

HONORING MIKE CHESNICK

HON. SCOTT McINNIS

OF COLORADO

IN THE HOUSE OF REPRESENTATIVES

Monday, October 2, 2000

Mr. McINNIS. Mr. Speaker, it is with immense sadness that I take this moment to honor the remarkable life of Mike Chesnick. For two decades, Mike served the community of Grand Junction, Colorado with valor and distinction, retiring as Chief of Police in 1974. He was a role model for his community and an example of what a police officer can and should strive to be. As family, friends, and fellow officers remember this great American, I would like to take this time to honor this truly remarkable human being.

Chief Chesnick began his distinguished career of service to America when he joined the 10th Mountain Division in 1946, where he served in Italy and Austria during WWII. After returning a proud veteran and serving his county well, he began his illustrious career in law enforcement. In 1954 he joined the Grand Junction Police Department as a patrolman. His remarkable intellect and outstanding leadership abilities rapidly shot him up the ranks of the department. In 1961, he was promoted to Sergeant and in 1966 he began his role as Chief.

Chief Chesnick's leadership was well respected and inspired other officers under his leadership to serve with dedication, dignity and integrity. Beyond his widely regarded efforts as a police officer, Mike also worked with a number of other community based organizations, including the local Elk's Lodge where he was a lifetime member.

Chief Chesnick served his community, State, and Nation admirably and he his service at home and abroad was an inspiration to us all. Mr. Speaker, as a former police officer, I ask that we take this time to honor an individual that has set the standard for excellence as a member of the law enforcement community. On behalf of the State of Colorado and the US Congress, I would like to thank Chief Chesnick for his immeasurable service to his community. His leadership and compassion went far beyond the line of duty and his memory will long live in the hearts of all that knew him.

Mike Chesnick will be greatly missed.

RECOGNITION OF JAMES G. MILLS,
NEWLY ELECTED CHAIRMAN OF
THE BOARD FOR THE NATIONAL
ASSOCIATION OF FEDERAL
CREDIT UNIONS

HON. MARK E. SOUDER

OF INDIANA

IN THE HOUSE OF REPRESENTATIVES

Monday, October 2, 2000

Mr. SOUDER. Mr. Speaker, today I would like to reorganize James G. Mills of Fort Wayne, Indiana in my district for his recent election as chairman of the board for the National Association of Federal Credit Unions. Mr. Mills was elected on June 17, 2000 and officially took over in late July.

In 1985, Mr. Mills joined Three Rivers Federal Credit Union as president and chief executive officer. Three Rivers provides important

options for my constituents and as such has been an asset to Northeast Indiana. Between 1985 and 1995, the number of branches increased from one to eight with the number of membership soared from 15,000 to 65,000 plus.

Along the way, Mr. Mills worked to promote the growth of the community as well as the Credit Union. In 1995, Three Rivers FCU was able to secure Indiana's first Community Development Credit Union Expansion Charter to open the filed of membership and provide financial services to less served parts of the community. This innovation was the result of his near two-years of work with local city officials, the economic development offices of Fort Wayne, and the National Credit Union Administration. Most recently, Mr. Mills facilitate an initiative in the areas of inner city financial literacy training for an under-served group that also happens to be a new part of the FCU's field of membership. I strongly commend him for his efforts to empower those who are less economically advantaged through knowledge and the broadening of financial services.

In the role of Chairman of NAFCU, Mr. Mills will be lending the trade association that represent federal credit unions. I look forward to working with him and America's credit unions as we work to benefit families and communities, and congratulate him on this national recognition.

IN HONOR OF COLETTE KOVE
NEWLY ELECTED SUPREME
PRESIDENT OF THE WOMEN'S
AUXILIARY TO THE MILITARY
ORDER OF THE COOTIE

HON. DAVID E. BONIOR

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

Monday, October 2, 2000

Mr. BONIOR. Mr. Speaker, today I rise to recognize the accomplishments of one of my district's favorite daughters. Colette Kove is a graduate of Utica High School, wife of William Kove, mother of five, grandmother of thirteen, and great-grandmother of six. On Saturday, September 30th, her friends and family gathered to honor her dedication to our veterans—especially her leadership in the Women's Auxiliary of the VFW and the Military Order of the Cootie (MOCA).

Colette first joined the Ladies Auxiliary of the VFW in 1960, but left to spend the next 18 years traveling with her children in the Drum and Bugle Corps. She returned in 1980 to the Ladies Auxiliary VFW Post #1146 in St. Clair Shores. She took the group by storm serving as Auxiliary President, County Council President, 5th District President, and has served as Secretary of the Auxiliary for the past 18 years.

In 1981, she joined the Womens' Auxiliary to the Military Order of the Cootie #35. Since then, she has held the position of President ten times and has served in all offices in the Grand of Michigan (state) MOCA. In 1995, at the MCOA National Convention in Arizona, Colette was elected Supreme Guard, and has served all offices leading to President. Just this past August, she was elected to that highest position and today serves as the Supreme President of the MOCA for the entire United States.

