

Nobody can dispute that one of the seminal moments in American history occurred on December 7, 1941, when the Imperial Japanese Navy attacked our country's Pacific Fleet at Pearl Harbor. It was a dark and tragic day for all Americans. Yet, in the unity, determination and fortitude of our response, we saw the rekindling of a devout patriotism, and we came together to overcome one of our greatest challenges with simple integrity and willing sacrifice.

The events at Pearl Harbor on that day and in early WWII in the Pacific have been viewed through many lenses. "Remember Pearl Harbor" has become a rallying cry each time our nation ventures forth in furtherance of liberty throughout the world. We have remembered of that day and subsequent events that our brave service men and women and our civilian population proudly accepted whatever burden was asked of them to ensure that our way of life would survive, endure, and finally succeed. We have recalled our demonstration that no other nation, no matter how menacing, could withstand our determination to fight for human betterment and humane values. We have reaffirmed our demonstration of the power of a nation governed by the will of its people, based on the rule of law, and extolling the value of equality and endowed rights.

Yet what a high price was paid for all this, for the results of December 7th were nothing short of carnage. Six military sites on Oahu were attacked, killing over 2,400 Americans. Over 320 aircraft were destroyed or damaged; over 21 vessels were sunk or damaged. Leaking fuel ablaze hampered rescue operations and threatened undamaged ships. Extraordinary and heroic efforts enabled many to survive the onslaught, but of those fortunate to survive many bore their scars for life.

The Pearl Harbor attack acted as a catalyst in bringing us fully and actively into World War II and served as a rallying cry to unify our country. And because the USS *Arizona* accounted for almost half of those casualties, it has become the central symbol of our commemoration. In the words of one writer, "because of her significance . . . the *Arizona* is much more than a sunken ship; she is a national icon."

In the 1950s, the Territory of Hawai'i (which in 1959 proudly became the 50th state of our union) along with our federal government and others spearheaded an effort to create a monument to the USS *Arizona* and to the many events and individuals related to the attack on Pearl Harbor. The result, through the combined efforts of public funds and private enterprise, was the building of the USS *Arizona* Memorial in the early 1960s. This graceful and moving tribute, seemingly afloat over the *Arizona* and the remains contained within of most of her crew, has come to memorialize perfectly the lessons of Pearl Harbor.

The Memorial has therefore been indispensable to our nation's ability to learn and benefit from the events of December 7, 1941. The memorial itself enhanced and extended the impact of the Pearl Harbor attack into the collective American consciousness. As one newspaper reported, ". . . its tenth anniversary in 1951 barely rated a mention in the newspaper of the day. But in 1961 came the dedication of the USS *Arizona* Memorial . . .

and the observances of the U.S. entry into WWII became significant."

In the 1960s and 1970s, the appeal of visits to the USS *Arizona* Memorial continued to increase. More and more visitors arrived on the shores of Pearl Harbor to ferry the short distance to the Memorial. The numbers rose rapidly and it was soon apparent that a shoreside facility and an organizational responsibility were needed for the safety, security, guidance, and accommodation of the thousands of people lining up to view and pay homage to the Memorial and what it stood for. Branch 46 of the Fleet Reserve Association in Honolulu, a group that had been active in establishing the Memorial itself, once again moved to the forefront of making the visitor experience what it should be by making capital improvements on the shore side as well as at the Memorial. Plans were designed for the construction of the USS *Arizona* Memorial Visitor Center at Pearl Harbor.

An *Arizona* Memorial Foundation was founded to raise consciousness and funds for the new facilities. It became the *Arizona* Memorial Museum Association, a non-profit entity, in 1979. Once again, the State of Hawai'i, federal government, U.S. Navy, Fleet Reserve Association and *Arizona* Memorial Museum Association provided the funds necessary to complete the building. I want to make special mention of my esteemed colleague, the senior U.S. Senator from Hawai'i, DANIEL K. INOUE, who was instrumental in getting this project off the ground.

By any measure, the Visitor Center at the USS *Arizona* Memorial, today administered by the National Park Service, has been a remarkable success. Over 1.5 million people visit the Memorial annually, twice that projected by the original designers and builders.

So significant is the desire to visit the USS *Arizona* Memorial and visitors center that visitors often begin to line up as early as 5:00 AM. In some cases, visitors must wait 2-3 hours just to board the U.S. Navy launch that takes them to the Memorial.

The *Arizona* Memorial Museum Association and the National Park Service have worked together to provide special and general educational and interpretive programs for everyone. Such programs include Witness to History, which matches events and firsthand observers of the events such as Pearl Harbor survivors with students, historians, and schoolchildren in interactive learning sessions on site and through videoconferencing. Pearl Harbor survivors, National Park Service personnel, and others are available to travel to schools and community associations to participate in interactive educational sessions.

To provide additional space for programs and people, the *Arizona* Memorial Museum Association and the National Park Service started, in 2001, to plan an extension to the present building. Structural engineers and designers were consulted as to what building options were available. Much to the disappointment of the planners, the engineers advised that the current building was settling at a high rate and that its useful life was only an additional 5-9 years.

