

heritage. I too appreciate the importance of celebrating our culture, and embracing the ideals upheld by the Cabrillo Civic Clubs of California. Their 70 years of dedication to preserving our heritage while promoting progress is admirable and certainly deserving of recognition.

Mr. Speaker, I wholeheartedly ask that my colleagues join me in recognizing the Cabrillo Civic Clubs of California, an organization steeped in culture and tradition that remains committed to the preservation and progress of the Portuguese community and the State of California.

RECOGNIZING THE LOSS OF ARMY
SPECIALIST ALAIN L.
KAMOLVATHIN

HON. SCOTT GARRETT

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

Tuesday, January 25, 2005

Mr. GARRETT of New Jersey. Mr. Speaker, it is with profound sorrow that I rise to recognize the loss of a New Jersey citizen who served with dignity and honor as a soldier in Iraq. I join his family, friends and members of his community in mourning this great loss.

On Sunday, January 16, Army Spc. Alain L. Kamolvathin, 21, of Blairstown, New Jersey died in Baghdad, Iraq as a result of a vehicle accident. Kamolvathin was assigned to the Army National Guard's 1st Battalion, 69th Infantry Regiment, New York, New York.

A resident of Blairstown, N.J., Kamolvathin attended North Warren Regional High School. Following graduation, Kamolvathin enlisted in the New Jersey National Guard to serve our great nation while also seeking out new educational and travel opportunities. His friends described him as a hardworking, intelligent person with a deep love and commitment to his close-knit family.

This loss causes us to reflect on the bravery demonstrated by our men and women in uniform as they carry out their obligations in the face of danger. When their Nation called them to duty to preserve freedom and the security of our neighbors, they answered without hesitation.

Mr. Speaker, it is my sincere privilege to recognize the life of a proud soldier and heroic representative of the State of New Jersey. Army Spc. Alain L. Kamolvathin was an honorable defender of liberty and he deserves our gratitude and respect.

We remember those who have fallen not only as soldiers, but also as patriots who made the ultimate sacrifice for their country. May we keep their loved ones in our thoughts and prayers as they struggle to endure this difficult period and mourn the heroes America has lost.

TRIBUTE TO WILLIAM BEAUMONT
HOSPITAL

HON. JOE KNOLLENBERG

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

Tuesday, January 25, 2005

Mr. KNOLLENBERG. Mr. Speaker, I rise today to recognize one of the finest institutions

in my Congressional District, William Beaumont Hospital, which today celebrates its 50th Anniversary.

Responding to a need for hospital services in southern Oakland County, William Beaumont Hospital first opened its doors in Royal Oak, Michigan on January 24, 1955 with 238 beds. In 1977, Beaumont opened a second hospital in Troy, Michigan. Today, Beaumont Hospital is a 1,061-bed tertiary care, teaching, research and referral center, representing 91 medical and surgical specialties, with a staff of more than 2,400 physicians.

The importance and value of Beaumont Hospital to Oakland County is clear. In 2003, Beaumont was ranked first in the State of Michigan for inpatient hospital admissions, births and emergency room visits. In 2002, the hospital was ranked first in the United States for outpatient surgeries, and second in the United States for total surgeries. Beaumont has also established itself as a major teaching facility, with 290 resident physicians in 17 accredited residency programs, 40 fellows in 13 fellowship programs and affiliations with major universities.

Beaumont has made tremendous contributions to Oakland County as the county's third largest employer. In 2001, the hospital was ranked by Crain's Detroit Business as one of the best places to work.

Technological advances over the past 50 years have brought many changes to the healthcare profession and to hospital services, and the staff of William Beaumont Hospital has remained true to its mission of providing efficient, effective, and compassionate patient care. It has maintained services that have earned it a reputation as one of the nation's top hospitals.

In 50 years, Beaumont Hospital has grown into a thriving hospital that is nationally recognized for providing outstanding healthcare services. Beaumont Hospital has been an important resource for Oakland County and an exemplary institution during its years of service and dedication to our community. I am proud to have this top rate facility in my Congressional District.

