

of Sally Michel, is working hard to make Baltimore green, to educate and enable our communities to get involved in that effort, and to make sure that our children grow up knowing about the importance of the environment and their role in protecting it, whether as a landscaper, arborist, scientist, a business owner, or homeowner.

Parks and People also has become a leader in enriching the lives of Baltimore-area children. Its Kids Grow program provides afterschool environmental curriculum and instruction. SuperKids Camp has become a national model for summer learning, providing rising 2nd and 3rd graders in the public schools an opportunity to sharpen reading and math skills as well as experience the cultural and academic resources in the Baltimore area. Sports Leagues provide coaches, equipment, transportation, and referees for volleyball, lacrosse, soccer, and baseball teams in public middle schools without athletic programs. Participants are required to have good school attendance and grades.

In the 1980s, when support for Baltimore's parks was waning due to budget cuts and lack of leadership, the Parks and People Foundation took up the challenge and worked to establish and financially support groups interested in maintaining and creating parks throughout the city. Partnership for Parks provides grants for projects ranging from garden bed improvement and planting to new fences and benches. Watershed 263 is an ambitious experiment to improve the quality of surface water runoff on 930 acres in 13 urban communities. Parks and People works with residents to reduce litter, clean streets, increase recycling, create community gardens, install storm water management facilities and clean and green vacant lots and plant trees. Improvement here will lead to a cleaner, healthier Chesapeake Bay and serve as a model for other urban watershed areas.

I know the entire Senate will join me in congratulating the Parks and People Foundation on celebrating its 25th anniversary and in thanking the foundation for its work to improve the quality of life in Baltimore for future generations.●

TRIBUTE TO VIRGINIA SCOTTY GOUGH

● Ms. MIKULSKI. Mr. President, today I honor a group of women who have made a lasting contribution to American history. They are the Women Airforce Service Pilots, or WASP.

Who are the WASP?

They were the first women trained in American military aircraft. They were trailblazers and true patriots. They are women like Virginia Scotty Gough. They came from all walks of life. They were students, secretaries, nurses, daughters, wives. One was a nun. They shared the same goal: to contribute to the American war effort.

Between 1942 and 1944, the 1,102 WASP trained in Texas, then went on to fly noncombat military missions so that all their male counterparts could be deployed to combat. These women piloted every kind of military aircraft, and logged 60 million miles flying missions across the United States. Thirty-eight of them died in the line of duty.

These intrepid women served their country with courage and valor. But for too long, their country did not serve them. They were never awarded full military status and were ineligible for officer status. They faced strong cultural and gender bias and received unequal pay. Following the war, they were told to pay their own way home. It was not until 1977—more than 30 years later—that the WASP were granted veterans' status.

Thirteen of these brave women hail from Maryland. Four are still alive today: Virginia Scotty Gough, Florence Marston, Elaine Harmon, and Nancy Magruder. I am proud to honor them today.

Virginia Bradley Gough, known as Scotty, grew up in California. She learned to fly at age 16 and has avidly pursued that dream for many years. In 1943, when she learned about the WASP program, she was eager to join. But her young age prevented her from immediately enrolling in the training. As is so indicative of the WASP, she didn't waste the year. Instead, she earned money to continue flying by making parachute jumps to attract people to the airport.

After completing her WASP training as part of the class of 44-7, Scotty was stationed in the engineering department at Williams Army Air Base in Chandler, AZ. There she served as an engineering test pilot, testing aircraft after major engine overhauls and other major repairs. She served as a check pilot to the aircraft, ensuring repairs and fixes were safe before an aircraft was released to combat. It was dangerous work, requiring a devoted and precise pilot.

After the WASP were unceremoniously disbanded in December 1944, Scotty Gough returned to Los Angeles and flew Luscombe aircraft from the factory to west coast distributors, making the most of her well-honed piloting skills.

Many years later, Scotty Gough and another WASP established the WASP exhibit at Dover Air Force Base in Delaware. I am proud that Virginia "Scotty" Gough now calls Maryland home.

