

she witnessed such historical events as the 1964 earthquake and the construction of the Trans-Alaska pipeline. Mrs. Burgin devoted much of her life to volunteering for many community groups. She leaves behind many friends who are grateful to have known this remarkable woman.

On behalf of her family and her many friends, I ask today we honor Peggy Burgin's memory. I ask that her obituary, published May 12, 2009, in the Anchorage Daily News, be printed in the RECORD.

The information follows:

[From the Anchorage Daily News, May 12, 2009]

Peggy Arlene Burgin, 89, died peacefully May 5, 2009, at Alaska Regional Hospital, where she received exceptional loving care from the entire staff. A celebration of life is being planned for June. Born Aug. 16, 1919, in Bellingham, Wash., to Michael and Minnie Burns, she worked from an early age to help her widowed mother and younger brother. She went to business college, was president of the Alpha Chapter of Beta Sigma Phi sorority and was a lifelong Democrat. She moved to Anchorage in July 1947 to marry Lee Morrow, a veteran Air Force pilot with postwar Alaska dreams. Ten months later the small plane he was co-piloting disappeared in the Susitna Valley and was never recovered. Shaken, she returned briefly to Washington, but her love for Alaska drew her right back. Working for an air cargo firm and later First National Bank of Anchorage, she made an impact as a single determined woman in a rough young town. She met and married another Alaska enthusiast, Fred Burgin, and together with their children, Salli, Jim and Judi, they experienced many adventures including the 1964 earthquake, pipeline construction and homesteading in Point MacKenzie. There she homeschooled the kids, shot a bear that tried to join them in the cabin and ran the homestead while Fred was away at construction jobs.

As a Teamster, Peggy was hired to start the Teamster Credit Union (now Denali Alaskan Federal Credit Union), where she achieved her goal of helping members start businesses and buy homes. Politically involved, both Peggy and Fred received their territorial voter registrations from Senator E.L. "Bob" Bartlett and often canceled each other's vote. Peggy was one of the founding members of the Bartlett Democratic Club, rarely missing the weekly meetings. She chaired and worked on many campaigns and was a delegate for Alaska at Clinton's presidential caucus.

Although busy with career and family, she was the ultimate volunteer and contributor with this partial list of organizations that benefited from her enthusiasm: Inlet View PTA, Alaska Regional Hospital Auxilliary, Alaska Native Hospital gift shop, Anchorage Senior Activity Center, Anchorage Unitarian Fellowship, Teamster 959 Retirees, Alaskan Commission on Aging, Pioneers of Alaska, STAR, Victims for Justice, Blood Bank of Alaska, women's equality groups and several credit unions. Peggy was a devoted friend to people of all ages and walks of life, always willing to give kids a hand up or a haven. She valued education, writing and courtesy and was described by one friend as one of the last true pioneer ladies—elegant, gracious, generous and as tough as nails. She loved traveling to Hawaii, Washington and New

York and even toured China. She enjoyed staying connected to her myriad friends, watching Alaska politics on cable and getting her hair "fluffed" (her word) at Trendsetters.

Peggy was predeceased by her daughter Judi, and her husbands, Lee and Fred. She is survived by her son and daughter-in-law, Jim Burgin and Janice Ray, daughter, Salli Burgin; grandchildren, Erin Malone (Jason Dallman), Devin Malone, Dante Modaffari, and Bryant Burgin; great-granddaughters, Ava and Lena Malone-Dallman, all of Alaska and Washington; and by her brother, Robert Burns and family of Idaho. The family wishes to thank Peggy's doctors, Kathleen Case and Vernon Cates, for her many years of energetic health. •

REMEMBERING NORVAL POHL

• Mr. CORNYN. Mr. President, I wish to pay tribute to Dr. Norval Pohl, former president of the University of North Texas, who passed away last week after a courageous battle against pancreatic cancer.

Dr. Pohl joined the UNT com unity in 1999 as the executive vice president and provost and became the university's 13th president in October 2000.

Under Dr. Pohl's leadership at UNT, enrollment grew from 27,000 to over 32,000 students. During the same period, the university's Latino enrollment increased by 48 percent and African-American enrollment increased by 43 percent. Financial aid awards increased from \$57.8 million to \$172.2 million, and annual giving to UNT increased from \$4.7 million to \$13.4 million. Dr. Pohl is also recognized for addressing title IX issues with the acquisition of the Liberty Christian School property, which increased both academic and athletic space for the university.

Among his other accomplishments, he worked to advance UNT as a public research institution. He fulfilled a long held desire at UNT for an engineering school by establishing the College of Engineering and creating a permanent home for engineering at the UNT Research Park.

After leaving UNT, he joined the faculty at Embry-Riddle Aeronautical University's Prescott campus and was named chief academic officer in January of this year.

