II, he assumed the post of commander of the U.S.S. *Coral Sea* and then was chief of the Bureau of Aeronautics, rising to the rank of vice admiral. From 1958 to 1962, he served as Vice Chief of Naval Operations with the four-star rank of Admiral. Because of his exceptionally meritorious efforts in that capacity, he was awarded the Distinguished Service Medal.

In 1962, Admiral Russell was named commander in chief of the Allied Forces in Southern Europe, a position he held until his retirement from active duty in 1965. His leadership during a time of heightened tensions earned him a Gold Star in lieu of the second Distinguished Service Medal.

The advancement of the field of naval aviation owes a great deal to the work of Admiral Russell. He entered the field when biplanes ruled the skies and aided the development of supersonic fighters. For his work on the development of the F-8 Crusader Navy fighter, the first ship-based fighter to fly faster than 1,000 miles per hour, Admiral Russell was awarded the prestigious Collier Trophy in 1956.

Recognition of his work extends beyond the borders of the United States, and is evidenced by his receipt of three foreign decorations. These include: the Order of Naval Merit (Grand Officer) by Brazil, the Legion of Honor (Commander) by France, and the Peruvian Cross of Naval Merit (Great Cross).

After retiring from active duty, Admiral Russell returned to the Tacoma area and became a prominent member of that community. He remained active in the aerospace industry as a consultant and board member. However, his second career, which spanned almost as many years as his first, was as a civic leader who bridged the civilian and military communities. Indeed, at an age when many of his contemporaries were enjoying a quiet retirement, Admiral Russell took an active role in community affairs.

Admiral Russell leaves his wife, Geraldine; his son and daughter-in-law, Don and Katherine Russell; his daughter-in-law, Anitha Russell; five grandchildren; and three great-grandchildren. I wish to express my sincere sympathy and condolences to these and other members of his family.

All who are acquainted with Admiral Russell know that his work has benefited and will continue to benefit countless individuals in Washington State, across this Nation, and around the globe. Admiral Russell served his country and community selflessly for three-quarters of a century. He led by example and earned the respect of all who knew him. I and so many people—his friends, colleagues, family, and community members—are sincerely grateful for his many contributions to military and civilian life. He leaves behind a great legacy and will not be soon forgotten.●