Like the other WASP, Scotty Gough was a trailblazer and true patriot. She paved the way for the armed services to lift the ban on women attending military flight training in the 1970s, and eventually led to women being fully integrated as pilots in the U.S. military. We owe her our "thank you"—not in words, but in deeds. Her story should have never been a forgotten chapter in American history. It will no longer be.

I was proud to fight for legislation to award the WASP the most distinguished honor Congress can give: the Congressional Gold Medal. I am proud the bill passed quickly and has now been signed into law. The process of designing, casting, and presenting these medals has begun. I look forward to the day, very soon, when I can present Scotty Gough and all the other WASP this medal they have earned and so long deserved.●

TRIBUTE TO ELAINE HARMON

● Ms. MIKULSKI. Mr. President, today I honor a group of women who have made a lasting contribution to American history. They are the Women Airforce Service Pilots, or WASP.

Who are the WASP?

They were the first women trained in American military aircraft. They were trailblazers and true patriots. They are women like Elaine Harmon, from Baltimore. They came from all walks of life. They were students, secretaries, nurses, daughters, wives. One was a nun. They shared the same goal: to contribute to the American war effort.

Between 1942 and 1944, the 1,102 WASP trained in Texas, then went on to fly noncombat military missions so that all their male counterparts could be deployed to combat. These women piloted every kind of military aircraft, and logged 60 million miles flying missions across the United States. Thirty-eight of them died in the line of duty.

These intrepid women served their country with courage and valor. But for too long, their country did not serve them. They were never awarded full military status and were ineligible for officer status. They faced strong cultural and gender bias and received unequal pay. Following the war, they were told to pay their own way home. It was not until 1977—more than 30 years later—that the WASP were granted veterans' status.

Thirteen of these brave women hail from Maryland. Four are still alive today: Elaine Harmon, Nancy Magruder, Florence Marston, and V. Scotty Gough. I am proud to honor them today.

Born in Baltimore, Elaine Harmon began flying at College Park Airport while attending University of Maryland. An ad in the local college newspaper for the Civilian Pilot Training Program piqued her interest. The program required a parent's consent. Knowing her mother would never agree to it, she sent the form to her father instead. He signed it and mailed it back to her with the \$40 tuition fee. The family never spoke of it again.

After Pearl Harbor, Elaine and her husband supported the war efforts in ways they could. Her husband desperately wanted to join the Army Air Force, but wasn't able to due to a constriction in his aorta. He learned to repair aircraft instruments and moved to Biak Island, West Papua, to locally repair the instruments, thus saving several weeks in repair for transit.

Nearly 5 years after learning to fly, Elaine's husband suggested she join the WASP. She earned her wings as a WASP in the class of 44-9. After completing her WASP training, Elaine was stationed at Nellis Air Force Base, near Las Vegas, NV. There she flew BT-13s and B-17s. BT-13s were used to allow pilots to practice instrument flying. Elaine would pilot the aircraft, freeing her male counterparts to practice their instrument flying.

It was a daunting task. The technology was different then. The men had to sit in the backseat, under a dark hood which obscured their view of everything but the instruments in front of them. They could only do it because they had a great pilot in the front ensuring their safety.

After the WASP were disbanded in December 1944, Elaine made her way back to Baltimore. She didn't stay long. Her mother was embarrassed, ashamed that Elaine would participate in what was seen at the time as an unlady-like endeavor. So Elaine scraped together what skimpy savings she had and bought a one-way ticket to California. With her husband still overseas and with less than \$30 in her pocket, she eventually found a job as an air traffic controller in Oakland.

Thirty years passed before Elaine Harmon was offered veterans' status. Thirty years before her service to the nation was recognized. But like the other WASP, Elaine Harmon believed in the cause she served. She knew the obstacles, but chose her own way. In the end, she paved the way for the armed services to lift the ban on women attending military flight training in the 1970s, and eventually led to women being fully integrated as pilots in the U.S. military. Today women can fly every type of aircraft and mission, from fighter jets in combat to the shuttle in space flight. Women like Elaine Harmon made this possible.

The WASP were trailblazers and true patriots. We owe them our "thank you"—not in words, but in deeds. For their courage, service and dedication to our nation, the WASP have earned the most distinguished honor Congress can give: the Congressional Gold Medal.

