

his family, we send our deepest condolences and also our thanks for their sharing of Walt with us all.

Mr. Speaker, I submit for the RECORD two articles from the Washington Post of January 5, and January 13, about the life of Walt Starling.

ON-AIR TRAFFIC REPORTER WALT STARLING
DIES

(By Joe Holley)

Walt Starling, a flying traffic reporter whose live radio reports of Capital Beltway jams, fender benders and bottlenecks helped Washington area commuters get to work every morning and home every night, died Jan. 4 of colon cancer at his home in Laytonsville. He was 52.

Mr. Starling was one of the first traffic reporters in the area to become a radio personality. From 1974 until 1995, he folded his 6-foot-4 frame into the cramped cockpit of a Cessna 172 and circled the Beltway at 1,200 feet, looking for ways to keep traffic flowing and commuter frustrations to a minimum, tasks that grew increasingly difficult as the population boomed and traffic increased. He reported traffic twice a day for a succession of area stations, flying an estimated 2.2 million air miles.

In recent years, he had been working for WRC-TV (Channel 4) in the District.

Mr. Starling's career as an air-traffic radio reporter began as a class project at the University of Maryland in 1973. As he explained to The Washington Post in 1994, he was a senior in the radio and television program, and his assignment was to create a job for himself. He was taking flying lessons at the time and came up with the idea of using a fixed-wing plane to monitor traffic and provide regular radio reports. Fuel, maintenance and insurance would be less expensive than for a helicopter, and a plane would be safer, he maintained.

The instructor, also a pilot, was not convinced. "That's about the dumbest thing I've ever read," he told Mr. Starling.

Undaunted, Mr. Starling dropped out of school and pitched the idea to WAVA (105.1 FM). The station agreed to give it a try, and on March 4, 1974, he began delivering 10 reports during morning drive time and 10 during the afternoon rush. In the early days of his venture, he was allowed to sell his own sponsorships, so he traded commercial spots for, among other things, eyeglasses, meals, cars and carpeting for his home.

Mr. Starling was one of the few traffic reporters in the country who both flew the plane and did the reporting, dual duties that made insurance companies anxious. Circling above the snaking lines of traffic, he managed to work the controls of his plane, spot where the traffic was snarled and then deliver up-to-the-minute information in smooth one-minute reports.

He had only two emergency landings during his career, but he knew the location of every swath of green in the area, just in case.

His voice had a calming effect on often-harried commuters. At sunset during the winter, he would gently remind drivers to switch on their headlights, and he knew the area so well he could offer alternatives to drivers coming up on bottlenecks. He also trained other traffic reporters, including Andy Parks of WMAL (630 AM) and Bob Marbourg of WTOP (1500 AM).

Walter Maurice Starling was born in Washington and grew up in Hyattsville, down the street and around the corner from College Park Airport, where the Wright brothers trained the nation's first military pilots. His father, Walter M. Starling, a businessman who died last month, earned his private pi-

lot's license in 1947 and took his son up for the first time in 1956, when he was 4. (Mr. Starling's sister and son also are pilots.)

He graduated from Northwestern High School in Hyattsville in 1970. At U-Md. in the early 1970s, he reported for WMUC (88.1 FM), the campus radio and TV station, but dropped out of school to begin his "Washington Skywatch." He received his undergraduate degree in 1981. Over the years, he reported for WAVA-AM and FM News Radio, WASH (97.1 FM), WPGC (95.5 FM) and WLIT/WARW-FM.

His heyday, recalled David Burd of WMAL-AM, was at WASH-FM in the late 1970s and early 1980s. The station was tops in the market, and Mr. Starling's reports were a popular feature.

In the early 1990s, as stations increasingly turned to traffic reporting services that offer reports to several stations at the same time, the economics of the individual reporter turned against Mr. Starling. After leaving WARW-FM in 1995, he went to work for WRC-TV, where he began learning the medium of television from the ground up. He was an assignment editor for the station before becoming ill in early 2004.

Mr. Starling was an active member of First United Methodist Church in Hyattsville. He also flew as a barnstorming pilot for Flying Circus Airshows and restored vintage planes.

