

team. The 777 was developed under the theme "Working Together" and represents the work of thousands of Boeing employees, Boeing customers and program partners, thousands of suppliers, regulatory authorities, passengers, pilots, and flight attendants. The Working Together concept and process will be a model for future research and development efforts for U.S. industry.

The 777, with approximately 300 aircraft on order, positions the Boeing Co. and its family of aircraft to compete and succeed in the competitive global market for years to come. The 777 is the fourth Boeing Co. Collier Trophy winner; the B-52, the 747 and the 757-767 programs also received this coveted award.

The Boeing 777 is the first commercial jetliner designed and preassembled entirely by computer simulation. More than 235 design-build teams, linked electronically through advanced computers, worked together to create the airplane's parts and systems and to evaluate the aircraft from every perspective. This new and innovative development process enabled the 777 program to exceed its goal of reducing change, error, and rework by 50 percent. Importantly, Boeing plans to apply this new development model for maximum efficiency to other airplane programs.

The most exhaustive flight test program in commercial jetliner history helped the 777 earn simultaneous certification from the Federal Aviation Administration and the European Joint Aviation Authorities. The 777 is the first airplane in aviation history to earn FAA approval to fly extended-range twin-engine operations routes at service entry. This allowed airlines to offer the most direct routes between transoceanic cities beginning on the aircraft's first day of service. Before entering into service, the 777 set National Aeronautic Association-certified speed records between Seattle, Washington and cities in Sweden, Thailand, France, Germany, and Switzerland.

The 777 contains numerous other technological aircraft advancements. The fuselage is wider in cross-section than any other jetliner with similar seating capacity. Advanced composite materials have lowered direct operating costs, improved aircraft safety, and created new cargo opportunities for airlines. More than 7,000 hours of flight deck pilot simulation will provide more reliability, longer service life and better visibility for pilots. The landing gear features better weight distribution on runways while reducing weight and maintenance costs. The 777 will carry approximately 100 more passengers and has a noise footprint less than half that of the older jets it is designed to replace.

On May 15, 1995, United Airlines took delivery of the very first Boeing 777. This momentous occasion was marked by a special ceremony at the Seattle Museum of Flight. On June 7, 1995, the 777 entered commercial service with United as Flight No. 921, traveling

from London's Heathrow Airport to Dulles Airport in Washington, DC.

More than 20 airlines have signed orders to purchase and fly the Boeing 777. Importantly, virtually all of the airlines are foreign customers including British Airways, China Southern, Cathay Pacific, Korean Air Lines, Thai Airways, Japan Airlines, South Africa Airways, and Saudi Arabia Airlines. This ensures that the Boeing Co. will remain one of America's premier exporters. I want to stress to my colleagues that this international aircraft is a job generator for my home State as well as Americans in virtually every State.

Congratulations to the 777 team, the Boeing Co., and the thousands of individual Washingtonians who labored to design and build this historic aircraft.●

IN HONOR OF M.D. PORTMAN OF COLUMBUS, OH

● Mr. GLENN. Mr. President, I rise today in tribute to a great American, a great Ohioan, and a man who might truly be called "Mr. Columbus"—Maury Portman.

On May 20, Maury will retire as a Columbus City Councilman—and thus close a career that has spanned not only 42 years in Columbus city government, but also 31 years on Council and 12 of those as council President.

I think it's fair to say that no single individual has done more to help Columbus grow from a mid-sized town in the 1950's to the Nation's 16th largest city in the 1990's than M.D. Portman. Indeed, virtually every major piece of progress Columbus has made over the past few decades has Maury's fingerprints on it. He wrote and sponsored the legislation creating the Columbus Department of Development, sponsored the legislation allocating city funds for the arts, sponsored the legislation creating the Municipal Airport Authority that runs Port Columbus, established various committees to curb racial tensions in the city, helped plan the outerbelt expressway around Columbus, worked to bring the Columbus City Center development to fruition and tirelessly lobbied me and my colleagues here in Washington to obtain Federal funds for a variety of neighborhood renewal projects.

In short, it can accurately be said of Maury Portman that Columbus could not have held the last half of the 20th century without him.

I think the editors at his hometown newspaper, the Columbus Dispatch put it well when they said: "Portman has been able to function so effectively because he never had a personal agenda. His energies were directed not to what would help him get ahead, but what was in the best interest of the community."

Mr. President, Maury Portman is a one-of-a-kind original. He personifies all that is best about public service. And the city of Columbus will miss his leadership greatly.

I feel fortunate to have known and worked with Maury—and I am proud to

call him my friend. And now that his retirement is imminent, I know I speak for thousands upon thousands of people in central Ohio when I say: "Thank you, Maury." Thank you for caring; thank you for always giving your best; thank you for always being there. We all wish you and your beautiful wife, Alice, good luck and Godspeed in whatever you decide to do next. And please know that just as you always remembered Columbus, Columbus will never forget you.●

SARAH EMILY MOORE JONES

● Ms. MIKULSKI. Mr. President, I would like to call to the attention of my colleagues the upcoming birthday of Mrs. Sarah Emily Moore Jones, a native Marylander. On Saturday, May 11, 1996, Mrs. Jones will become 92 years young. I know my colleagues join me in extending heartfelt birthday wishes to Mrs. Jones.

Mrs. Jones was born in Wetipquin, MD, the fourth of seven children. She attended Wetipquin Elementary School and Salisbury High School and received a degree in education from Bowie Normal, which is now Bowie State University. Mrs. Jones taught in the Wicomico County public school system in elementary and adult education. She is a faithful member of St. James Free Methodist Church, in Head of Creek, MD, where she served as the musician for over 40 years.

On June 27, 1925, Sarah Emily Moore married Matthew Jones of Head of Creek, MD. To that union, four children were born: Thelma Martin and Matthew Jones of Washington, DC, Linfred Jones of Quantico, MD, and Mary Hilda Elsey of Nanticoke, MD. Mrs. Jones has one stepson, Samuel Boslee of New Jersey. She is also a grandmother, a great grandmother, and a great great grandmother.

After her husband of 60 years passed away on September 6, 1985, Mrs. Jones continued to live independently until December 6, 1995, when she incurred a hip injury. As a result of her injury, and the surgery and rehabilitation that followed, she began living with her daughter, Thelma.

The ever soft-spoken, perpetually happy Sarah can be found smiling and composed through any circumstance. She is revered and loved by all whose lives she touches. I ask my colleagues to join me in wishing Sarah Jones a very happy 92d birthday.●

A MOTHER'S DAY WISH TO END GUN VIOLENCE

● Mrs. BOXER. Mr. President, this Sunday is Mother's Day, when millions of sons and daughters will gather to pay tribute to the women who raised them. Mother's Day is a joyous celebration for most, but for families touched by the epidemic of gun violence, it can be a cruel reminder of what they have lost.