This is a significant milestone for William Beaumont Hospital and I want to commend it for its service and dedication to the residents of Oakland County. I look forward to working together with Beaumont Hospital to build upon its achievements to make the hospital even stronger for the future.

HONORING SUSAN SEGAL

HON. JON C. PORTER

OF NEVADA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, January 25, 2005

Mr. PORTER. Mr. Speaker, I rise today to honor Susan Segal, Principal of Basic High School in Henderson, Nevada. Ms. Segal is now completing her twenty-first year in the Clark County School District. She moved to Nevada from New York City where she earned a Bachelor of Arts degree in Spanish from the City University of New York and began teaching Spanish and French in the New York City school system. Ms. Segal began her career in Nevada's school system in February 1983 as an itinerant English language teacher in the Indo-Chinese Refugee Program.

Ms. Segal became an administrator in January 1994 when she was appointed Dean of Students at Basic High School, and after two years was appointed Assistant Principal at Cheyenne High School. In January of 1999 she was appointed Principal of Desert Pines High School where she was in charge of selecting a curriculum and hiring a complete staff for the high school.

In July of 2002, Ms. Segal returned to Basic High School where she is the current principal and oversees 100 licensed personnel, five administrators, and 40 support staff in a school of about 2,230 students. She balances her time between her staff and her students by ensuring that her students are receiving the best education possible.

Mr. Speaker, Susan Segal works diligently to serve her local Nevada community as she works hard to prepare her students for the future. She is a wonderful role model who gives 100 percent to her staff and her students. Mr. Speaker, I appreciate her diligence and hard work and would ask that my colleagues support me in honoring Susan Segal for her invaluable service.

PERSONAL EXPLANATION

HON. ELTON GALLEGLY

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, January 25, 2005

Mr. GALLEGLY. Mr. Speaker, on Thursday, January 6, I was unable to be present during the counting of the electoral ballots and missed the vote on Agreeing to the Objection to counting the ballots of the state of Ohio. Had I been present, I would have voted "nay."

IN TRIBUTE TO WALT STARLING

HON. FRANK R. WOLF

OF VIRGINIA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, January 25, 2005

Mr. WOLF. Mr. Speaker, I want to bring to the attention of the House the recent passing of Walt Starling, who many Members who have been serving in the House for a while will remember as the first traffic reporter in the Washington metropolitan area who took to the air to report on rush hour traffic conditions.

For over 20 years, twice each workday, Walt circled the Washington skies at 1,200 feet in a Cessna plane that he piloted himself to let us know where the traffic jams were and how to avoid them. I was one of the fortunate ones to ride on a tour around the region. I got the bird's eye view, including the highway network in my district located just outside the nation's capital in Virginia.

I also got to know Walt and to rely on his advice on ways to improve transportation in our region. Walt and two airborne traffic reporters in Washington that he trained—Bob Marbourg and Andy Parks—saw the big traffic picture every day from their unique vantage points and gave their professional insight at a town meeting I held in the 1980's on reducing high occupancy vehicle (HOV) rules on I-66.

Walt was a caring, dedicated professional who touched the lives of so many people. He also was a devoted husband and father. To

his family, we send our deepest condolences and also our thanks for their sharing of Walt with us all.

Mr. Speaker, I submit for the RECORD two articles from the Washington Post of January 5, and January 13, about the life of Walt Starling.

ON-AIR TRAFFIC REPORTER WALT STARLING
DIES

(By Joe Holley)

Walt Starling, a flying traffic reporter whose live radio reports of Capital Beltway jams, fender benders and bottlenecks helped Washington area commuters get to work every morning and home every night, died Jan. 4 of colon cancer at his home in Laytonsville. He was 52.

Mr. Starling was one of the first traffic reporters in the area to become a radio personality. From 1974 until 1995, he folded his 6-foot-4 frame into the cramped cockpit of a Cessna 172 and circled the Beltway at 1,200 feet, looking for ways to keep traffic flowing and commuter frustrations to a minimum, tasks that grew increasingly difficult as the population boomed and traffic increased. He reported traffic twice a day for a succession of area stations, flying an estimated 2.2 million air miles.

