

Henry, Chris Rainwater, Ryan Harris, Mike Bautista, Chris Coyer, Jack Tyler, Jackson Kibler, Kevin Swanson, Taylor Naleppa, Jonathan Kedrock, Justin Otley, Josh Nelson, Mark Bleiweis, David Crain, Jim Roberts, Zachary Capozzoli, Patrick Tyler, Jeremy Rudolph, Carl Myrville, Bo Farrar, Flory Niyonkuru, Alex Hanson, Joshua Lewin, Kevin Miller, Jared Ruppert, Evan Fiore, Tim Seeger, Asif Kazmi, Gavin Wait, Jared Green, Rob Koster, Mark Larsen, Clark Scheible, Marques Wilson, Kevin Schweiker, Ryan Keely, Mike Shvenderman, Joe Sullivan, Drew Whalen, Joey McCallum, Thomas Vitale, Kevin Culkin, James Wheatley, Chad Faulkner, Michael Pournaras, Wade Reynolds, Kenny Hanson, and Morad Motamedi (Manager)

Mr. Speaker, it is my pleasure to honor their championship, and to wish them all the best in their future endeavors.

#### H.R. 609 FAILS AMERICA'S STUDENTS

### HON. JOHN CONYERS, JR.

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, April 25, 2006*

Mr. CONYERS. Mr. Speaker, I stand today in opposition to H.R. 609, the so-called "College Access and Opportunity Act," because it creates greater problems in providing financial assistance for college students, and will lead to graduates inheriting greater debt. The Republicans have chosen to neglect young Americans who need assistance with the costs of higher education. A number of academic organizations oppose this legislation including The National Education Association, the United States Student Association, and The American Federation of Teachers. The Democratic alternative to this bill helps those students and their families who cannot afford the skyrocketing costs of college tuition in America today.

This legislation is problematic because it produces a number of obstacles which could interfere with students' ability to pursue higher education. It fails to make college more affordable for Americans falling in the low- and middle-income brackets by prohibiting them from consolidating their loans while in school or during the six month grace period directly following graduation. The "College Access and Opportunity Act" also revokes a student's ability to secure a low fixed-interest rate. In addition, it bars married couples from consolidating their student loans with their spouses.

The Republicans claim they are for strengthening Pell grants when the truth is that over the last four years, their legislation has done the exact opposite. In 2000, the maximum Pell grant covered about 41% of tuition expenses. Now, in 2006, the maximum Pell grant barely covers a third of tuition expenses. Students are unable to cover this gap. This bill creates problems in the long run which will prevent millions of students from attending college simply because they cannot afford it and because the Republicans in Congress have refused to make higher education a priority.

Students and their families deserve more than what this resolution offers. That is why I will be supporting the more comprehensive approach found in the Democratic alternative, the Miller-Kildee-Scott-Davis-Grijalva amendment.

The Democratic alternative offers many benefits to college students and their families. It cuts the college loan fixed interest rate in half from 6.8% to 3.4%. This will provide protection to students who use loans to finance their education. The Democratic alternative also provides funding for programs that support low-income black and Hispanic students.

Today nearly two-thirds of all American college students graduate with debt—up from one-third in 1993—and a typical student borrower graduates from college with \$17,500 in debt. The Republicans in Congress have taken \$12.5 billion dollars out of student aid accounts to pay for their tax cuts and now, with this bill, students will suffer the burden of higher interest rates, new fees, and more debt while in school and after graduation. Congress should create more opportunity for America's student, not less. H.R. 609 hurts students and their families who cannot afford the cost of higher education.

#### TRIBUTE FOR JOSE "LEFTY" MARTINEZ

### HON. HENRY CUELLAR

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, April 25, 2006*

Mr. CUELLAR. Mr. Speaker, I rise today to honor Jose "Lefty" Martinez, a lifelong resident of Laredo, for his bravery and service to the nation during World War II, Korea, and Vietnam. Jose Martinez passed away recently on March 23rd, 2006, in San Antonio, Texas.

There were many that lost their lives during World War II, however, Lefty Martinez's valiant return reminded us of the sacrifices made in defending our freedom and liberty. It was the call to service that drew Lefty at the age of seventeen. It was March 1946, when Lefty had enlisted in the Marine Corps, which took him to the Barbers Point Naval Air Station in Hawaii, working on C-46 and C-54 aircraft transports.

When his two-year tour was cut to fifteen months, however, he remained with aviation for years after he left the Marine Corps as a civilian contractor. Veterans' training benefits gave him the opportunity to receive federal licensing as an aircraft mechanic, enabling him to serve all over the United States and in places such as the Philippines, Thailand, France, and Vietnam. In Vietnam, he lost half of his civilian contract crew during the 1968 Tet Offensive, and shortly afterwards, he returned back to Laredo, Texas.

In Laredo, Lefty joined veteran organizations and was the commander of the Catholic War Veterans Post 1908. He also was a former member of the American Legion, VFW, Marine Corps League and Vietnam Veterans of America. He was an active member of the Knights of Columbus, Fourth Degree Assembly No. 2565, and a former member of the Laredo Evening Lions Club and the Webb County Heritage Foundation.

