

EXTENSIONS OF REMARKS

TRIBUTE TO MASTER SERGEANT DAVID VAZQUEZ

HON. JOSE E. SERRANO

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Monday, November 5, 2001

Mr. SERRANO. Mr. Speaker, I rise to pay tribute to Master Sergeant David Vazquez, a decorated Veteran, retired from the United States Marine Corps after 22 years of service. The ceremony to acknowledge this Marine's retirement and to celebrate his accomplishments occurred November 1, 2001 in Willow Grove, Pennsylvania.

Master Sergeant David Vazquez was born in Sabana Grande, Puerto Rico on March 29, 1959. An already well-traveled young Marine, he married his lovely wife, Viviana, seventeen years ago. MSgt and Mrs. Vazquez have two children. Vashty and Daviana. Mr. Speaker, military families develop the ability to make a home anywhere in the world and the Vazquez family is no exception. They have made a home to a host of nations, including Madagascar, Brazil and Japan.

MSgt. Vazquez attended boot camp at the notorious Parris Island in South Carolina and from there was assigned to First Marine Division at Camp Pendleton, California. Following a tour overseas, he served as a Marine Security Guard in Mouroubia, Liberia, The Hague in Holland, and Saint George, Granada. MSgt. Vazquez shifted his MOS (Military Operational Specialty) to Aviation Electrician for CH 46 helicopters. This new MOS got him an assignment in Kaneohe Bay, Hawaii. After an assignment in San Diego, California, MSgt. Vazquez was sent to the Persian Gulf to serve in operations Desert Shield and Desert Storm. Upon return from the Persian Gulf, the Vazquez family embarked on some more world-traveling before settling down in Willow Grove, Pennsylvania where it looks like they may have made their last home.

Mr. Speaker, MSgt. Vazquez will not retire from the United States Marines without having left his mark. His sharp-shooting skills won him a record of 247 bull's-eye shots out of 250 and allowed him to shoot a perfect score in the Marine Security Course. MSgt. Vazquez also holds the record for the highest number of sit-ups done by any member of the Armed Forces. This Marine astonished everyone when he completed 2101 sit-ups in 58 minutes.

He was runner-up for Drill Instructor of the year in 1989 and part of the winning Detachment of the Year while serving in Anavanario, Madagascar. MSgt. Vazquez's accomplishments throughout his 22 years of service go on and on. He is the epitome of a Marine; valiant, noble, and dedicated to going beyond the call of duty.

I ask all of my colleagues to join me in thanking MSgt. Vazquez for his 22 years of

service to our country and in congratulating him on his much-deserved retirement.

SECURE TRANSPORTATION FOR AMERICA ACT OF 2001

SPEECH OF

HON. ALBERT RUSSELL WYNN

OF MARYLAND

IN THE HOUSE OF REPRESENTATIVES

Thursday, November 1, 2001

The House in Committee of the Whole House on the State of the Union had under consideration the bill (H.R. 3150) to improve aviation security, and for other purposes:

Mr. WYNN. Mr. Chairman, I rise to oppose H.R. 3150, the Secure Transportation for America Act, and express my strong support for the Democratic alternative.

Today, we face a critical choice in aviation security—private profit versus public safety. Private airport security firms failed the American people on September 11th and continue to fail to provide adequate security for our nation's airports. For instance, on Tuesday October 23rd, a 68-year-old man departing from the New Orleans airport was able to carry a gun onto an airplane without setting off alarms. Similarly, in late September, a 63-year-old man made it through a checkpoint with a pistol in his pocket. This is unacceptable!

Private airport security companies are concerned with profits. They have cut corners and hired the least qualified workers as cost-saving measures. Subsequently, private firms have failed to conduct background checks and have hired felons. In the face of this crisis, we do not have the time, nor the luxury, of "monitoring" a failed private system.

Some argue that we should follow the "effective" European model of airport security that consists of private contractors. Our system has more than 400 airports and requires 20–30,000 screeners. In contrast, a typical European country has only three or four airports with no uniform security standards from country to country. Moreover, people who argue that the European system works well are wrong. Reports indicate that last month, a nine-inch knife, a sharp metal nail file, and even a 12-inch knitting needle bypassed security and were taken on British Airways flights.

Similarly, people argue that we should follow the Israeli model of airport security, which consists mainly of public security and some private security. The Israeli model, however, is effective because nearly all of its security personnel, public and private, served in the Israeli Defense Force and are well oriented and trained in security issues. In contrast, our general workforce proportionally does not contain as many workers with rich security backgrounds.

Nearly all, 82 percent, favor the federalization of airport security, while at the same time,

the United States Senate voted 100–0 to federalize airport security. The choice before us is obvious—federalize the workers.

Our economy is failing in large part because people are not flying. People are not flying because they are not confident in our airport security. And, people are not confident in our airport security because of significant security lapses on and since September 11th.

Americans understand that in order to fully restore consumer confidence in air travel, we must restore consumer confidence in the security system that protects them. Today, we face a critical decision. We must opt for a public system that works. Federalize our nation's airport security and protect the American people.

MORICS LAUDED BY LOCAL BUSINESS GROUP

HON. GERALD D. KLECZKA

OF WISCONSIN

IN THE HOUSE OF REPRESENTATIVES

Monday, November 5, 2001

Mr. KLECZKA. Mr. Speaker, on November 12, 2001 the Milwaukee South Side Business Club will honor Wally Morics as its "Man of the Year."

W. Martin "Wally" Morics was born in Hanau, Germany. At the age of four, he immigrated with his parents to Chicago. He spent his childhood there, and attended Northwestern University as an undergrad and later earned his masters degree in business administration from the University of Michigan.

Wally started his professional career with the large Public Accounting firm of Peat, Marwick, Mitchell & Company. He worked there for several years until he was lured away by the Rocky Mountains of Colorado and an opportunity to work at small "hometown" firm. During his time in Colorado, Wally discovered his reckless side, and purchased a Formula Ford that he raced competitively. His racing career was short-lived however, as he eventually totaled the car in an accident.

An ad for a vacancy in the Milwaukee Office of Deputy Comptroller lured Wally and his family back to the Midwest in 1976. He served as Deputy Comptroller under James McCann for sixteen years. McCann's retirement in 1992 opened up the opportunity for Wally to run for Comptroller, and he is currently serving his third term.

In addition to his elected service, Wally's dedication to the community is evident through his service on many boards and committees. These include, the International Arts Festival, the Milwaukee Economic Development Corporation, The Milwaukee World Festivals/Summerfest Board, St. Anthony Foundation and the Southside Business Club, just to name a few.

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