Now the bill to give WASP Congress' top award has been passed and signed into law. The process of designing, casting, and presenting these medals had begun. I look forward to the day, very soon, when I can present Elaine Harmon and all the other WASP this medal they have earned and so long deserved.●

TRIBUTE TO NANCY MAGRUDER

● Ms. MIKULSKI. Mr. President, today I honor a group of women who have made a lasting contribution to American history. They are the Women Airforce Service Pilots, or WASP.

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women like Nancy Magruder. They came from all walks of life. They were students, secretaries, nurses, daughters, wives. One was a nun. They shared the same goal: to contribute to the American war effort.

Between 1942 and 1944, the 1,102 WASP trained in Texas, then went on to fly noncombat military missions so that all their male counterparts could be deployed to combat. These women piloted every kind of military aircraft, and logged 60 million miles flying missions across the United States. Thirty-eight of them died in the line of duty.

These intrepid women served their country with courage and valor. But for too long, their country did not serve them. They were never awarded full military status and were ineligible for officer status. They faced strong cultural and gender bias and received unequal pay. Following the war, they were told to pay their own way home. It was not until 1977—more than 30 years later—that the WASP were granted veterans' status.

Thirteen of these brave women hail from Maryland. Four are still alive today: Nancy Magruder, Florence Marston, Elaine Harmon, and V. Scotty Gough. I am proud to honor them today.

Iola "Nancy" Clay Magruder earned her wings as part of class 44-7. After graduation, she was stationed at Enid Army Air Base in Oklahoma. Her mission was to train aviation cadets to become pilots and commissioned officers, an honor that would not be extended to the WASP during WWII. While at Enid Army Air Base, Nancy flew utility missions, or testing missions, to ensure the aircraft were safe for the cadets. She also flew ferrying missions of the BT-13s and BT-15s. In all, Nancy would fly five different aircraft variants: the BT-13; BT-15; PT-17; and the B-18 "Bolo," the most numerous long range bomber of WWII.

Like the other WASP, Nancy was unceremoniously disbanded in December 1944. The promise that she would be militarized and become part of the Army was not kept. Still, Nancy wanted to serve. She would join the U.S. Air Force Reserve and earned the rank of second lieutenant.

Nancy's story is a story of dedication to this country. She risked her life in service to our nation so that the rest of us may live in freedom. She did so without the promise of recognition or pay. And she paved the way for the armed services to lift the ban on women attending military flight training in the 1970s, and eventually led to women being fully integrated as pilots in the U.S. military. We owe her our "thank you"—not in words, but in deeds.

For too long, the WASP story of service and sacrifice has been left untold. I'm proud to have fought to right this wrong by sponsoring legislation to award Nancy Magruder and her fellow WASP the most distinguished honor Congress can give: the Congressional Gold Medal.

Now the bill has been passed and signed into law. The process of designing, casting, and presenting these medals has begun. And I look forward to the day, very soon, when I can present Nancy Magruder and all the other WASP this medal they have earned and so long deserved.●

TRIBUTE TO FLORENCE MARSTON

● Ms. MIKULSKI. Mr. President, today I honor a group of women who have made a lasting contribution to American history. They are the Women Airforce Service Pilots, or WASP.

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Thirteen of these brave women hail from Maryland. Four are still alive today: Florence Marston, Elaine Harmon, Nancy Magruder, and V. Scotty Gough. I am proud to honor them today.

Florence Niemiec Marston, born in Buffalo, NY, volunteered to enter WASP training at an early age. She paid her own way to get to the training site in Texas, and earned her wings as part of the class of 43-6. After graduation, her talents and bravery were needed in several duty locations: South Plains Army Air Base, Dodge City Army Air Base, and Pueblo Army Air Base.

At South Plains, Florence flew B-25s and C-60s, and trained to tow CG-4 gliders mostly at low altitude and at night. It was a risky and arduous mission. Later, Florence was selected to transfer to Dodge City Army Air Base and fly the B-26.

The B-26 was a difficult aircraft to fly. It was called the "widowmaker," for it was notorious for its number of early accidents. Only about 100 WASP would learn to fly this aircraft. Florence Marston was one of them.

While stationed at Dodge City, Florence Marston flew B-26s on tow-target