

PRHSC began its annual parade 37 years ago in Newark. Starting out with just a few local organizations marching down Broad Street in Newark, the parade has grown to more than 100 groups marching in a two hour televised event. In addition, a feast, "Fiestas Patronales," the largest of its kind attracting more than 150,000 people, was added to the festivities seven years ago at Branch Brook Park.

Through the years, the parade has expanded the scope to applaud the achievements of other Hispanic communities such as Dominicans, Ecuadorians, Colombians, Peruvians, and Uruguayans.

In addition, the parade and PRHSC have helped to create a forum in which the Hispanic community and the business community can join and work together to spread the message of unity. As we approach the 21st Century, PRHSC has spearheaded the effort to encourage businesses and leaders to invest in, and appeal to, the still largely untapped Hispanic community.

For its commitment to the Puerto Rican and larger Hispanic communities, I ask my colleagues to join me in congratulating New Jersey's Puerto Rican Heritage Statewide Committee. Its tireless efforts have truly made a difference and continue to better the people of the State.

HAROLD LEWIS (PONT) FREEL—
ONE OF THE THOUSAND POINTS
OF LIGHT AND A GREAT AMERICAN

HON. SCOTT McINNIS

OF COLORADO

IN THE HOUSE OF REPRESENTATIVES

Wednesday, September 8, 1999

Mr. McINNIS. Mr. Speaker, Harold Lewis Freel, known by everyone as "Pont" was a great man who will be greatly missed. The second in a family with eight children, he quit school in the 10th grade to pick corn to help his family survive. During the "dust bowl", when he was 17, his family moved to Moffat, Colorado. The family arrived in the San Luis Valley in a pickup truck which is still on the property today. From this humble beginning, Pont achieved much by hard work and dedication to the values that have made the United States of America a great country.

During World War II, Pont was a Tech Sergeant in the Army Air Corps, flying thirty-eight missions in a B-17. He was shot down on March 16, 1944 over Yugoslavia and was held by the Germans as a prisoner of war for fourteen months. General Patton, riding aboard a tank, freed him in the final days of the war. After the war, he worked feeding cattle for others, and worked construction to get his own start in the ranching business. Hard work and "stubbornness" helped Pont survive the trials of life. When he died, he had a ranch, which encompassed 5,300 deeded acres and he ran 500 head of cattle. There was no horse he couldn't ride, no job too big and no person lacked value.

Pont had four biological children, two stepchildren and many others that called his ranch home. His home was always open to children who needed a place to live and to learn how to live. Sometimes they came for the summer, but stayed for many years. His hand and home was always open to those in need.

Pont believed in service to his country, community, to all children and to schools. Although he had only a 10th grade education, he recognized the value of an education for the youth of this country. He served on the Moffat and Mountain Valley School Boards for a total of twenty-six years. Pont was elected County Commissioner of Saguache County at the age of 67 and served for four years, using his knowledge of big equipment to concentrate on the roads of this large rural county in the heart of the Rocky Mountains.

He was a model of American ideals for his community and young people everywhere, embodying patriotism, strength, gentleness and service throughout his lifetime. With his passing, a great American has disappeared from our midst. One of the thousand points of light has gone out, but his memory lives on in those who were privilege to have known him.

T-38 AVIONICS UPGRADE
PROGRAM

HON. J.D. HAYWORTH

OF ARIZONA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, September 8, 1999

Mr. HAYWORTH. Mr. Speaker, I would like to bring the T-38 Avionics Upgrade Program (AUP) to the attention of my colleagues and the American people. The T-38 program is an essential aircraft system for training Air Force pilots. Recently, during OPERATION ALLIED FORCES, we became acutely aware of the critical shortage of pilots in the Air Force and the other services. The T-38 AUP is a key asset in helping the Air Force to reduce this pilot shortage. I am pleased to report that, following some early hardware-software developmental problems, this week the Air Force gave the go-ahead for Low Rate Initial Production for the T-38 AUP.

Earlier this month, the House Appropriations Committee recommended substantial reductions in production funding for the T-38 AUP for both fiscal year 1999 and fiscal year 2000. The rationale was to give more time for development and testing to correct hardware and software deficiencies and to meet the "fly before buy" criteria established by the Air Force. This action will delay the program by a year or more and consequently delay the delivery of state-of-the-art advanced training aircraft to the Air Force.

The T-38 AUP is an Air Force modernization program to update obsolete avionics, controls, and cockpit displays in 509 T-38 trainer aircraft. It also provides 36 new ground-based trainers that reflect the new T-38 cockpits, and provides logistics support at six Air Force bases around the country. I am proud of the work that is being done in my district at Williams Gateway Airport to provide a modernized trainer for America's future fighter and bomber pilots.

Over the past year, the Williams Gateway team has been hard at work to bring the T-38 trainer up to the level necessary to produce pilots who are ready to step into our current fighters and bombers. However, as stated in the House Appropriations Committee report language, hardware and software problems discovered during developmental flight testing at Edwards Air Force Base caused the Air Force to decide on March 10, 1999 to delay

the program for correction and flight testing of the discrepancies.