In recent years, he had been working for WRC-TV (Channel 4) in the District.

Mr. Starling's career as an air-traffic radio reporter began as a class project at the University of Maryland in 1973. As he explained to The Washington Post in 1994, he was a senior in the radio and television program, and his assignment was to create a job for himself. He was taking flying lessons at the time and came up with the idea of using a fixed-wing plane to monitor traffic and provide regular radio reports. Fuel, maintenance and insurance would be less expensive than for a helicopter, and a plane would be safer, he maintained.

The instructor, also a pilot, was not convinced. "That's about the dumbest thing I've ever read," he told Mr. Starling.

Undaunted, Mr. Starling dropped out of school and pitched the idea to WAVA (105.1 FM). The station agreed to give it a try, and on March 4, 1974, he began delivering 10 reports during morning drive time and 10 during the afternoon rush. In the early days of his venture, he was allowed to sell his own sponsorships, so he traded commercial spots for, among other things, eyeglasses, meals, cars and carpeting for his home.

Mr. Starling was one of the few traffic reporters in the country who both flew the plane and did the reporting, dual duties that made insurance companies anxious. Circling above the snaking lines of traffic, he managed to work the controls of his plane, spot where the traffic was snarled and then deliver up-to-the-minute information in smooth one-minute reports.

He had only two emergency landings during his career, but he knew the location of every swath of green in the area, just in case.

His voice had a calming effect on often-harried commuters. At sunset during the winter, he would gently remind drivers to switch on their headlights, and he knew the area so well he could offer alternatives to drivers coming up on bottlenecks. He also trained other traffic reporters, including Andy Parks of WMAL (630 AM) and Bob Marbourg of WTOP (1500 AM).

Walter Maurice Starling was born in Washington and grew up in Hyattsville, down the street and around the corner from College Park Airport, where the Wright brothers trained the nation's first military pilots. His father, Walter M. Starling, a businessman who died last month, earned his private pi-

lot's license in 1947 and took his son up for the first time in 1956, when he was 4. (Mr. Starling's sister and son also are pilots.)

He graduated from Northwestern High School in Hyattsville in 1970. At U-Md. in the early 1970s, he reported for WMUC (88.1 FM), the campus radio and TV station, but dropped out of school to begin his "Washington Skywatch." He received his undergraduate degree in 1981. Over the years, he reported for WAVA-AM and FM News Radio, WASH (97.1 FM), WPGC (95.5 FM) and WLIT/WARW-FM.

His heyday, recalled David Burd of WMAL-AM, was at WASH-FM in the late 1970s and early 1980s. The station was tops in the market, and Mr. Starling's reports were a popular feature.

In the early 1990s, as stations increasingly turned to traffic reporting services that offer reports to several stations at the same time, the economics of the individual reporter turned against Mr. Starling. After leaving WARW-FM in 1995, he went to work for WRC-TV, where he began learning the medium of television from the ground up. He was an assignment editor for the station before becoming ill in early 2004.

Mr. Starling was an active member of First United Methodist Church in Hyattsville. He also flew as a barnstorming pilot for Flying Circus Airshows and restored vintage planes.

Survivors include his wife of 29 years, Sharon Lynn Starling of Laytonsville; two children, W. Brent Starling of Laytonsville and Joanna Lynn Starling of Rockville; his mother, Doris Starling of Silver Spring; a sister, Phyllis Starling of Rockville; and two grandchildren.

BLAZING A TRAIL FOR TRAFFIC REPORTERS

(By Steven Ginsberg)

There Bob Marbourg was, before anyone knew who Bob Marbourg was, looking for a twirl over the Washington region with Walt Starling, the premier flying traffic reporter of the late 1970s.

"I know you take folks along for a ride with you. I wonder if I might do that with you sometime," Marbourg recalled asking Starling at a street fair in College Park.