Dr. Pohl spent the better part of his career in higher education serving as both an administrator and a professor at several universities across the southwest. Dr. Norval Pohl was a great asset to the academic communities he served and he will be missed at the universities he leaves behind. I would like to express my condolences to Dr. Pohl's family and friends and my admiration for his devotion to higher education. •

TRIBUTE TO ADMIRAL JOHN HENRY TOWERS

• Mr. ISAKSON. Mr. President, I wish to honor and commemorate in the

RECORD of the Senate ADM John Henry Towers, pioneer naval aviator, on the 90th anniversary of the first crossing of the Atlantic Ocean in an airplane on May 8, 2009.

Admiral Towers was born and raised in Rome, GA, and graduated from the U.S. Naval Academy with the class of 1906. As one of the earliest of all naval aviators, he participated in the development of new aviation technology and the application of air power as a part of the surface fleet. By the time World War II was over, Admiral Towers was the senior surviving aviator of the Navy.

In every chapter of the early development of naval aviation, John Towers made his mark. He organized the Navy's entry into aviation in 1911. Admiral Towers worked very closely with Glenn Curtiss in designing the first naval aircraft and due to his efforts became known to his peers as the "Crown Prince of Aviation."

Towers held aviation records for endurance, altitude, and speed. He survived a fall out of an airplane in 1913 by hanging onto the aircraft strut as it crashed into the Severn River from 1,300 feet. Unfortunately, his pilot-in-training, ENS, William Billingsly, was killed and became the first naval aviation fatality. As a result, Towers mandated seat belts and harnesses in all naval aircraft after the crash. He also took the Assistant Secretary of the Navy Franklin Delano Roosevelt, future President of the United States, for his first airplane ride, which secured a special friendship that lasted their whole careers.

Admiral Towers was the first to use naval aircraft in combat in the Mexican War in 1914. Then, in 1919, he conceived, organized, and commanded the first flight of three Navy NC-flying boats to fly across the Atlantic Ocean, fulfilling his early vision to be the first flight across the Atlantic Ocean. The flights began at Rockaway Beach, NY, on May 8, 1919, and one of the planes made it to Plymouth, England, on May 31, 1919. It was Towers' vision that inspired others and changed the world forever. The flight actually lasted 52 hours 31 minutes, for a distance of 3,936 nautical miles.

Towers and his group became international celebrities. During their Atlantic crossing, the Nation was on pins and needles reading about the happenings each day, particularly when they received the news that Towers' float boat NC-3 went down and was lost at sea for 5 days. After he sailed the seaplane 200 miles to the Azores, his became a household name around the world.

The significance of this epic flight affected the psyche of the American public because until that time, we were largely protected from invasion by having two oceans on either side of us. When the airplane made that first Atlantic crossing, Americans became

aware that we were not immune from future wars on our soil. In addition, Britain, France, and Germany were more advanced in aviation than the United States. When the United States beat them across the Atlantic, we were immediately thrust into a "super power" status. The U.S. Navy beat the world in crossing the Atlantic.

Admiral Towers' career was a stubborn, determined battle to gain acceptance for aviation from a Navy that was dominated by battleship admirals. He was the first to integrate women into the U.S. Navy and U.S. Marines by creating the W.A.V.E.S. in 1942. The W.A.V.E.S. eventually grew to 12,000 women officers and 75,000 enlisted women. He was also the first to obtain four stars in any branch of service in the State of Georgia and was awarded the Distinguished Service Medal.

Apollo 17 honored the admiral and his contribution to aviation by naming a crater on the Moon in his name. In addition, he was honored by Time magazine and placed on the front cover for his efforts during World War II. Towers began in naval aviation at its inception in 1911 and remained dedicated to the field through his retirement in 1947. He is a member of five Aviation Halls of Fame.

It is a privilege to pay tribute to the remarkable life of ADM John Henry Towers.●

REMEMBERING CECIL E. HARRIS

● Mr. JOHNSON. Mr. President, today I recognize and congratulate the outstanding career of Cecil Harris, decorated Navy pilot. For his heroic actions in World War II, Cecil received the Navy Cross, Silver Star, Distinguished Flying Cross, and the Air Medal. His bravery is again being honored in with the dedication of the Cecil E. Harris Highway in northeast South Dakota.

This Cresbard native was enrolled in the Northern State Teachers College when he enlisted in the Navy in March 1941 and was sent to northern Africa. After the Japanese attack on Pearl Harbor nine months later, Cecil's remarkable flying abilities were noted and he was moved to the Pacific to combat the Kamikaze attacks. Cecil shot down 24 enemy warplanes in 81 days while never taking a single bullet on his own plane, making him the second-ranking World War II Naval Ace.

After the war, Cecil returned home to become a teacher and coach. In 1951, he was called to Tennessee to train pilots for the Korean war. He was then promoted to captain and sent to the Pentagon. He retired in June 1967 after serving 27 years in the Navy. He passed away in 1981 and is buried in Arlington Cemetery.