With the tremendous efforts of the Air Force and the T-38 contractor team, all critical hardware and software problems discovered during flight testing have been fixed and the following flights were successful flights. All flight testing was completed at Edwards on July 9, 1999. This entire corrective process, typical of a development phase, took less than four months. The Air Force has thoroughly reviewed the entire process, determined that the "fly before buy" criteria have been met, and on July 26, 1999 approved initial low-rate production of the T-38 AUP. There is no longer any reason to further delay the program. I do not think that this information about the rapid correction of problems was available to the House Appropriations Committee prior to the House vote to reduce funding earlier this month.

Full fiscal year 1999 and 2000 production funding is required to keep the T-38 AUP on schedule. First aircraft deliveries are required at Moody Air Force Base in Georgia by August of next year. Delaying the T-38 AUP program will have a significant effect on pilot training and will increase overall program costs and operations and maintenance costs associated with the older versions of the T-38 aircraft.

Air Force pilot training and retention is a national security issue. The T-38 AUP is a critical vehicle in the process of helping the Air Force improve its pilot situation. In addition to being a low cost trainer, the T-38 AUP will provide the configurations in avionics and cockpit design the pilots need to train. By slipping this program out a year, we will be forcing America's finest new fighter and bomber pilots to use an aircraft with 1950's and 1960's cockpit technology.

Funding reductions this year would unnecessarily delay the T-38 development efforts by a year or more, delay needed upgrades for critical Air Force pilot training needs, and increase fiscal year 2000 research and development costs by millions and program production costs by tens of millions. Additionally, if the program is delayed, operations and maintenance costs will increase by millions annually because of parts shortages and other difficulties associated with maintaining the older T-38 aircraft with the high failure rates of their obsolete avionics components. Finally, the delay will result in loss of some of the valuable workforce experience that has been hard-won during the development phase of the program.

Mr. Speaker, as we enter the new millennium, we would be doing a disservice to our future pilots by training them in aircraft with 1960's and 1970's technology. With full funding of \$85.7 million for the T-38 AUP program, the Boeing Company and the Air Force will ensure that our future pilots will have state-of-the-art avionics to begin their training.

COMMEMORATING THE OPENING
OF THE KEY WEST MUSEUM OF
ART AND HISTORY

HON. PETER DEUTSCH

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, September 8, 1999

Mr. DEUTSCH. Mr. Speaker, I rise today in recognition of a very important event. On August 28, 1999, Key West's historic 108-year-

old Custom House opened its doors as the Key West Museum of Art and History, restored and operated by the Key West Art and Historical Society. One of Florida's architectural treasures, the Customs House will now serve as both a showcase for regional, national, and international fine art collections, and a repository of artifacts relating to the history and culture of the Florida Keys.

Originally completed in 1891 on the historic port waterfront of the island city, the Custom House was used as a center-piece of federal authority. Occupied at various times by the collector of customs, federal court, and postal and lighthouse services, the building has a long history of supporting the city's maritime-based economy. While Key West was the largest city and port in Florida, the Customs House became the center for taxation regulation and immigration.

It is crucial to note the importance of the Customs House at the national level, as well as at the state and local level. Beginning in 1898, during the Spanish-American War, this historic building housed civil service and naval activities. At one time, 104 naval vessels worked out of the port dominated by the Customs House. This occupation continued until 1976 when the Navy had to close its Key West sea base. Based on its extensive history, the Customs House is listed in the National Register of Historic Places, and it is truly one of the most important architectural treasures in the state of Florida today.

Now, after a restoration effort which took nine years and cost approximately \$8 million, Key West's historic building is home to the Key West Museum of Art and History. Original woodwork, plaster, flooring, stone, brickwork, and fixtures have been preserved or carefully reproduced to make the revitalized Custom House both architecturally faithful. With this restoration process came the challenge of locating historically accurate materials and craftsmen with knowledge of century-old building techniques. This formidable challenge could not have been met without the aid of the Monroe County Tourist Development Council, various state agencies, individuals, foundations and corporations. Indeed, the entire Florida community and nation at large owe a debt of gratitude to all who gave the monetary support to this undertaking.

The Key West Art and Historical Society endows the new museum with excellent educational programs, services, and exhibitions, for children and adults alike. Housing a state of the art interactive public archive and research facility, the Key West Art and Historical Society develops programs in conjunction with the Monroe County Public Schools' curriculum, providing educational opportunities to over 8,000 Monroe County students, as well as thousands of other visiting school children and tourists.

For the "Community Opening" of the Key West Art and History Museum, the historical exhibition Remember the Maine returned to Key West and was installed in the USS Maine Room on the second floor of the museum. This is a fitting and historic placement for this exhibit, because of the building's prominent naval history. The first traveling art exhibit is scheduled to open on September 22, thus achieving the Society's goals of national recognition and acclaim.

