Mr. RODRIGUEZ. Mr. Speaker, on Friday, July 13, 2001, after 85 years the flag will be brought down for the final time at Kelly Air Force Base in San Antonio, Texas. In recognition of this momentous occasion I offer the following tribute of Kelly AFB and its lasting legacy to the United States Air Force, the nation, and the San Antonio community.

Seventy-four years after Travis Crockett and Bowie manned the battlements at the Alamo, a different kind of warrior made his appearance over the South Texas City of San Antonio. He rode on wings of wood and fabric. In January 1910, on orders from Major General James Allen, Chief of the Army Signal Corps, Lieutenant Benjamin Foulois established a flying field at Fort Sam Houston, Texas. Foulois arrived at the Fort with a Wright flyer, the only airplane in the air service. In April 1911, three young Army officers joined Foulois fresh from Glenn Curtiss’ Flying School at San Diego. Among them was a thirty-year-old lieutenant from London, England, George Edward Maurice Kelly. Kelly immigrated to America, enlisted in the United States Army and eventually received his citizenship and gained a commission. Volunteering for duty in the Air Service, he trained briefly with Curtis and then joined Foulois at San Antonio. Lieutenant Kelly’s aviation career would be short lived. On May 10, 1911, he crashed his Curtis Type-4 Pusher into the brush near Fort Sam Houston’s Drill Field. Lieutenant Kelly became the first American military aviator to die in the crash of a military aircraft. Six years later, one of the nation’s premier flying fields would bear the name of this brave young aviator.

Lieutenant Kelly’s death caused the Commander at Fort Sam Houston to call a halt to flying at the Post. Aviation didn’t return to the Alamo City until November 1915, when the First Aero Squadron arrived from Fort Sill, Oklahoma. It did not stay long. In March 1916, the Mexican Revolutionary leader, Pancho Villa, attacked Columbus, New Mexico, and the First Aero Squadron, commanded by Foulois, joined a punitive expedition commanded by General John J. Pershing. Within months all its few aircraft were grounded. With World War I raging in Europe, it was clear that American military aviation needed to expand. Foulois, now a major, was called upon to form new squadrons and find a training site. In November 1916, he returned to Texas, this time to San Antonio. Lacking space to expand at Fort Sam Houston, Foulois looked for another site for an aviation camp, choosing a 700-acre tract of land southwest of San Antonio. The land was leased in January 1917. What was once cotton, cabbage, mesquite and cactus, was over run with men and machines in the way for a landing field. On April 5th 1917, the first four planes slid out of the sky to land at the new field. The United States entered World War I the next day. Named Kelly Field in July, the new field was seen training aviators, mechanics, and support personnel for duty in France. Within 18 months, Kelly was the largest aviation training, classification and reception center in the United States. With the end of the war to end all wars, Kelly Field was consumed by the lethargy that follows most armistice conflicts. The United States adopted an isolationist attitude and military aviation lapsed into a period of near hibernation. Aircraft that has been built for war were now turned to barnstorming and amusement. Throughout the nation aviation camps and depots were closing, but at Kelly Field the pace slowly slowed not stopped. For a time, all the active flying groups were stationed at Kelly. Then in 1922, the Air Service restructured its training program, making Kelly home to the Air Service Advanced Flying School. For the next two decades, Kelly would become famous as the alma mater of the Air Corps. During these years, some of aviation’s greatest names pressed the rudder pedals of Kelly trainers. Early graduates of the Advanced Flying School include “long eagle” Charles Lindbergh; General Curtis LeMay, cigar chomping advocate of strategic air power; and future Air Force Chiefs of Staff Hoyt S. Vandenburg, Thomas D. White, John McConnell and George S. Brown.

With the acquisition of more land west of Frio City Road in 1917, Kelly Field was divided into two areas, Kelly Number 1 and Kelly Number 2. While Kelly Number 2 was busy turning out dashing aviators, Kelly Number 1, renamed Duncan Field in 1925, was engaged in a less glamorous task of aviation supply and maintenance. This humble stepchild swelled out of necessity would eventually thrive and go on to become an Air Force logistical giant. By 1935, most world powers were struggling to free themselves from the grip of worldwide depression. In Germany, Adolph Hitler had seized the reigns of power. On the other side of the globe, Japan was running rampant through Manchuria. The clouds of depression were clearing, but clouds of war were rapidly taking their place. Aircrew training at Kelly was stepped up; courses were conducted in nearly every form of military aviation including attack, pursuit, observation and bombardment. Paved runways and permanent facilities sprouted throughout the installation. When Japanese bombs rained on Pearl Harbor on December 7th, 1941, Kelly Field was ready to take its place as a major cog in America’s war machine. Midway through World War II, Kelly’s logistical role came to the forefront. Pilot training moved to Randolph and other new airfields while an organization known as the San Antonio Air Service Command sought to repair and supply the nation’s aerial fighting force. In two short years, the workforce expanded from 1,000 to over 20,000.