Survivors include his wife of 29 years, Sharon Lynn Starling of Laytonsville; two children, W. Brent Starling of Laytonsville and Joanna Lynn Starling of Rockville; his mother, Doris Starling of Silver Spring; a sister, Phyllis Starling of Rockville; and two grandchildren.

BLAZING A TRAIL FOR TRAFFIC REPORTERS

(By Steven Ginsberg)

There Bob Marbourg was, before anyone knew who Bob Marbourg was, looking for a twirl over the Washington region with Walt Starling, the premier flying traffic reporter of the late 1970s.

"I know you take folks along for a ride with you. I wonder if I might do that with you sometime," Marbourg recalled asking Starling at a street fair in College Park.

Sure, Starling said. Before long, Marbourg was by Starling's side in his signature Cessna 172. Marbourg took some pictures that Starling liked, and Marbourg was asked to come back again. And again and again. One Memorial Day weekend, Starling suggested to his station manager that Marbourg fill in while he was away and, poof, a radio traffic reporter's career was born.

That was the kind of guy Starling was, Marbourg said last week, days after the legend died Jan. 4 at 52 of colon cancer.

"Walt Starling was a radio personality," Marbourg said, between his broadcasts at WTOP (1500 AM), a job that Starling helped him get. "But he was also a man who touched many people in many generous and caring ways."

Starling was a pioneer in the world of traffic reports and traffic reporters. He was one of the first in the area to become a radio personality, jabbering with his studio counterparts during live reports. Starling also flew in his own way, in a fixed-wing plane when everyone else was circling in helicopters.

Starling's fixed-wing idea is now legendary. He dreamed it up for a student project, figuring that a plane would be less expensive to operate than a helicopter. A teacher at the University of Maryland told him the idea was "about the dumbest thing I've ever read," Starling told The Washington Post in 1994.

Starling would later say that was just the kind of comment that would get him started. He quit school, refined the idea a little and

sold it to WAVA (105.1 FM). On March 4, 1974, he flew the first of an estimated 2.2 million air miles.

After WAVA, Starling worked for FM News Radio, WASH (97.1 FM), WPGC (95.5 FM) and WLIT/WARW-FM before hopping over to television at WRC-TV (Channel 4) in the District in the mid-1990s. Starling served as an assignment editor for the station before becoming ill last year.

Aside from the type of craft he used, Starling did something else that most other traffic reporters didn't do: He piloted his plane. At least that's what he did when he hadn't turned over the controls to Marbourg so that Starling could check one of his trusty maps.

"We were out over Rock Creek Park, just over Walter Reed one day," Marbourg said, "and we were flying in a circle while he was trying to find an address. Walter looked up from his map book and all he could see were trees."

"Bob, where have you taken us?" Starling asked, incredulously, before resuming control.

Lon Anderson, a spokesman for AAA Mid-Atlantic who knew Starling's voice as a Washington area resident and knew his professionalism later when they worked together on projects, said that Starling paved the way for all the local radio traffic reporters who followed.

"He was then what Bob Marbourg really is now, the dean of traffic reporters," Anderson said. "He sounded just as professional and knowledgeable and no different" from today's traffic reporters. "The difference was he was there ahead of everybody doing this, and everyone followed him. He clearly set the tenor to a large extent that is followed today."

Bruce Allen, the midday news anchor at WTOP, met Starling when he was working as a traffic reporter in 1980. Allen, who worked for Metro Traffic, said the company was contractually obligated to give Starling all the traffic information it had. Starling was under no such obligation but passed along what he knew anyway.

"It was the personal relationship that made it a two-way flow," Allen said. "I'm one of the zillions who liked the guy and felt good about him. He was a good man."