I am honored to be asked to participate in this program. Supreme President Kove has worked hard all her life for the benefit of others. As a small business owner, volunteer at the John Dingel VA Medical Center in Detroit and nursing home visitor, she has always been there to service the needs of others. Her rise through the ranks of both the Ladies Auxiliary of the VFW and the MOCA shows her remarkable sense of dedication and the great amount of respect others have for her.

Please join me in congratulating Colette Kove on her election as Supreme President of the Women's Auxiliary to the Military Order of the Cootie.

THOMASENA AND EUGENE
GRIGSBY ART GALLERY

HON. WILLIAM (BILL) CLAY

OF MISSOURI

IN THE HOUSE OF REPRESENTATIVES

Monday, October 2, 2000

Mr. CLAY. Mr. Speaker, I wish to take this opportunity to express my sincerest congratulations to Dr. and Mrs. J. Eugene Grigsby on the occasion of the dedication of the Thomasena and Eugene Grigsby Art Gallery in Phoenix, Arizona.

This is an honor which Thomasena and Eugene richly deserve for they have been lifelong supporters and contributors to the field of art. Together they have made innumerable contributions to the arts community. I am pleased that under the sponsorship of the George Washington Carver Museum Dr. Grigsby's first art studio in Phoenix, Arizona has been dedicated in their honor. The Grigsby Art Gallery will serve as a permanent facility for the exhibit of creative works, by present and future artists.

Among their many projects, the Grigsbys helped to establish the Hewitt collection of African American art. I recently had the opportunity to view this collection on exhibit in St. Louis. It is a marvelous collection which I highly recommend and which I was happy to find includes some of Gene Grigsby's own works of art.

I commend Dr. and Mrs. Grigsby for their many years of devotion to artistic endeavors. Their contributions will benefit and inspire future generations of artists. My heartfelt best wishes to Gene and Tommy on this momentous occasion.

HONORING CONGRESSMAN MIKE
McKEVITT

HON. SCOTT McINNIS

OF COLORADO

IN THE HOUSE OF REPRESENTATIVES

Monday, October 2, 2000

Mr. McINNIS. Mr. Speaker, it is with great sadness that I rise to honor the life of the Honorable James D. "Mike" McKeivitt. Congressman McKeivitt recently passed away after a sudden heart attack at the age of 71. His devotion to helping others was remarkable and he will be greatly missed. As family, friends, and colleagues mourn the loss of this remarkable statesman, I would like to pay honor to his service to this great nation.

Congressman McKeivitt spent his youth in Spokane, Washington, before deciding to attend the University of Idaho. When it came

time for young Americans to serve their nation in battle, Congressman McKeivitt did just that, serving admirably and with distinction in the Korean War with the United States Air Force. After graduating from the University of Denver with a Law Degree, Congressman McKeivitt began his distinguished political career as Denver District Attorney in 1967. He went on to win reelection the following year and served two more years before running for Congress. In 1970 he was elected to represent the 1st Congressional District of Colorado in the United States House of Representatives. Although Congressman McKeivitt only served one term in Congress, his career in public service was far from over.

In 1973, he became Assistant Attorney General for Legislative Affairs, under President Nixon. He soon moved on to becoming Council to the Energy Policy Office in the White House. After serving his country in these important capacities, he moved on to the private sector where he became head of the Washington Office of the National Federation of Independent Business, where he worked for over a decade.

While serving our country in many different ways, Congressman McKeivitt experienced a number of successes. But his greatest accomplishment is one that he held very dear to his heart: the Korean War Memorial. Congressman McKeivitt is credited with being one of the driving forces behind getting the legislation passed in order for the memorial to be constructed. His devotion to this project was so evident that it soon caught the attention of President Reagan, who acted quickly and appointed the Congressman to a position on the Advisory Board.

Congressman McKeivitt served his community, State and Country admirably. His dedication and devotion to serving his fellow citizens was truly remarkable. He was a truly great American and his many accomplishments will live on in the hearts of all who knew him.

Mr. Speaker, on behalf of the State of Colorado and the US Congress, I ask that we now pay tribute to this remarkable human being. He may be gone, but his spirit of service and sacrifice will live on for years to come.

THE UNITED/US AIRWAYS
MERGER: A MATTER OF SURVIVAL

HON. BUD SHUSTER

OF PENNSYLVANIA

IN THE HOUSE OF REPRESENTATIVES

Monday, October 2, 2000

Mr. SHUSTER. Mr. Speaker, America's aviation system has been hurtling toward gridlock and potential catastrophes in the skies. Flight delays, cancellations, high fares, and complaints about customer service have been all too common. The problem is an aviation system that has not expanded to keep up with demand.

Fortunately, help is on the way. Taking effect in October, the recently enacted Aviation Investment and Reform Act for the 21st Century (AIR 21) will provide over the next 3 years \$40 billion primarily from the Aviation Trust Fund for new runways, gates, and terminals to promote expanded competition and meet the demands of the next century; it will also accelerate efforts to modernize our antiquated air traffic control system. The result will be safer

travel, lower fares, and better service. But these changes won't come overnight. The problem caused by underinvestment have been festering for decades and will take years to fix. In fact, air service may get worse before it gets better.