This stretch of Highway 20 will bear the name of a dedicated and decorated war hero. Cecil Harris exemplified South Dakota values in his unwavering

commitment to his country, and I commend the South Dakota Department of Transportation for honoring this outstanding individual.●

RECOGNIZING ROSEPINE CONCERT BAND

● Ms. LANDRIEU. Mr. President, today I wish to recognize 72 young musicians from Rosepine High School. On April 29, 2009, these students travelled from the heart of Vernon Parish in Louisiana to compete against 28 bands at the Music in the Parks Festival in Williamsburg, VA. Although Rosepine was the smallest school to compete in their class, hailing from a town of approximately 1,300 people, they received a superior rating and were ranked "Top of All Bands."

As a reward for this outstanding accomplishment, the entire band received an educational tour of both historic Williamsburg and Washington, DC. I trust that they were inspired and motivated by their trip to our Nation's Capital.

These bright young stars are proof that with hard work, determination, and the right amount of support and encouragement, anything is possible. I believe that constant support and supervision from families and instructors can guide students to a path of success and achievement. In addition, I would like to congratulate Rosepine's band director, Tra Lantham, and thank him for his dedication and commitment to the students as well as the school's music department.

I ask that these names be printed in the Record. I thank these young people and their parents for coming to our Nation's Capitol to learn about the workings of the U.S. Senate:

Mandi Alford, Samantha Allardyce, Jason Allardyce, Kelvin Ayala, Lindsey Aycock, Mark Bailes, Matt Blount, Brandon Boggs, Chloe Brausch, Haley Brown, Hannah Cardy, Zachary Cardy, Jeffery Cox, Ann Cox, Brittany Darrah, Jacob Dearmon, Taylor Deladurantaye, Nick Deladurantaye, Jamison Deladurantaye, Josh Ducote.

Victoria Evans, Chris Funderburk, Daygan Gardner, Chase Gill, Austin Granger, Ryan Hess, Chris Hughes, Jessica Islas, Elizabeth Kellner, Daniel Linn, Kaitlyn Lockhart, Wyatt Maricle, Blake Maricle, Kaymen Megl, Austin Merilos, Sydney Merilos, Joseph Myers, Katlyn Peavy, Bradley Richard, Josie Slaydon.

Courtney Smith, Eden Solinsky, Devin Stephens, Cory Stephens, Emilee Stewart, Teagan Suire, Dustin Thompson, Tito Torres, Jossie Willis.●

HONORING HOWE AND HOWE TECHNOLOGIES

● Ms. SNOWE. Mr. President, this week is National Small Business Week, a time when our country focuses on the immense efforts our 27 million small businesses make to the health and vitality of our Nation's economy. As we are presently engaged in two wars, in-

novative companies that produce cutting-edge defense products are critical to our Nation's military success. In that vein, I rise to recognize the colossal efforts of one such small business from my home State of Maine, Howe and Howe Technologies.

Located in the southern Maine town of Eliot, Howe and Howe Technologies focuses on the design and production of extreme vehicles, specifically tanks. And for brothers Mike and Geoffrey Howe, the company's owners, building tanks has been a passion for over a decade. After high school, they began work on the original Ripsaw 1, their first unmanned vehicle, in the garage of their childhood home. By 2004, they were entering their vehicle in an endurance test for unmanned vehicles that was sponsored by the military. While they did not win that trial, the brothers received a boost of confidence that their products could compete in the long run, leading to the establishment of Howe and Howe Technologies in 2006.

Each of the company's tanks is designed with a particular use in mind. For instance, the Subterranean Rover 1, or SR1, was commissioned by the Shoal Creek Mine in Alabama to specifically withstand the harsh conditions of coal mines. The PAV1, or Badger, was built for the California Protection Services for use by SWAT teams and other law enforcement agencies. And the Ripsaw MS1, which is currently being tested by the U.S. Army, is an unmanned ground vehicle, or UGV, designed especially for military use. Howe and Howe's vehicles are critical to our military's mission, as they are unmanned vehicles that can be placed in dangerous situations without harm to personnel. Additionally, the vehicles can operate for almost 300 miles until refueling, can be controlled remotely, and provide the military with a faster alternative to the unmanned vehicles they presently have.

The Howe brothers take pride in their work, and industry experts are certainly taking notice. The Ripsaw MS1, which is Howe and Howe's latest vehicle, was just selected by Popular Science magazine as "The Fastest Tank" in the listing of its 2009 Invention Awards. The magazine publishes these awards annually to highlight a diverse array of creative and innovative products America's businesses are manufacturing, from power shock absorbers to IV catheters. Additionally, Howe and Howe has recently learned that its PAV1 Badger will be acknowledged as the "World's Smallest Tank" in the "2010 Guinness Book of World Records."

Last Saturday was Armed Forces Day, a day to reflect on the significant sacrifices our men and women in uniform have made on behalf of our Nation's security. Let us also pay homage to those civilians who assist them by