ELECTION REFORM

HON. PATRICK J. KENNEDY

OF RHODE ISLAND

IN THE HOUSE OF REPRESENTATIVES

Tuesday, January 25, 2005

Mr. KENNEDY of Rhode Island. Mr. Speaker, I rise today in support of overall election reform. What we are doing today is not—contrary to what some would have you believe—trying to change the past, although as long as we are considering the past, I would suggest that today's proceedings are taking place 4 years too late. In any case, today's activity is not an attempt to overturn the results of the 2004 Presidential Election. Rather, we are here today to draw attention to the multitude of people who were unable to fulfill their fundamental, constitutional right to vote in this election, for a variety of reasons. This is about securing our system of democracy—not about "sour grapes." It is unacceptable for any American citizen to be disenfranchised, either by intimidation or a misleading ballot. Every person who is legally registered to vote should be allowed to exercise this essential right and duty of citizenship. Members of Congress should be disturbed by the evidence that tens

of thousands of voters, predominantly from minority and Democratic precincts, had to wait hours or were disenfranchised altogether due to unprecedented long lines, expected challenges, get-out-the-vote disinformation, electronic voting irregularities and questionable practices in tallying provisional ballots and completing the recount. This must spur us to action, to accomplish effective, bipartisan electoral reform—the kind we should already have implemented following the 2000 Presidential Election.

I look forward to hearing the outcome of the ongoing GAO investigation into the reported irregularities in our latest Presidential Election, including possible voter intimidation and fraud. We must continue our legislative efforts, following in the footsteps of The Help America Vote Act, which became law in October 2002, to fulfill our responsibility as elected officials to ensure the right of every individual citizen to have their vote counted. We must support the Election Assistance Commission as it responds quickly to reports of irregularities and possible fraud in the 2004 Presidential Election by holding hearings on voting systems standards, registration databases, and provisional balloting. We also must address allegations of inaccurate results from electronic voting machines by supporting legislation to require such machines to produce a paper trail that can be used in the event of a recount. We must continue to act this session to ensure an election process that, in 2008, will maintain integrity as well as the public's confidence.

RECOGNIZING THE 150TH ANNIVERSARY OF THE LOUISVILLE BOARD OF INDEPENDENT INSURANCE AGENTS

HON. ANNE M. NORTHUP

OF KENTUCKY

IN THE HOUSE OF REPRESENTATIVES

Tuesday, January 25, 2005

Mrs. NORTHUP. Mr. Speaker, I rise today to recognize the 150th anniversary of the Louisville Board of Independent Insurance Agents.

The story of the Louisville Board began on February 15, 1854 when a dozen of the city's leading insurance officials met to organize the Board of Underwriters. The organization's first constitution stated that it was formed

in view of the benefits resulting from uniformity in the rates of insurance, in the conditions under which insurances should be made, in the principles and practices of adjusting losses, and in view also of elevating the character of insurance transactions. . . .

In 1858, the Louisville Board presented the city of Louisville with its first steam-powered fire engine. At a cost of \$5,000, the money to purchase the fire engine was donated from insurance companies and local merchants.

In 1896, Louisville Board members played a prominent role in the creation of a state insurance association within Kentucky. This organization still operates today as the Independent Insurance Agents of Kentucky. Additionally, Louisville Board members played an instrumental role in the creation of a national agents' association.

In 1951, the Louisville Board inaugurated a series of monthly luncheon forums, which continue to this day.

Mr. Speaker, the Louisville Board has been a valued partner in our community for the past

150 years. I congratulate them on a historic anniversary and wish them continued success in the future.

CONGRATULATING THE PEOPLE OF UKRAINE ON RECENT PRESIDENTIAL ELECTIONS

HON. MARCY KAPTUR

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Tuesday, January 25, 2005

Ms. KAPTUR. Mr. Speaker, I join my colleagues in congratulating the people of Ukraine on their free and fair election that elevated Victor Yushchenko to the office of President. I have joined my colleagues in extending an invitation to President Yushchenko to address the Congress.

Just days before the elections, I traveled to Ukraine for the ninth time. On November 21, Ukraine held a run-off election for the office of President between Victor Yushchenko and Victor Yanukovich. International observers immediately found widespread fraud and declared the election invalid. Immediately following these events, supporters of the opposition party took to the streets to demand a recount or a new vote in what has been dubbed the "Orange Revolution." The Ukrainian Supreme Court agreed and called for new elections. Our six member Congressional delegation added our voices for a free and fair revote in the Presidential elections to be held December 26 in that nation of nearly 50 million people.