This knowledge, while initially disappointing, led to the inevitable conclusion that a new

structure must be built. This new facility would better accommodate the thousands of visitors and provide for the proper display of many more artifacts and items currently being sent to storage, as well as meet a National Park Service engineering specification requirement that associated structures have a projected life of at least 50 years.

A detailed plan has therefore been completed for the replacement of the Museum and Visitor Center through the joint efforts of the U.S. Navy and the National Park Service. The primary components of the planned Museum and Visitor Center plan are:

An enlarged and enclosed state-of-the-art museum; An outdoor amphitheater; Updated Memorial orientation theaters; An education center with a library and a videoconferencing facility; Expanded and improved visitor comfort areas including suitable rest rooms; A larger bookstore.

For its part, the *Arizona* Memorial Museum Association has stepped forward still again to undertake a national public/private program to raise the funds necessary to pay for the construction, endowment, and interpretive requirements of the replacement facility.

Mr. Speaker, the USS *Arizona* Memorial is a place of the spirit. It exudes solemnity and dignity. People assume prayerful postures and hushed tones as they embark on its landing dock.

The depth of their experience is heightened by the interpretive and educational shoreside activities at the Museum and Visitor Center. It is there that the facts and artifacts, the audio-visual aids and the human interaction, the films and the charts, prepare them with knowledge and perspective for the moments that they will spend searching among the heroes' names, the ship's image, the oily surface, and the haunting environs of the Memorial. The Museum and Visitor Center have themselves become intertwined in the full meaning of a visit to the USS *Arizona* Memorial. Neither stands alone; together, they are a mighty symbol of the strength, unity, and hope of our nation.

I look forward to working with my colleagues on both sides of the aisle and in both chambers to support the construction of this new visitors center. And, in doing so, I hope and pray that the USS *Arizona* Memorial, a national icon, becomes even more imbedded in our national consciousness as a source of inspiration, understanding, and honor for current and future generations.

Mahalo (thank you), and aloha.

INTRODUCTION OF THE "AERONAUTICS RESEARCH AND DEVELOPMENT REVITALIZATION ACT OF 2005"

HON. MARK UDALL

OF COLORADO

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 12, 2005

Mr. UDALL of Colorado. Mr. Speaker, I am today introducing the "Aeronautics Research

and Development Act of 2005". I am pleased to be joined in this initiative by the following cosponsors of this legislation: Representative JOHN LARSON, who submitted legislation on this topic in the 108th Congress that has provided a solid foundation for my bill; Representative JO ANN DAVIS, Representative GORDON, Representative KUCINICH, and Representative BOBBY SCOTT. We would welcome additional Members joining us as sponsors once they have had a chance to review the legislation.

Mr. Speaker, progress in aeronautics is crucial to the health of the Nation's air transportation industry, which in turn is crucial both to the continued strength of our domestic economy and to our international competitiveness. In addition, aeronautical goods and services have long provided a major positive input to our balance of trade.

Yet progress in aeronautics is important for reasons beyond the health of our trade balance. Aeronautics R&D can enable advances in the capability of our nation's air transportation system to handle the enormous increases in air travel projected over the next twenty years. Aeronautics R&D can enable more environmentally compatible commercial aircraft, with significantly lower noise, emissions, and energy consumption compared to aircraft in commercial service today. Such new aircraft would not only improve the quality of life but would also open new markets. Aeronautics R&D can also enable new markets and services through the development of technologies that will allow supersonic commercial aircraft to fly over populated areas with no adverse environmental impacts, as well as the development of technologies that will greatly increase the capabilities of rotorcraft and other runway-independent air vehicles to serve civil needs. Finally, aeronautics R&D can lead to new concepts for protecting our Nation.

However, all of the new capabilities that I have described will only be possible if this Nation is committed to making the investments in aeronautics R&D that are necessary to achieve those goals. The unfortunate reality is that America currently is not investing enough in NASA's aeronautics program. Moreover, if nothing is done to correct the situation, NASA's aeronautics program is scheduled to suffer additional cuts over the next five years, cuts that will jeopardize the very foundations of our national aeronautics R&D capabilities.

You don't have to take my word for it—there have been a series of reports by independent committees over the last few years that have expressed deep concern over the state of the U.S. aeronautics R&D enterprise. In addition, the Space and Aeronautics Subcommittee, on which I am privileged to serve as Ranking Member, held a hearing on March 16th of this year at which all of the distinguished non-governmental witnesses expressed the view that aeronautics is at risk in the U.S. That hearing also highlighted the seriousness with which Europe is approaching future investments in aeronautical R&D. The European governments have made it clear that Europe seeks to become the world leader in aeronautics technology by 2020.

