

higher, and faster in more complex machines.

He was born in the year after the first powered flight at Kitty Hawk. His flying career began in 1924, when he and a partner bought an airplane, and he taught himself to fly. His first pilot's license was signed by Orville Wright.

For 70 years, he designed, built and flew airplanes as a barnstormer, a test pilot and a racer, and he was one of the founders of the Experimental Aircraft Association, the Oshkosh-based organization that does so much to promote the love and the joy of flying.

The Winnebago County airport in Oshkosh, which Mr. Wittman managed from 1931 until 1969, is named Wittman Field in his honor.

Buster, a red single-engined midget racer Mr. Wittman built and flew is currently on display in the Golden Age of Flight Gallery in the West Wing of the National Air and Space Museum. Buster, originally named Chief Oshkosh, raced successfully for 23 years, beginning in 1931.

He was a superb pilot, and stories about his skill are legion, even though he was reluctant to tell them himself. One of the more famous incidents occurred as he and a friend were flying over Tennessee. A trigger-happy rifleman had put a .22 calibre slug into Mr. Wittman's gas tank, and the fumes almost asphyxiated him. He managed to get his ship down safely, a bit of flying his partner barely completed though fully conscious.

He kept the slug as a souvenir.

Mr. Wittman set several speed records, and it would be hard to find a significant air racing event he had not entered. It wasn't unusual for him to fly home with the winner's trophy. He entered his last closed-course pylon race in 1989. At the age of 85, he won one heat, finished second in another and then came in third in the final race.

By the way, he did all this with vision in only one eye. He had lost the other in an accident when he was young.

In addition to his brilliant and storied racing career, he also contributed greatly to the common body of knowledge of the aviation community. Although he had no formal engineering training, he was often ahead of the curve in aviation design, and he never stopped looking for clues to better performance. He designed a landing gear that has been installed on over 100,000 airplanes.

One of his airplanes, the Wittman Tailwind, is a design that is still being flown by private pilots all over the world.

His self-developed talents were so impressive, he was made an honorary member of the elite Society of Experimental Test Pilots, a rare achievement.

He had his share of bumps and bruises in crashes along the way, but at 91, he was still flying.

He did all this with modesty and gentlemanly character, and he was a man who enjoyed life at a level most of us never approach.

As Tom Crouch, chairman of the Aviation Department at the Air and Space Museum put it, "If anybody in the history of aviation could be called a legend, it would sure be him."

Our condolences go out to Mr. Wittman's relatives, friends, fellow aviators and to all those who were inspired by this true pioneer.●

#### AID/U.N. POPULATION FUND

● Mr. REID. Mr. President, as my colleagues and I prepare to go to conference on the H.R. 1158/S. 617 Defense supplemental appropriations and rescissions bills, I wish to submit a statement of support for funding for the Agency for International Development [AID] and United Nations Population Fund [UNFPA] population assistance programs. I strongly commend the distinguished chairman of the Senate Appropriations Committee and the ranking member for their focus on retaining the option of continued funding for AID and UNFPA population assistance programs in S. 617. By allowing the administration to decide where to rescind AID dollars, rather than agreeing to proposals to specifically rescind UNFPA and other AID population assistance funds, the Senate Appropriations Committee has kept open an opportunity to support these programs at fiscal year 1995 levels. While AID administers many valuable and significant human assistance programs worldwide, its population assistance programs contribute greatly to improving opportunities for economic growth and political stability in many developing countries, and are crucial to the protection of our global environment. I strongly support the full funding of these programs and urge my colleagues in conference to commit to leaving the administration with the option to meet the United States 1995 population assistance commitments.●

#### TRIBUTE TO RICHARD CLARKE

● Mr. FEINSTEIN. Mr. President, leadership grounded in common sense and compassion and elevated by imagination and vision is the hallmark of Richard Clarke's 30-year career at Pacific Gas & Electric Co. [PG&E], the last 8 as chairman of the board and chief executive officer.

As his retirement nears, I should like to salute him. Over the years, first as mayor of San Francisco and now as U.S. Senator, I have worked closely with Richard. Not only on questions involving utility service, but on a broad range of community issues, I have known Dick as a person who quickly gets to the heart of issues and directly speaks his mind.

Even further, he has been involved in a wide range of charitable and civic activities, and gives meaning and substance to the accolade "civic leader."

During his tenure as PG&E's CEO, Richard Clarke made environmental improvement a company priority and created programs that implemented policies to conserve energy. So effective were these innovations that PG&E received the President's Environment and Conservation Challenge Award in 1991, the Nation's highest recognition for corporate environmental excellence. In that same year, then President Bush named him to the President's Council of Sustainable Development.

At the same time, Richard, as chair of the Bay Area Council and the Committee on Jobs, worked to bring together other business leaders of San Francisco business and focus their collective knowledge and talents on ways to make government more efficient and the economy stronger.

Under Richard Clarke's guidance, PG&E has won national recognition for improving the workplace by establishing child day-care centers for employees and advancing opportunities for women and minorities.

His sense of community concern and compassion is reflected in his effort of such worthwhile efforts as Francisco Food Bank and Project Open Hand, which provides nourishing meals to people living with AIDS, to United Way and the San Francisco Symphony, where he serves as a board member. He personally developed and championed programs that encourage PG&E employees to become mentors to disadvantaged young people and to provide guidance to small, developing businesses in the inner city.

As he retires, Richard Clarke leaves behind a remarkable record of accomplishment—success in business and community affairs. He takes with him the admiration and respect of all those who have worked with him, and who wish him all the best in retirement.

#### THE 1995 WHITE HOUSE CONFERENCE ON AGING

● Mr. SARBANES. Mr. President, today begins what I anticipate will be a productive and useful week for the more than 2,200 delegates here in Washington for the fourth White House Conference on Aging. I commend President Clinton for convening the first White House Conference on Aging since 1981, and want to take this opportunity to welcome all of the participants in this important policy conference, especially those from my own State of Maryland.

In the spirit of the first White House Conference on Aging established by President Kennedy in 1961, this week's Conference will address common problems facing all generations of Americans and seek to increase public awareness of the interdependence of generations and the essential contributions of older people. It will also facilitate the