My first journey to Ukraine inspired a three-decade long quest that now explodes in the hearts of the people of Ukraine. The momentum of the opposition party in Ukraine is with the young. They crowded into the streets of Kiev. They blazed a trail on email. They are building a new future for Ukraine and this election cycle has been a transformational moment for them.

Ukraine was host to thousands of election observers from around the world, and from within Ukraine, with the purpose of preventing the abuses that characterized the earlier elections, particularly manipulation of mobile voting stations and absentee voting. Laws had been passed in parliament to avoid these pitfalls. However, election observers were critical in assuring a fair vote.

I continue to ponder how much Ukraine has changed in my lifetime. When I first drove into Ukraine in 1973, there were no other cars on the road other than military vehicles. Today, though far from an open society, Ukraine is making major strides toward developing liberty's institutions. The impact of this election in inspiring the next generation of Ukraine's youth cannot be underestimated. There is enormous fervor among the young people. Their free assembly is allowed in many regions of the nation.

As Co-Chair of the Congressional Caucus, I look forward to building strong ties between our nations. Just a few weeks ago, the Congress held a videoconference with members of the Ukrainian parliament, the Rada. As part of our 1999 agreement, we will continue to hold these discussions, both in person and via videoconference. Our relationship has just begun to blossom. I am very hopeful for Ukraine and her people.

RANCHO CORRAL DE TIERRA GOLDEN GATE NATIONAL RECREATION AREA BOUNDARY ADJUSTMENT ACT—H.R. 296

HON. TOM LANTOS

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, January 25, 2005

Mr. LANTOS. Mr. Speaker, I rise to introduce important legislation to expand the Golden Gate National Recreation Area, the Rancho Corral de Tierra Golden Gate National Recreation Area (GGNRA) Boundary Adjustment Act, H.R. 296. This legislation will protect and preserve an extraordinary landscape and make a valuable addition to the National Park System at a fraction of the cost to the Federal government.

The Golden Gate National Recreation Area is a national treasure preserving historic sites and open space as well as providing recreation in the midst of a densely populated urban area. It is one of our nation's most heavily used national parks. H.R. 296 would adjust the boundary of the GGNRA to permit the inclusion of lands directly adjacent to existing parkland as well as nearby lands along the Pacific Ocean. The upper parcels of land offer spectacular vistas, sweeping coastal and bay views and stunning headland scenery. Including these lands would also protect the important habitats of several species of rare or endangered plants and animals.

The addition of 4,700 new acres to the GGNRA will be accessible to more than 6 million people who live within an hour's drive of the park and will provide national park programs and experiences to millions of national and international visitors. An expansive tract of 4,076 acres known as Rancho Corral de Tierra includes the dramatic ascent of Montara Mountain from the sea, 2,000 feet in just over 1 mile. It is a spectacular sight not duplicated anywhere else in the Park and in few other places on the California coast.

With this legislation, Rancho Corral de Tierra will be preserved through a tripartite partnership between the National Park Service, California State Parks and the Peninsula Open Space Trust. For the Rancho Corral de Tierra property, we will seek 50 percent of the acquisition costs from the federal government and 50 percent through state and private contributions. The other properties will be donated by the State of California.

The current landowner of the Rancho Corral de Tierra is the Peninsula Open Space Trust (POST). They purchased the entire Rancho Corral de Tierra site for \$29.75 million to save the site from development and to preserve this important natural area. POST is a local land-conservancy trust in the San Francisco Bay Area and has a remarkable track record. POST has offered to donate significant funds towards the federal acquisition of the Rancho Corral de Tierra property through private contributions. The dedicated foresight and tireless efforts of POST led by its President Audrey Rust had enabled us to bring this legacy to our National Park.

My legislation enjoys strong local support. The Golden Gate National Recreation Area and Point Reyes National Seashore Citizens Advisory Commission adopted a resolution endorsing this legislation and supporting the addition of these areas into the GGNRA after