Yet it doesn't have to be that way. It's not inevitable that our national commitment to cutting-edge aeronautics R&D has to decline. We can have an exciting, robust NASA aeronautics program that meets important national needs. We just need to do two things: provide a clear direction for NASA's aeronautics activi-

ties and provide the resources necessary for NASA to maintain a world-class aeronautics R&D enterprise.

That is the intent of the bill that I am introducing today: the "Aeronautics Research and Development Revitalization Act of 2005".

This Act contains a number of important provisions. First, it states clearly and unambiguously that: "It shall be the policy of the United States to reaffirm the National Aeronautics and Space Act of 1958 and its identification of aeronautical research and development as a core mission of NASA. Further, it shall be the policy of the United States to promote aeronautical research and development that will expand the capacity, ensure the safety, and increase the efficiency of the Nation's air transportation system, promote the security of the Nation, protect the environment, and retain the leadership of the United States in global aviation." The bill starts with this policy statement because I believe that it is critically important that we have a national policy for aeronautics research and development—one that recognizes the importance of aeronautics R&D and gives some guidance for the conduct of that research.

The bill next establishes three "break-through" R&D initiatives in subsonic, supersonic, and rotorcraft and other runway-independent air vehicle aeronautics. The intent is to set some challenging R&D goals that will push the state of the art across a range of aeronautical science and engineering disciplines as well as deliver technologies that will change existing air transportation paradigms and help open new markets in an environmentally responsible manner.

The third Title of the bill focuses on ensuring the overall health of the nation's aeronautics research enterprise. To that end, it re-establishes a fundamental research and technology program within NASA that is not tied to specific development projects. NASA used to have such a program, and I believe that, properly managed, it can provide the foundation on which future progress in aeronautics will be based.

I also wanted to ensure that NASA maintains its involvement in Aerospace Systems research and Aviation Safety and Security research, because I believe those are crucial to the development of a safe and efficient national air transportation system. At the same time, I want to make sure that NASA's efforts are appropriately aligned with the plans and objectives of the Joint Planning and Development Office (JPDO)—the interagency office that has responsibility for developing the next generation air transportation system. It is essential that the JPDO succeed, and I believe that NASA's research can play an important role in ensuring its success.

Next, I have included a provision that clearly defines a policy for the operation of NASA's aeronautical test facilities. As was noted at the recent Subcommittee hearing on aeronautics, NASA's full cost recovery policy has had a ruinous effect on the maintenance of its test facilities, and decisions to shut facilities down are being made for budgetary reasons instead of first addressing whether the facilities have strategic importance. This bill would undo that unwise policy.

The bill also highlights a number of other research areas that should be supported. These include hypersonics, a research area in which some exciting accomplishments have been

made over the last several years that offer promise of significant future advances. In addition, the bill establishes speculative research initiatives to develop and test concepts for a zero emissions aircraft and an uncrewed aircraft that could operate in the atmosphere of Mars. These are research initiatives that could help excite the next generation of aeronautics professionals if properly structured to allow significant involvement by the university research community.

With respect to that next generation, the bill recognizes the need to get more American students to pursue studies in aeronautical engineering. To that end, the bill establishes a program of graduate scholarships to encourage students to pursue aeronautical engineering careers.

Finally, we come to the question of funding the programs contained in this bill. While some would argue that we need to double the aeronautics budget immediately if we are to reverse the negative trends in the state of U.S. aeronautics R&D, I do not believe that such an increase is possible in the current fiscal environment. In addition, I do not believe it is necessary over the short term. Instead, I believe that the highest priority is to refocus and strengthen NASA's approach to aeronautics R&D by a combination of challenging R&D projects and wise stewardship of its workforce and facilities. A budget that returns NASA to its FY 2004 aeronautics funding level of \$1.057 billion for FY 2006 and provides modest annual increases over the next five years will do much to put NASA on a path that will allow it to put its aeronautics house in order and position it for a highly productive future.

Mr. Speaker, aeronautics R&D is important to the nation. NASA's aeronautics program has long been the centerpiece of those research efforts. We need keep NASA's aeronautics activities healthy and productive. I believe that the Aeronautics Research and Development Revitalization Act of 2005 can help strengthen the Nation's aeronautics R&D enterprise, and I hope that it will receive early consideration by this body.

ISRAEL INDEPENDENCE DAY

HON. EDOLPHUS TOWNS

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 12, 2005

Mr. TOWNS. Mr. Speaker, I rise today to celebrate 57 years since the founding of the State of Israel. This momentous occasion is not only a day of joy for the people of Israel but for those that cherish freedom and democracy across the world.

The founding of the State of Israel was a miraculous event. In a period of time when the persecution of Jews ran rampant across Europe, Zionist visionaries saw the great need to establish a Jewish State. Theodore Herzl while a reporter on the Dreyfus Affair in France recognized the hostility that existed against Jews and against all odds began to successfully garner support for his idea of a Jewish State.

Mr. Speaker, we all know what the State of Israel has become since those uncertain times. Jews across the globe who were persecuted, be it in Yemen, Egypt, Ethiopia, Iran or the Soviet Union were able to turn to their