

Marrero was credited for cutting back a rash of car thefts that plagued our city in the mid-1990s.

To her friends and family, Marrero will be remembered as a caring person who was always ready to lend a helping hand. In the words of one neighbor, Lois Marrero was "the kind of person you could count on."

For those of us who never had the privilege of getting to know Officer Marrero, it is our duty to remember Lois for the ultimate sacrifice that she made to keep our community safe. This terrible tragedy reminds us that law enforcement officers put their lives on the line every day to protect us and our families, friends and neighbors. In honoring Lois Marrero, we show our gratitude to the entire law enforcement community.

So today, on behalf of the citizens of Tampa Bay, who came together this week in an outpouring of sympathy, prayers and tributes, I thank Officer Marrero and Tampa's Police Department for their commitment to our neighborhoods and I send our deepest sympathies to Lois' family, friends and colleagues for this great loss.

TRIBUTE TO DR. RICHARD W.
MCDOWELL

HON. JOE KNOLLENBERG

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

Tuesday, July 10, 2001

Mr. KNOLLENBERG. Mr. Speaker, today I pay tribute to Dr. Richard W. McDowell, the longest-serving President in Schoolcraft College's history. He will be retiring on June 30, 2001. Dr. McDowell has been a great asset to his students, and served the Michigan educational community with diligence and excellence. In addition to his tenure as president, he has served on numerous educational and commerce boards, including the Livonia Chamber of Commerce, American Association of Community Colleges, and Council of North Central Two-year Colleges.

After completing his tenure as vice-president and acting-president at two community colleges in Pittsburgh and Florida respectively, Richard McDowell joined Schoolcraft College in 1981, and helped guide the college through a 20-year period of academic growth and brilliance. On this end, he achieved high standards in increasing staff development, employee recognition, and provided the necessary direction to establishing the Business Development Center that has generated a billion dollars in grants to various local companies.

The increased funds have enabled Schoolcraft College to be expanded considerably, which has made for a livelier and richer educational environment for students. On May 16th, 2001 the college broke ground on a \$27 million facility that will house a state-of-the-art information technology center, and it's culinary arts department, which is recognized nationally.

Through his dedication and hard work to Schoolcraft College and the Michigan educational community, Dr. McDowell is a prime example of the kind of people that we need

running the affairs of colleges and universities dedicated to providing the best environment and education possible to our students. I congratulate Richard on his fine achievements and wish nothing but the best in his future endeavors.

A TRIBUTE TO KELLY AIR FORCE
BASE

HON. CIRO D. RODRIGUEZ

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Tuesday, July 10, 2001

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 once again to San Antonio. Lacking space to expand at Fort Sam Houston, Foulois looked for another site for an aviation camp, choosing a 700-acre track of land southwest of San Antonio. The land was

leased in January 1917. What was once cotton, cabbage, mesquite and cactus, was overrun with men and machines clearing 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 destined 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 armed 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 had merely 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 chopping advocate of strategic air power; and future Air Force Chiefs of Staff Hoyt S. Vandenberg, 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 spawned 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 Katy went home. The base paused, caught its breath, and then