Many were women, Kelly Katies, the Kelly equivalent of Rosie the Riveter. Peace came in August 1945. Kelly Katies went home. The base paused, caught its breath, and then
EXTENSIONS OF REMARKS

July 11, 2001

put itself to the task of supporting the most powerful Air Force in the world. One Sep-

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other Air Logistics Center. From the tip of its Wright brothers’ first flight, was the most ambi-

heid C–5. This enormous cargo and troop offensive and defensive capabilities. In Jan-

Center, strengthened its airframe and modified its successor, the San Antonio Air Logistics

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tancy R4360 engines monopolized Kelly’s over-

Kelly personnel labored around the clock to the temperature of Cold War even further.

made famous as San Antonio’s “Great White Way”. Nuclear de-

terrent was the “watch word” and Kelly’s people worked in support of the intercontinental

B–36 bomber, the first capable of flying any-

where in the world, dropping its nuclear payload and returning home. Its Pratt and Whit-

ney R4360 engines monopolized Kelly’s over-

haul facilities for over a decade. A proud yet poignant story revolves around the cargo version of the B–36. The XC–99 transport was the largest cargo aircraft ever built until the advent of the massive C–5A. The huge bird nested at Kelly and from this base of oper-

ations set numerous cargo hauling records, but logistics theorists at the time balled at having too many eggs in one basket. Cost of maintaining this kind of aircraft grew prohibitive. It not sits next to Kelly’s runway, silently watching the C–5s fly the role it pio-

neered.

In the early ’50s, propeller whine was replaced by jet roar. Boeing B–47s, first oper-

ational all jet strategic bombers, brought in line Kelly rams awaiting their turn to pass through the overhaul and modification lines in building 375, at that time the world’s largest hangar. They would be followed by a succession of aerial armament including the B–58 Hustler, the F–101A Voodoo, the F–102 Delta Dagger, and now the vener-

able B–52 Stratofortress. For over forty-five years the B–52 filled the role of manned stra-

ategic bombers; and for thirty-six of those years, the San Antonio Air Materiel Area and its successor, the San Antonio Air Logistics Center, strengthened its airframe and modified its offensive and defensive capabilities. In Jan-

uary 1970, a cavern with wings shared the maintenance area with the camouflaged B–

52s. It is the world’s largest aircraft, the Lock-

heed C–5. This enormous cargo and troop carrier, longer than the area covered by the Wright brothers’ first flight, was the most ambiti-

ous workload ever assumed by this or any other Air Logistics Center. From the tip of its liftable nose, to the top of its five-story tail, the C–5 was a Kelly management responsibility

for over 35 years. Less visible was the vital support given to other aircraft and weapon systems. Kelly personnel managed over half of the T–38 maintenance; over two-thirds of the F–100 engine overhauls; and managed the C–5’s TF39 engine and the F100 engine, which powers the F–15 and F–

16 aircraft. Kelly personnel also managed engines for the T–37 and T–38 trainers, the A–

10 Attack aircraft and C–130 transport. Other members of the Kelly team manage all the fuel used by the Air Force and NASA and monitor all Air Force nuclear weaponry.

Although the Berlin Wall came down in 1989, Kelly AFB remained a vital part of American defense of freedom. During Operation JUST CAUSE in December 1989, Kelly was a staging area for troops on their way to Panama and was a reception point for wound-

ed Americans. Less than a year later Kelly’s people worked 24–hour days in support of American and Allied efforts to drive Iraq in-

vaders from Kuwait in Operations DESERT STORM. By March 1991, Kelly had sent nine million pounds of muni-

tions to the theatre of operations along with 7,400 tons of other supplies and 4,700 pas-

sengers. In April 1999, Kelly employees again stepped up to perform their logistical magic.” Engines were surged to support NATO’s efforts to end brutal ethnic cleansing in Kosov.