What I remember about Lefty was his dedication to his country. In the spare time he had, he always stopped by the middle and high schools to talk about his war experiences, and he showed the importance in serving one's country with honor and dignity. It is a great loss to this country to have lost such a great veteran, and I hope we will continue to treat

our veterans today with the respect they deserve.

Mr. Speaker, I am honored to have had this time to recognize the bravery and dedication of Jose "Lefty" Martinez.

#### PAYING TRIBUTE TO KATHY A. BATTERMAN

### HON. JON C. PORTER

OF NEVADA

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, April 25, 2006*

Mr. PORTER. Mr. Speaker, I rise today to honor Kathy L. Batterman who became one of the first crew members for "Flight for Life" and was the first certified flight nurse in the United States. Mrs. Batterman's life was tragically cut short in the line of duty when, on April 4, 1999, the "Flight for Life" helicopter crashed in Indian Springs Nevada during a bizarre snowstorm after transporting a patient to a Las Vegas hospital.

During her career Kathy flew over 3,000 rescue flights and is credited with saving thousands of lives. Kathy epitomized excellence in all aspects of nursing. Not only was she one of America's premiere flight nurses, she was a certified flight registered nurse, an advanced trauma specialist, and Nevada's first pre-hospital nurse practitioner. Kathy was a respected educator and a pioneer of EMS education in Nevada. Her contagious energetic spirit, encouraging smile, and enthusiasm inspired many others to do their best. Kathy was also instrumental in placing a second "Flight for Life" base in Pahrump, Nevada recognizing how crucial the response time is for those needing emergency care in the outlying rural communities around Las Vegas. Not only was she a magnificent flight nurse, she was also a caring and devoted wife and mother.

Mr. Speaker, I am proud to honor Kathy A. Batterman for her dedication to providing emergency medical service to the Las Vegas and outlying community. Her death is a profound loss to the community and the medical profession.

#### IN HONOR AND RECOGNITION OF JAMES ANTHONY ZACK, A CHAMPION OF LABOR

### HON. DENNIS J. KUCINICH

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, April 25, 2006*

Mr. KUCINICH. Mr. Speaker, I rise today in recognition of the life of James Anthony Zack, who was truly a champion for the rights of working people in northeast Ohio and a proud and dedicated Teamster.

Jim served for 18 years as a Union Trustee, Vice President, and in June of 1997, was elected President of Teamsters Local #1164. He was constantly working to further his knowledge of the issues and areas of concern to Ohio's working families. In 2002, he received a certificate in labor relations from Cleveland State University.

A 1958 graduate of Elyria High School, Jim had over 25 years in sales at Pepsi Cola of Elyria, close to 23 of which were as a driver salesman. Additionally, Jim owned and operated his own businesses as a distributor for 7-Up and Pepsi.

Well liked by those who knew him, Jim truly brightened and enriched the lives of all those around him. His devotion to the Teamsters and the members he worked so hard to represent was matched only by his love and devotion to his family and faith. My thoughts and prayers are with his wife, Barb, children, Jim Jr. and Debbie, and five grandchildren.

Mr. Speaker and Colleagues, please join me in honor and recognition of the life of James Anthony Zack. His dedication on behalf of working people has served to uplift our entire community.

IN RECOGNITION OF BASIC HIGH SCHOOL'S MARINE CORPS JROTC PROGRAM AND PARTICIPANTS

**HON. JON C. PORTER**

OF NEVADA

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, April 25, 2006*

Mr. PORTER. Mr. Speaker, I rise today to honor the contributions of a special group of high school students in Henderson, NV, the members of Basic High School's Marine Corps JROTC

Basic's JROTC unit was activated in 1977 and is one of over 200 plus units sponsored by the United States Marine Corps. Basic's MCJROTC has been designated as a "Naval Honor School" 14 times and has received State and national recognition and honors. The senior marine instructor and marine instructors are retired marines with over 80 years of combined military service and 30 years at Basic High School.

The mission of the MCJROTC is to develop young leaders and responsible citizens with respect for constituted authority, to help individuals strengthen character and form habits of self-discipline, and to learn the importance of national security in a democratic society. Students that participate in the MCJROTC program at Basic learn self-discipline, self-confidence, personal responsibility and build their character.

Basic's MCJROTC students participated in the Western United States National Drill Meet on April 1, 2006 and were deemed the overall winner for the West Coast. Other awards earned included: first place in Armed Inspection, second place in Unarmed Inspection, first place in 4 Person Unarmed, fifth place for 4 Person Unarmed, third place in Unarmed Inspection, second place for Color Guard Regulation, first place for 4 Person Armed, first place in Unarmed Exhibition, second place in Color Guard Regulation, fourth place for 4 Person Armed, second place for Armed Inspection, third place for Unarmed Exhibition, fourth place for Color Guard Inspection, Outstanding Unarmed Commander Cadet.

Basic's MCJROTC students have won this prestigious championship twice in the last 4 years. Their commitment to this important program and devotion to excellence has helped them achieve these high honors, and I am proud to recognize them today for their accomplishments.

