

with building and maintaining the aviary. In fact, they are so proud of their accomplishment that they provide tours. West Hernando sixth graders contact elementary schools, set up dates and times, conduct tours, and actually teach younger students about the importance of the environment in our lives.

The imagination and determination of West Hernando Middle School has not stopped there. Students and faculty are currently working on a "Birds and Beyond" unit which involves students in plant and bird care as well as developing a market for the sale of young birds raised in the aviary. The project also is meant to serve as an adoption agency for unwanted birds. Other projects undertaken by the Gemini Team included an iguana habitat and a prairie dog encounter.

The success of the Gemini Team has inspired other teams such as the Saturn Team and the seventh grade Navigator Team to undertake such projects as a butterfly garden encircling a 2,500 gallon koi fish pond. That project increases student knowledge of drought tolerant plants and water consumption. The garden has been dedicated to the memory of a former West Hernando student whose life was taken by a drunk driver. A new hoop greenhouse supplies plants and bushes used to landscape the campus and there are plans to implement a working nursery to teach entrepreneurship and economics. Through other projects, students can learn about hydroponic gardening and aqua farming. A group of seventh graders is constructing a live coral reef and the eighth grade Voyager Team has designed and constructed a memorial garden in memory of children who died in the Holocaust.

This innovative approach to teaching has carried over from academics to the physical education department as well. The department now offers alternative activities, such as the design and construction of a 25x100-foot climbing wall, a mountain bike trail and a kayaking program.

Ken Pritz, along with his assistant principals, Mary Krabel and Joseph Clifford, and the rest of the faculty at West Hernando Middle School, firmly believe that the instructional changes which they have implemented have had a profound influence on the students. They have witnessed an increase in knowledge and enthusiasm that could not have been imagined at the outset of "Dream Extreme." The results are evident. West Hernando Middle School students have shown a lower failure rate, lower retention rate and fewer disciplinary problems as a result of innovative changes in the school's instructional methods.

Mr. Speaker, please join me in honoring West Hernando Middle School for its exceptional and creative efforts to connect students with important learning experiences. The school's clear commitment to enhancing the quality of education for all of its students is really making a significant difference.

TRIBUTE TO COLE KUGEL

HON. MARK UDALL

OF COLORADO

IN THE HOUSE OF REPRESENTATIVES

Tuesday, September 11, 2001

Mr. UDALL of Colorado. Mr. Speaker, I would like today to pay tribute to Cole Kugel.

At the age of ninety-nine, Cole is the oldest certified pilot in the nation. For over half a century, Cole sat side by side in the cockpit with his wife Mildred, soaring in one of the six planes he has owned. Flying safely at any age is a challenge. To have done it for as long as Cole has is truly an accomplishment. Cole began flying in 1929 and never once crashed or even damaged a plane.

Many people might say that flying for over seventy years without a scratch to show for it is just plain lucky. I'm told that while luck might keep you flying, it is good judgment that brings you home at the end of the day. Cole Kugel has been blessed with an abundance of good judgment. For over seventy years he has used his head to safely bring back every plane he has taken off in. Today, he continues to use that judgment. He has said that when his certificate comes up for renewal by the FAA this year, he probably will not renew it. To willingly walk away from something you love when you realize that you may not be able to do it like you used to I believe is the epitome of good judgment. I applaud Cole for loving flying so much yet still walking away from it while he is on top.

Mr. Speaker, I am attaching an article about Cole from a recent edition of the Denver Post. I ask my colleagues to join me in saluting this heroic individual and to wish him a safe landing wherever the winds shall take him.

OLDEST U.S. PILOT FACES END OF ERA

(By Kevin Simpson)

Monday, September 10, 2001—LONGMONT—Throughout the rambling house where Cole Kugel lives alone, airplanes still take flight—images in photographs, models on pedestals, even a replica constructed entirely of 7-Up cans that dangles from a perch on the patio.

But Kugel let go of the plane he cared for most—the single-engine Cessna Skylane hangared at nearby Vance Brand Airport—last spring, just about the same time he lost the bigger love of his life, his wife, Mildred.