Even before the end of the Cold War, Ameri-

ica’s military services saw their budgets grow smaller, and by the early 1990s, people expected to see a “peace dividend” to help re-

duce the budget deficit and pay for soaring costs of social services. Continuing efforts to cut defense spending by relocating some mis-

sions and closing some bases put Kelly and the San Antonio Air Logistics Center at risk. In May 1993, the Base Realignment and Closure Commission added the San Antonio ALC and three other air logistics centers to its list of places to consider for closure. While Kelly escaped the bullet in 1993, it did not do so again. In 1995 the BRAC was determined to close one, or possibly, two of the Air Force’s largest depots. Once again, the city and the base marshaled its forces to persuade the commission that this depot was too important to close. Despite heroic efforts, on June 22, 1995, the commission voted first to close the Sacramento ALC at McClellan AFB in Cali-

fonia and then voted to close the San Antonio ALC and realign Kelly AFB west of the landing strip to the adjoining Lackland AFB. The ALC would close July 31, 2001.

The center had the maximum of six years to relocate its missions and turn around a C–5. Center officials used three guiding principles in its planning: the first was continued support to maintain Air Force readiness; the second was taking care of the Kelly work force; and finally, minimizing the impact on the San Antonio Community.

Both the city and the Air Logistics Center were determined to make this transition a suc-

cess. Kelly created the Privatization and Re-

alignment Directorate, headed by Tommy Jor-

dan, to oversee the entire process of the opera-

tion. The city created the Greater Kelly De-

velopment Corporation (later Authority) to carry out the strategies and plans to redevelop the base. The group went right to work, sign-

ing its first lease for a portion of East Kelly to Rail Car Texas for a rail car repair facility. Less than a month later, aircraft engine giant General Electric and the Air Force ran public-private competitions for Kelly’s workload. The first went to another ALC. In September 1997, the Air Force an-

nounced that Warner Robins ALC won the C–

5 depot maintenance contract. Only 200 Kelly workers moved to the Georgia base, but thou-

sands upon thousands of pounds of equip-

ment necessary for C–5 maintenance were loaded on 18-wheelers for the trek to south Georgia. Over the next year, as workers finished maintenance on the C–5s, Kelly’s giant aircraft hangar got emptier and emptier. On 15

September 1998, the last 7,400 tons of equip-

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Although the flag came down on the San Antonio Air Logistics Center on July 13, 2001, it was not the end of prosperity's story. Kelly AFB, the largest single employer in San Antonio throughout its history, was employed at Kelly throughout its history, and today many of the city business leaders and employees have their roots as Kelly families.

For decades the men and women of Kelly AFB dedicated their hearts and lives to the service of their country. From its beginnings as a farmer's cotton field in 1916, Kelly became the largest recruit and aviation training camp in the United States during World War I. In the interwar years, Kelly served as the Alma Mata of the Air Corps while its neighbor Duncan Field provided repair and supply support for America's small air arm.

Following World War I, Kelly became one of the country's largest logistical supermarkets, supporting the Air Force around the globe. During the most recent conflicts of JUST CAUSE, DESERT SHIELD/DESERT STORM, and Kosovo, the Kelly employees had the greatest logistical support of all the ALCS, shipping more components, more engines, and more munitions. From the beginning of Kelly Field to the end of the San Antonio Air Logistics Center, the logistical impact and support of Kelly and its employees were vital for the United States to be successful in completing the mission. Today, Kelly transitions the United States to be successful in commercial park for the 21st century. But, through-out this tradition of service remains and will be an industrial, commercial park for the 21st century. But, through-out this tradition of service remains and will continue to be-Kelly Forever.

HONORING EDWARD PAELTZ
HON. JOHN SHIMKUS
OF ILLINOIS
IN THE HOUSE OF REPRESENTATIVES
Tuesday, July 10, 2001
Mr. SHIMKUS. Mr. Speaker, I rise today to honor Mr. Edward Paeltz of Godfrey, Illinois. Mr. Paeltz is a veteran of World War II and was recently awarded the “General William C. Westmoreland Award” from the National Society of the Sons of the American Revolution for his distinguished service to veterans.

Since his discharge from the Army 55 years ago, Edward Paeltz has spent countless hours helping veterans in need of care. With the help of his wife, Nancy, he frequently visits veterans in hospitals, nursing homes, and veter-ans homes throughout Illinois. During the Christmas season, he brings them cookies and other gifts to brighten their faces. In addition, Mr. Paeltz helps transport veterans from the Veterans Hospital in Marion, Illinois, to a lodge and retreat center in Carbondale so they can participate in recreational activities.