Mr. Speaker, it is with great pride that I salute the MCJROTC students at Basic High School.

GENERAL AVIATION SECURITY

**HON. STEVEN R. ROTHMAN**

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, April 25, 2006*

Mr. ROTHMAN. Mr. Speaker, the American people should be outraged to learn that all it takes to get on an on-demand charter flight at a general aviation airport is a credit card. You don't have to go through an x ray machine. No one is going to look into your carry-on bags. You and your friends can literally bring anything you want to on one of these flights and no one is going to stop you. According to the charter aviation industry this is actually a good thing and it represents advancement in security from the days where cash could get you a seat on one of these planes. And Mr. Speaker, I'm not talking here about small prop planes used by recreational pilots. Jets in the charter industry are larger, faster, and heavier than they used to be, therefore making them more like their commercial counterparts than ever before.

One of the ten busiest general aviation airports in the country is in my district. Teterboro Airport is only 12 miles from New York City and handles a volume of over 200,000 flights every year, nearly equal to the number of flights at JFK International Airport. So far this year there have been three incidents at the airport, including one where a car crashed through the airport's chain link fence on January 12th. An 18-year-old driver lost control of her Jeep and ran through the cyclone fence that separates a major roadway from parked planes. After going through the fence, the car actually crashed into a fully fueled plane parked on the tarmac causing damage to both the car and the plane. For those who have never driven by Teterboro, I'm sure it seems outrageous that a car could crash through the airport's fence and hit a plane. But it's true. This incident raises a question that all of us should be asking ourselves: If an 18-year-old can accidentally breach the security fence and drive straight onto the tarmac, into a fully fueled aircraft, at one of the busiest general aviation airports in the country, what could a motivated psychopath or terrorist do? Mr. Speaker, this incident speaks to the need for much greater security at general aviation airports.

We know that our Nation remains an inviting target for terrorists and we would be foolish not to assume they are looking for vulnerabilities. If a terrorist had a chemical or biological weapon and needed an airborne delivery mechanism, it would be shamefully easy to commandeer an aircraft at an airport like Teterboro, fly that plane over New York City, less than 5 minutes flight time away, and deploy that weapon.

The threat posed by lax security at general aviation airports does not begin and end with a car crashing through a fence. There are other very worrisome concerns, starting with the security and screening procedures for passengers boarding air taxi flights. Security procedures are actually nonexistent. Let me repeat, there are no security requirements for these passengers. That's right; no Federal agency requires any screening. In fact, passengers are not even required to show a license or have their baggage checked. All you need to do to hop on board an air taxi service

flight is a credit card to buy your ticket. There's absolutely nothing else you need to do.

So you might be wondering, if the Federal Aviation Administration and the Transportation Security Administration are not regulating security at general aviation airports, then who is? The industry is of course. To help them out, TSA worked with the charter industry to publish "Security Guidelines for General Aviation Airports" in May of 2004. But none of these guidelines are mandatory. They offer suggestions and guidance, but the TSA does not require any local airport operators, owners, or users to put the guidelines to use. If we're not mandating security procedures, then what's the point of even having guidelines? Since there are no mandatory requirements, the threat to our Nation's security remains.

The excuse for the inadequate security has been that it is impossible to provide a one-size-fits-all security plan for the Nation's 19,000 general aviation airports. If that's true, then why isn't the TSA looking at airports in high risk locations? That seems like a reasonable place to start, but the TSA has not even done that.

However, there has been one notable exception where the TSA stepped in and mandated tighter security for general aviation aircraft. Just a few miles away from the Capitol at Ronald Reagan National Airport, the TSA requires all general aviation flights leaving and coming into Reagan National to undergo special security procedures and all passengers must be screened by TSA. Now, I understand the threats that exist for flights around our Nation's Capitol. However, the same risks exist for my constituents in Northern New Jersey and for the people of Manhattan and New York who are at the same risk from flights taking off and landing at Teterboro Airport. Yet, the only thing the TSA has done to improve security at Teterboro is to require that flights to Reagan National follow the required safety precautions. This is just not enough.

There clearly is nothing preventing a terrorist from taking out a credit card, buying a ticket on an air charter flight, showing up for the flight with a gun, a bomb, or even a weapon of mass destruction and stepping onto a jet. With no air marshal on board and a full tank of fuel, any general aviation jet could become the next weapon of mass destruction. If the TSA wanted to do something about this threat they would, but they haven't. They are putting all their efforts into preventing the kind of attacks we saw on 9-11 and putting their trust in the charter industry to protect our Nation from a new style of air-based attack. In fact, the charter industry, which has seen dramatic growth since 9-11, markets itself based on its lax security procedures. They spend millions of dollars in advertising to the rich and powerful that the way to avoid the security hassles and inconvenience of commercial airports is to book a seat on a charter flight. They actually promote their own lack of security.

Protecting our homeland is the responsibility of government. It's time for this Congress and the administration to open their eyes and address this urgent homeland security concern. This industry is expected to grow by as much as 25 percent in the next few years. We must do something now. I urge the Homeland Security and Transportation and Infrastructure Committees to address this issue and enact