Together, the events signaled the end of an era.

Kugel, who at 99 is the oldest certified pilot in America—and one of only 30 over the age of 90, according to the Federal Aviation Administration—figures that maybe he has soared long enough. The man who helped lay down the gravel that formed the city's first airstrip may not try to renew his certification when it expires in a few weeks.

And he sold the plane emblazoned with the registration 29CM.

"Twenty-nine Charlie-Mike," Kugel says wistfully, echoing the words he'd radio to the airport tower. "But the letters really meant Cole and Mildred."

As early members of a group of aviation enthusiasts called the Colorado Flying Farmers, they sat side by side in the cockpit for more than half a century before a succession of strokes finally took her in June at age 97.

"It just indicates that plane was their baby," says Warren Rempel, who has known the couple for 40 years. "They were in the flying game together. Then came the day she couldn't get out anymore. And he said if she couldn't go, then he wouldn't be doing a lot of it either."

Mildred never was certified, but took enough lessons to know how to put the plane down safely if anything ever happened to her husband in mid-flight. In the last year and a half, though, her health declined to the point where she could no longer take her accustomed seat in the Cessna.

"She told him on many occasions, 'Don't you sell that plane until I'm gone,'" Rempel

says. "I heard her say it. And he didn't sell it."

The transaction happened almost by chance, when local veterinarian Lynn Ferguson, whose grandparents had flown with the Kugels, called to talk flying. Ferguson had offered to buy the plane three years earlier, but Kugel, citing his wife's admonition, had declined.

But in May, as Mildred's health failed in a nursing home—and Kugel would go nowhere without his flying partner—Ferguson found that things had changed.

"He said, 'Maybe we ought to take it up and see if you like it,'" Ferguson says. They struck a deal just days before Mildred died.

Kugel has tried not to dwell too much on the sale of the Cessna and the larger loss that accompanied it. But he takes some solace in the fact that the plane will remain nearby, where he can still go see it.

And a stipulation in the sale agreement provides that he be allowed to take it up next March 14—"if I'm still here"—on his 100th birthday.

The FAA requires a physical exam every two years for medical certification for a third-class pilot's license, and some minor vision trouble with one eye gives Kugel pause, although he doesn't think that would necessarily keep him from passing the exam.

"But as old as I am, maybe I ought not to be flying anyway," he says. "I feel competent, but as you get older, everything about you gets out of order and slows down. And a plane is an expensive item to have sitting around and not use it."

If he doesn't get recertified, he said, he'll still take his century flight with Ferguson. Kugel embraced aviation as a young man for the most prosaic of reasons: "Because I wanted to go someplace."

In 1943, Kugel and his wife left their Oklahoma farm to farm cheap land near Longmont. He remained a farmer most of his life, resuming the flights of fancy that had been grounded by the Depression. He bought his first plane in 1946, 17 years after he learned to fly in an open-cockpit biplane. Over the years, he owned six before selling the Cessna.

"I never busted one up," Kugel says. "I miss it, but maybe it's better."

Rempel tries to put it in perspective. "When a guy goes to 99 before he sells his plane, and still has his physical certification, he's done pretty well," he says. "At this point, I'd have to say Cole represents the goal we'd all like to attain in terms of longevity and mental acuity. He's alone at the top."

TRIBUTE TO LUCY CARLTON

HON. ZOE LOFGREN

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, September 11, 2001

Ms. LOFGREN. Mr. Speaker, today I rise to congratulate Los Altos Police Chief Lucy Carlton, who will be retiring on September 28, 2001 after 32 years of service. Chief Carlton began her law enforcement career in 1969 with the Milpitas Police Department. Chief Carlton served in a variety of assignments, which included Patrol, Criminal Investigation and Community Relations.

Lucy Carlton was the first female in the organization to be assigned to patrol duty and during her tenure, promoted through the ranks to Police Captain in 1988. In 1991, Ms. Carlton was appointed Chief of Police for the City of Los Altos, becoming the second