Mr. Speaker, I commend the hard work and dedication that has gone into the Key West

Museum of Art and History. As the Museum officially opens its doors to the public, the Customs House is once again the site of a historical moment for the State of Florida, as well as the nation at large. On this joyous occasion, I would like to congratulate all those who have contributed to this important endeavor, and extend my best wishes for all success in the future.

THE RETIREMENT OF REAR ADMIRAL DONALD E. HICKMAN SUPPLY CORPS, U.S. NAVY

HON. WILLIAM F. GOODLING

OF PENNSYLVANIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, September 8, 1999

Mr. GOODLING. Mr. Speaker, it is with the utmost respect that we honor the career of Rear Admiral Donald E. Hickman as a distinguished officer and gentleman of the U.S. Navy. Because of his constant devotion to his countrymen, we salute him.

Admiral Hickman embodies many of the values cherished by the Navy—integrity, honor, and tradition. He instills these values into all the sailors around him. His reputation as a reliable and upstanding officer made him a pillar of the Naval and civilian community alike. Rear Admiral Hickman's accomplishments demonstrate his strength of character and adherence to the Navy ethos.

Joining the Navy in 1962, then Ensign Hickman was quick to learn the charge and purpose needed to become a successful officer. As a lieutenant and then lieutenant commander on the U.S.S. *Independence*, he served as supply support officer with great distinction. Later in 1980, he was promoted to commander aboard the U.S.S. *Forrestal* as supply officer and then promoted to captain in 1984 while at the Aviation Supply Office in Philadelphia. Promotion to rear admiral (lower half) came in 1991 as he was elevated to Executive Director of Supply Operations at the Defense Logistics Agency (DLA). His advancement to rear admiral (upper half) came in 1995 as Director of the Office of the Chief of Naval Operations.

As he ascended to the top brass of the Navy, Rear Admiral Hickman garnered many commendations that further substantiated his stellar career. They include the Defense Superior Service Medal, the Navy Commendation Medal, two Legion of Merit Awards and four medals for Meritorious Service.

Rear Admiral Hickman provided our Navy with more than supplies and ordnance. He provided leadership and counsel to those who had the pleasure of being his acquaintance. It is with great regret that we see such a friend and patriot leave the military at a time when leadership is so important. Best of luck to you, Admiral Hickman, in your retirement.

TRIBUTE TO PAULINE BARCLAY

HON. HOWARD L. BERMAN

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, September 8, 1999

Mr. BERMAN. Mr. Speaker, I rise to pay tribute to Pauline "Polly" Barclay, who is retir-

ing after a distinguished 44-year career as an elementary school teacher in the Pacoima-Lake View Terrace area. Mrs. Barclay's commitment to education and her rapport with students of all races and backgrounds is legendary throughout the Northeast San Fernando Valley. She nurtured a love of learning in hundreds of children through the years and she is—to her colleagues and students—an outstanding example of the best our public schools have to offer.

Mrs. Barclay came to Pacoima in 1956, when she took a job at Vaughn Street School. She spent 4 years at Vaughn, and then a decade at Fillmore Street School, also located in Pacoima. Her next position was at Fenton Avenue School in the adjoining community of Lake View Terrace. She spent 23 years at Fenton Avenue, and then an additional 5 years at Fenton Avenue Charter School. This past year Mrs. Barclay taught at Coldwater Canyon Elementary School in North Hollywood.

Mrs. Barclay has often observed that "teachers must provide our children with a strong sense of values and respect for others, while providing them with the education and skills necessary to succeed." As her many honors and awards attest, Mrs. Barclay put this philosophy into practice in the classroom. In 1975, she was recognized by the Los Angeles Unified School District's Office of Urban Affairs School-Community Relations for outstanding contributions in improving relations between schools and the community. Ten years later, she was named Pioneer of the Year by the Pacoima Community Coordinating Council.

Mrs. Barclay has traveled extensively, and has made a point of sharing her experiences with fascinated students over the years. The many countries she has visited include Botswana, Yemen, Iran, Egypt, Cuba and Venezuela. I strongly suspect that Mrs. Barclay will be adding to this list during her retirement.

I ask my colleagues to join me in saluting Pauline Barclay, whose devotion to her students and her passion for life inspire us all. I wish all the best to her and her husband, Dave, children, Steve and Danielle, daughter-in-law, Darna, and grandchildren, Candace, Chloe and Sean.

IN HONOR OF INFINEUM'S LINDEN TECHNOLOGY CENTER FOR BEING NAMED AN OSHA VPP STAR SITE

HON. ROBERT MENENDEZ

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

Wednesday, September 8, 1999

Mr. MENENDEZ. Mr. Speaker, I rise today to recognize Infineum's Linden Technology Center for being awarded the star site status by the Occupational Safety and Health Administration under its Voluntary Protection Program.

A distinguished petroleum additives company, Infineum has continued to lead the way in employee health and safety. It has been an active force, committed to improving the quality of life for its employees and for the residents of the City of Linden and the State of New Jersey.

Because of its dedication to achieving the utmost in safety regulations for its employees,