

## 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-

remely 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