

**HON. CAROLYN MCCARTHY**

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, January 30, 2001*

Mrs. MCCARTHY of New York. Mr. Speaker, I have named Joseph DiGiorgio, Army veteran and co-founder of the Mineola Volunteer Ambulance Corps as Citizen of the Month in the Fourth Congressional District for January 2001.

Joseph exemplifies the American spirit of patriotism and community activism. He served his country and came home to serve his community.

A resident of Mineola for 50 years—since 1955—Joseph served in the Army during World War II with distinction, receiving many commendations for courage under fire in England, France, Belgium, Holland and Germany.

Joe has a strong interest in veterans' issues and is an active member of Disabled American Vets (DAV) and the Veterans of Foreign Wars (VFW).

Never one to slow down, Joe's service to his country carried over to his community. He and his wife Louise stated the Mineola Volunteer Ambulance Corps in 1977 at their kitchen table at 116 Jerome Avenue, known as the "Mineola White House." Together they raised funding through citizen contributions and grants.

In the beginning, calls to the ambulance service were answered from homes. Today, the Mineola Ambulance Corps responds to over 1,300 calls per year.

The Mineola Ambulance Corps has grown from one basic life support ambulance to three Advanced Life Support Ambulances, equipped with modern life-saving equipment, administered by over 70 paramedics, EMT's and other emergency-trained people.

I congratulate and thank Joseph, his wife Louise, his daughter Joanne for their community activism and loyal service to Long Island.

## A TRIBUTE TO DR. JACK MACKKEY

**HON. BOB SCHAFFER**

OF COLORADO

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, January 30, 2001*

Mr. SCHAFFER. Mr. Speaker, today I rise to honor a man who has, throughout his entire career as a physician, embodied the values of rural America—hard work and dedication. On December 1, 2000, Dr. Jack Mackey of Sterling, CO, after more than four decades of ardent service, retired and closed his medical practice.

As a young man, Jack Mackey joined the Army entering corpsman's school. Shortly thereafter, he was stationed in Denver, at Fitzsimmons Army Base, for a stint of three years. Following his honorable discharge from the Army, he attended and ultimately graduated from the University of Denver and University of Colorado Medical School.

While completing his education, Jack gained valuable experience as an intern at St. Lukes Hospital in Denver. Afterwards he launched

## EXTENSIONS OF REMARKS

*January 30, 2001*

into a private practice in Nebraska. Dr. Mackey then moved to Sterling, CO, where he established a glowing reputation for his devotion, care and concern for humanity. He traveled long distances throughout the eastern plains, treating many patients on numerous house-calls.

Dr. Jack Mackey has provided excellent care and the gift of good health to many residents of Colorado's Fourth Congressional District. I ask my colleagues of this great House to join me in extending a special "thanks" to Dr. Mackey. May God's Blessings continue to be with him as he begins what we all hope will be a long and certainly a well deserved retirement.

## CONGRATULATING EDWARD AND PEGGY PESTANA

**HON. GEORGE RADANOVICH**

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, January 30, 2001*

Mr. RANDANOVICH. Mr. Speaker, I rise today to congratulate Edward and Peggy Pestana as they celebrate their 50th wedding anniversary. Edward and Peggy Pestana were married on December 16, 1950 in Riverside, California.

In 1949, after graduating from San Leandro High School, Edward enlisted in the U.S. Air Force where he proudly served as a gunner, boom operator, instructor/evaluator, and recruiter until he retired in 1971 as senior master sergeant. In 1975, Edward earned his bachelor of arts degree in psychology from LaVerne College. Then, for 14 years he worked as a social worker and conservator investigator for Merced County.

Peggy graduated from Hayward High School in 1949. In 1965 she began her career as a textbook clerk, which she continued for 25 years at three different school districts.

Edward and Peggy Pestana retired together in 1991 and live at home in Mariposa. Since their retirement, the couple has traveled extensively around the world. They are still active docents at the Mariposa History Center. Peggy also participates in two programs to help the underprivileged: the Brown Bag and the Commodities programs.

Edward and Peggy have three sons and seven grandchildren.

Mr. Speaker, I want to congratulate Edward and Peggy Pestana on their Golden Wedding Anniversary. I urge my colleagues to join me in wishing them many more years of continued happiness.

## IMPROVE, DON'T RE-REGULATE OUR NATION'S AVIATION SYSTEM—THESE REMARKS APPEARED AS A "GUEST COLUMN" IN THE ALTOONA MIRROR ON JANUARY 29, 2001

**HON. BUD SHUSTER**

OF PENNSYLVANIA

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, January 30, 2001*

Mr. SHUSTER. Mr. Speaker, at the end of this month, I am retiring from Congress after

being fortunate enough to represent the 9th District of Pennsylvania for 28 years, most recently as chairman of the House Committee on Transportation and Infrastructure. I am proudest of my efforts to improve the nation's transportation system, especially highways, transit, and airports.

In 1998, I introduced the Transportation, Equity Act for the 21st Century, which guaranteed that revenue from highway users will be used to fund transportation improvements. This landmark legislation, TEA-21, will result in a \$219 billion investment in highway and transit systems by 2003.

And last April, President Clinton signed into law my Aviation Investment and Reform Act for the 21st Century (AIR-21), which will unlock revenue from taxes on airline tickets to enhance aviation safety and improve infrastructure by providing more money for terminals, gates, taxiways and other improvements. Overall funding for Federal Aviation Administration programs will increase from about \$10 billion in fiscal 2000 to more than \$13 billion annually over the next three years.

However, I believe this bipartisan measure should be regarded as only a first step. The FAA still lacks funding to modernize the air traffic control system, and we remain woefully short of airport capacity to serve the 660 million passengers who fly each year, a number that has more than doubled since 1978.

In recent months, there has been considerable discussion about how consolidation in the airline industry will affect the future of air travel, particularly in the wake of proposed mergers between United Airlines and USAirways, initiated last May, and the American Airlines takeover of TWA, announced this month. In my opinion, much of the concern about these developments is misplaced.

The United-USAirways merger, for example, will create more than 500 new airport-to-airport routes, including 64 new domestic non-stop flights. But more importantly, it will preserve and expand access by USAirways passengers to a convenient, seamless, national and international airline network—the kind of air travel that is essential for companies doing business in today's global economy. Without this merger, USAirways is almost certain to fade away, costing tens of thousands of jobs and reducing air service—especially for smaller cities on less-profitable routes that usually are the first to lose flights and the last to get them back.

Many of the same benefits apply to the American Airlines purchase of TWA, which has lost money for a decade and is now in its third visit to bankruptcy court. American gains a strong hub in St. Louis, allowing it to increase competition by adding capacity. But more significantly, the deal will preserve access to a competitive, comprehensive airline network for the cities now served by TWA.

Certainly, these mergers raise some issues, which are being handled by the Justice Department. United has proposed to increase competitiveness by operating the Boston-New York-Washington shuttle with American. DC Air, the spin-off airline created by the merger, will preserve service from Reagan National Airport to the 43 cities now served by USAirways. In addition, American is buying 49 percent of DC Air (thus giving the new airline