It is against this background of an overburdened aviation system that the proposed merger of United and US Airways would appear to some as further hurting consumers. However, the opposite is true. It is the status quo that will hurt consumers. And the merger will help them, not hurt them. Let me explain why.

In June, the U.S. House of Representatives Committee on Transportation and Infrastructure, which I chair, held 2 days of hearings on the proposed merger. We heard from the chairmen of United, US Airways, and the new D.C. Air as well as the U.S. Departments of Justice and Transportation, plus several opponents of the merger. These hearings and our subsequent review have yielded much information.

Should this merger not go forward, consumers will almost certainly suffer under the status quo. US Airways is headed for financial trouble in the next few years. It will be unable to support its current system. There will be no alternative but to downsize. Retrenchment probably won't be enough. Bankruptcy is the most likely outcome, with its devastating impact on consumers and service.

Consider these facts: US Airways' labor cost of 14 cents per available seat mile is 40 percent higher than the 9.0 to 9.5 cent cost for other major carriers and almost double the 7.5 cent cost of low-cost carriers like Southwest. At a time when other airlines have been making record profits, US Airways has been hemorrhaging losses. Prior to the second quarter of this year, it lost about \$370 million over a 9-month period. During the 1990's, US Airways has lost almost \$1 billion. All of the other mid-sized, mature-cost carriers like US Airways have either gone out of business (e.g., Eastern, Pan Am) or have gone through multiple bankruptcies (e.g., Continental, TWA).

US Airways has a growing list of unprofitable routes and is losing passengers at its hubs. During the latest calendar year, only 46 percent of its routes were profitable, down from 69 percent and 62 percent in the two previous years. And while other airline hubs were growing, US Airways' three hubs in Pittsburgh, Philadelphia, and Charlotte were among only seven major airports that lost passengers in 1999.

Should the merger be approved, on the other hand, consumers will likely realize significant benefits. First, consumers would have for the first time single-carrier access to all corners of the country. Airline service will be improved by combining United's primarily east-west flight network with US Airways' north-south network. United also plans to improve service by offering 64 new non-stop domestic flights and 29 non-stop international flights a day, as well as by creating 560 new city-to-city routes. And their frequent flyer programs will be merged. United is committed to doing all of this while continuing to serve all cities currently served and capping fares for the next two years.

Second, smaller cities, particularly those served by US Airways, will benefit from the greater international access they will receive through United, improving their opportunities

to compete for business and tourism overseas. These communities will benefit from the new passenger demand that will be stimulated by the combined network. For example, United has projected that demand for service to Pittsburgh will increase by 33 percent from Allentown, 10 percent from Harrisburg, 16 percent from Albany, and 10 percent from Syracuse. This increased yield will make short haul routes to smaller communities more profitable and easier to continue.

Third, with the merger, a new low-cost carrier will be established, based in the Washington, DC, area. This carrier will receive slots at Ronald Reagan National Airport, and be able to compete against United and the other carriers.

That is why the proposed United/US Airways merger is so important. In the best case, the merger will provide tremendous opportunities for growth and improved service. But even if not all of these opportunities materialize, consumers will still be far better off than they otherwise would have been under a re-trenched or bankrupt US Airways.

One final point: United's recent labor woes should not be a factor in evaluating the merger. These problems—similar to problems experienced by American and Continental in the past—are not unusual in the aviation industry and are transitory in nature.

In conclusion, we need to be realistic about the prospects for US Airways. Consumers will be better off hitching their wagon to a big and strong United Airlines than a financially endangered US Airways.

ALTERNATIVES TO OIL SHOULD
BE PURSUED

HON. DOUG BERUTER

OF NEBRASKA

IN THE HOUSE OF REPRESENTATIVES

Monday, October 2, 2000

Mr. BERUTER. Mr. Speaker, this Member commends to his colleagues the following editorial from the September 24, 2000, Lincoln Journal Star. The editorial expresses concern about some of the proposals which have been offered to address rising oil costs. As the editorial emphasizes, the U.S. should encourage alternatives to oil such as wind energy and other renewable sources. Clearly, ethanol provides an attractive alternative which helps the rural economy while helping to meet energy needs.

[From the Lincoln Journal Star, Sept. 24, 2000]

OIL PRICES GENERATING BAD IDEAS

More than a quarter century has passed since Americans waited in lines to buy high priced gasoline.

There was plenty of time to find new energy efficiencies and develop diversified energy resources. Now we're paying the price for letting things slide.

You'd think the view of the future should have been a little better from those high seats in gas-guzzling SUV's.

Gas prices have spiked to their highest level in the past 10 years. A barrel of crude has tripled in price to almost \$40 in the past two years. American concern might not have reached the emotional levels in Europe, where truckers blocked roads in protest, but it won't take much for panic to spread.

Before oil price hysteria takes away good judgment, a few bad ideas need to be spiked.