Edward Paeltz is a former commander of Alton American Legion Post 126. He recently fulfilled his dream by designing and organizing the construction of a Veterans’ Memorial in Alton, Illinois, to honor the veterans of all branches of the armed forces. Mr. Paeltz is an inspiration to us all.

A TRIBUTE TO HERB OBERMAN
HON. HILDA L. SOLIS
OF CALIFORNIA
IN THE HOUSE OF REPRESENTATIVES
Tuesday, July 10, 2003
Ms. SOLIS. Mr. Speaker, I rise today to recognize the retirement of Mr. Herb Oberman, who will step down from his job as a Los Angeles County social worker on July 12, 2001. A dedicated public servant, Herb has served the people of Los Angeles County for the past 35 years.

Herb has proven that he truly cares about protecting children's rights. He received his Master's Degree of Social Work from the University of California Los Angeles in 1966 and spent seven years dedicating himself as a Children's Service Worker in the Foster Care Program. In 1973, he participated in the formation of Community Service Centers.

Herb has served on the board of directors of several social service organizations. He is the past president of the Santa Clarita Valley Girls and Boys Club and served on the board of directors of the Los Angeles Regional Foodbank between 1973-1993.

Herb Oberman’s contributions have received recognition for his programs, which include the Los Angeles Efficiency and Productivity Program administration of the Los Angeles Citizenship Assistance Campaign; the Ford Foundation’s “Innovations in State and Local Government” award in 1986 for his administration of the county’s Federal Food Commodities Distribution Program; and the Parents Fair Share Project, a national demonstration project which helps noncustodial parents find employment and pay.

As Herb moves on to new pursuits, I would like to thank him for his remarkable work. I ask my colleagues to join me in honoring his hard work and extraordinary contributions and wish him luck on his retirement.

PROJECT VOTE SMART
HON. HENRY J. HYDE
OF ILLINOIS
IN THE HOUSE OF REPRESENTATIVES
Wednesday, July 11, 2001
Mr. HYDE. Mr. Speaker, I was recently informed of the efforts of an organization called Project Vote Smart—a group of dedicated individuals who work tirelessly in a non-partisan fashion to develop dependable facts about various national and state issues affecting all Americans while encouraging eligible citizens to vote. I am pleased to share some background information about the organization, which I hope my colleagues will find interesting and beneficial.

A TALENTED AND DIVERSE GROUP
HON. TOM UDALL
OF NEW MEXICO
IN THE HOUSE OF REPRESENTATIVES
Wednesday, June 27, 2001
The House in Committee of the Whole House on the State of the Union had under consideration the bill (H.R. 2311) making appropriations for energy and water developments for the fiscal year ending September 30, 2002, and for other purposes:

Mr. UDALL of New Mexico. Mr. Chairman, I would like to explain my position on the Kucinich amendment that would reduce funding for the National Ignition Facility at Lawrence Livermore National Laboratory and move some of the NIF money into the non-proliferation programs of the national Nuclear Security Administration. There is clearly a need to avoid the damage that would occur to our nonproliferation programs if funding is not increased. The President made a mistake in his budget when he made deep cuts in the non-proliferation programs. The cuts make little sense in a world where many nations have the capability and desire to develop weapons of mass destruction including nuclear, chemical and biological weapons. We therefore increase our capability to monitor developments around the globe in this area.

The President’s budget already cuts the NIF programs. I support that cut given the troubling history of this program. I am very concerned about the recent report findings, which concluded that not only will NIF cost at least $1 billion more than planned and take six years longer than expected to begin operations, but also that the program poses a serious number of unresolved technical problems. Moreover, because of the critical nature of the GAO findings, the agency reportedly is doing a follow-up report, which it intends to submit to Congress.

Mr. Speaker, furthermore, in an article in the Albuquerque Tribune, the Director of Sandia National Laboratory, Mr. Paul Robinson, criticized NIF suggesting there be a reduction in its design and cost to protect other nuclear weapons program components. Moreover, a report by Dr. Robert Civiak, a physicist and former OMB Program Examiner for the Department of Energy, spells out the need to cancel NIF before any further spending occurs.

For these reasons and others, Congress needs to closely examine the NIF program and determine whether it warrants future funding. That is why I am voting NO on the Kucinich amendment.