Sure, Starling said. Before long, Marbourg was by Starling's side in his signature Cessna 172. Marbourg took some pictures that Starling liked, and Marbourg was asked to come back again. And again and again. One Memorial Day weekend, Starling suggested to his station manager that Marbourg fill in while he was away and, poof, a radio traffic reporter's career was born.

That was the kind of guy Starling was, Marbourg said last week, days after the legend died Jan. 4 at 52 of colon cancer.

"Walt Starling was a radio personality," Marbourg said, between his broadcasts at WTOP (1500 AM), a job that Starling helped him get. "But he was also a man who touched many people in many generous and caring ways."

Starling was a pioneer in the world of traffic reports and traffic reporters. He was one of the first in the area to become a radio personality, jabbering with his studio counterparts during live reports. Starling also flew in his own way, in a fixed-wing plane when everyone else was circling in helicopters.

Starling's fixed-wing idea is now legendary. He dreamed it up for a student project, figuring that a plane would be less expensive to operate than a helicopter. A teacher at the University of Maryland told him the idea was "about the dumbest thing I've ever read," Starling told The Washington Post in 1994.

Starling would later say that was just the kind of comment that would get him started. He quit school, refined the idea a little and

sold it to WAVA (105.1 FM). On March 4, 1974, he flew the first of an estimated 2.2 million air miles.

After WAVA, Starling worked for FM News Radio, WASH (97.1 FM), WPGC (95.5 FM) and WLIT/WARW-FM before hopping over to television at WRC-TV (Channel 4) in the District in the mid-1990s. Starling served as an assignment editor for the station before becoming ill last year.

Aside from the type of craft he used, Starling did something else that most other traffic reporters didn't do: He piloted his plane. At least that's what he did when he hadn't turned over the controls to Marbourg so that Starling could check one of his trusty maps.

"We were out over Rock Creek Park, just over Walter Reed one day," Marbourg said, "and we were flying in a circle while he was trying to find an address. Walter looked up from his map book and all he could see were trees."

"Bob, where have you taken us?" Starling asked, incredulously, before resuming control.

Lon Anderson, a spokesman for AAA Mid-Atlantic who knew Starling's voice as a Washington area resident and knew his professionalism later when they worked together on projects, said that Starling paved the way for all the local radio traffic reporters who followed.

"He was then what Bob Marbourg really is now, the dean of traffic reporters," Anderson said. "He sounded just as professional and knowledgeable and no different" from today's traffic reporters. "The difference was he was there ahead of everybody doing this, and everyone followed him. He clearly set the tenor to a large extent that is followed today."

Bruce Allen, the midday news anchor at WTOP, met Starling when he was working as a traffic reporter in 1980. Allen, who worked for Metro Traffic, said the company was contractually obligated to give Starling all the traffic information it had. Starling was under no such obligation but passed along what he knew anyway.

"It was the personal relationship that made it a two-way flow," Allen said. "I'm one of the zillions who liked the guy and felt good about him. He was a good man."

ELECTION REFORM

HON. PATRICK J. KENNEDY

OF RHODE ISLAND

IN THE HOUSE OF REPRESENTATIVES

Tuesday, January 25, 2005

Mr. KENNEDY of Rhode Island. Mr. Speaker, I rise today in support of overall election reform. What we are doing today is not—contrary to what some would have you believe—trying to change the past, although as long as we are considering the past, I would suggest that today's proceedings are taking place 4 years too late. In any case, today's activity is not an attempt to overturn the results of the 2004 Presidential Election. Rather, we are here today to draw attention to the multitude of people who were unable to fulfill their fundamental, constitutional right to vote in this election, for a variety of reasons. This is about securing our system of democracy—not about "sour grapes." It is unacceptable for any American citizen to be disenfranchised, either by intimidation or a misleading ballot. Every person who is legally registered to vote should be allowed to exercise this essential right and duty of citizenship. Members of Congress should be disturbed by the evidence that tens