Army Air Field in California. Two days prior to his record-breaking flight, Mr. Yeager broke two ribs after falling off a horse. Fearing that knowledge of this injury would disqualify him from the scheduled flight, he hid his injury from his superiors and, as a result, had to improvise a way to close the latch on his plane.

Having successfully broken the sound barrier, others soon followed in Mr. Yeager's footsteps, flying newly designed aircraft at higher and higher speeds to help scientists and engineers gain critical knowledge about transonic and supersonic flight.

Only 6 years later, Chuck Yeager flew another Bell-designed rocket plane at more than twice the speed of sound.

A veteran of the Second World War, General Yeager flew P–51 Mustangs in the European theater. He ended the war credited with 61 missions and 11.5 shootdowns of enemy aircraft, including five kills in just 1 day. He was himself shot down over France, and with the help of the French Resistance, was able to make his way back to England where he continued flying against the Axis powers.

In the years following his historic flight, General Yeager continued an illustrious career in the Air Force. Among other accomplishments, he was the first commanding officer of the Air Force Aerospace Research Pilot School and a commander of fighter wings and squadrons in Germany and southeast Asia during the Vietnam War. He also continued to work for NASA as a consulting test pilot.

On the 50th anniversary of his supersonic flight in 1997, General Yeager, then 74, piloted an Air Force F–15 Eagle past mach 1.

General Yeager is a native of West Virginia and today resides in California. He's a gifted pilot who spent his career in service to his country, sometimes at extreme risk, defending our shores and advancing our understanding of aeronautics.

Mr. Speaker, I'm proud to be a cosponsor and supporter of H. Res. 736, commemorating the 60th anniversary of General Yeager's first flight exceeding the speed of sound. And with that, I would urge my colleagues to support this resolution.

Mr. Speaker, I yield back the balance of my time.

Mr. LAMPSON. Mr. Speaker, I have no more speakers. I'll just say that we commend Chuck Yeager for his bravery and for the work that he did to give us an opportunity to change the world, and we are quite excited about what transpired since that time and looking forward to what's going to happen in the future.

With that, Mr. Speaker, I encourage all of our colleagues to enthusiastically support this resolution.

Mr. UDALL of Colorado. Mr. Speaker, I rise in strong support of this resolution.

I am an original cosponsor of H. Res. 736 because it is important to recognize one of the amazing achievements of the Nation's aeronautics R&D enterprise.

I also think it important to honor Captain Yeager and the other brave test pilots who have helped push back the boundaries of flight—with results that have benefited our security, our economic well-being, and our quality of life.

As Chairman of the Space and Aeronautics Subcommittee of the Science and Technology Committee, I am well aware that this amazing achievement was not an isolated event. It is just one thrilling chapter in the great story of American aviation and aerospace.

I am pleased that our predecessors in Congress recognized the importance of aeronautics, and invested in it.

Americans were drawn to the challenges of advancing the state of aeronautics, and they gave much of their discipline and intelligence to overcome seemingly insurmountable technical obstacles.

At times, bravery was required, too, and the breaking of the sound barrier is a good example of that.

Today we honor the 60th anniversary of Captain Chuck Yeager's breaking of the sound barrier, but we also take inspiration from it to renew our commitment to ensuring that America remains preeminent in aeronautics R&D.

I urge my colleagues to support this resolution.

Mr. LAMPSON. Mr. Speaker, I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Texas (Mr. LAMPSON) that the House suspend the rules and agree to the resolution, H. Res. 736.

The question was taken; and (two-thirds being in the affirmative) the rules were suspended and the resolution was agreed to.

A motion to reconsider was laid on the table.

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COMMENDING NASA LANGLEY RESEARCH CENTER ON ITS 90TH ANNIVERSARY

Mr. LAMPSON. Mr. Speaker, I move to suspend the rules and agree to the concurrent resolution (H. Con. Res. 222) commending NASA Langley Research Center in Virginia on the celebration of its 90th anniversary on October 26 and 27, 2007.

The Clerk read the title of the concurrent resolution.

The text of the concurrent resolution is as follows:

H. CON. RES. 222

Whereas in 1917, the Nation's first civilian aeronautical research laboratory was established by the National Advisory Committee for Aeronautics in Virginia, and named Langley Memorial Aeronautical Laboratory;

Whereas such laboratory, now called the National Aeronautics and Space Association (NASA) Langley Research Center, is one of the Nation's most prolific and most honored aerospace laboratories with a rich history of pioneering aviation breakthroughs, exploring the universe, and conducting ground breaking climate research;

Whereas NASA Langley Research Center helped give birth to the space age by, among other accomplishments, conceiving and managing Project Mercury, the first United States manned space program, training the original seven astronauts, proving the feasability of the lunar orbiter rendezvous, developing the lunar excursion module concept and research facilities for simulating landing on the Moon, and successfully sending the first Viking landers and orbiters to Mars;

Whereas NASA Langley Research Center is one of the leading aerospace research laboratories in the world and has consistently been a source of technology that has made aerospace a major factor in commerce and national defense;

Whereas NASA Langley Research Center aeronautics research has benefitted the United States military tremendously through the application of new technologies to the Nation's military, commercial, and experimental aircraft;

Whereas NASA Langley Research Center continues to make significant innovative contributions to aviation safety, efficient performance, and revolutionary vehicle designs for flight in all atmospheres, including developing key technologies for the next generation of air transportation systems;

Whereas NASA Langley Research Center has contributed through its research over the past several decades critical technologies to the United States aviation industry, which is a vital sector of the economy that employs over two million Americans and comprises roughly nine percent of the country's gross national product;

Whereas NASA Langley Research Center continues to provide critical research and development that advances the Nation's future in space exploration, scientific discovery, systems analysis, and aeronautics research while generating $2.3 billion in revenue and 21,000 high-tech jobs for the United States economy;

Whereas NASA Langley Research Center is known for unparalleled technology transfer to both aerospace and non-aerospace businesses, and for its commitment to inspiring the next generation of explorers, both of which have enormous benefit to the public and the national economy; and

Whereas NASA Langley Research Center celebrates its 90th anniversary on October 26 and 27, 2007, and continues pioneering the next frontier in aeronautics and space: Now, therefore, be it

Resolved by the House of Representatives (the Senate concurring), That Congress congratulates and commends the men and women of NASA Langley Research Center for their accomplishments and role in inspiring the American people.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Texas (Mr. LAMPSON) and the gentleman from Florida (Mr. FEENEY) each will control 20 minutes.

The Chair recognizes the gentleman from Texas.

GENERAL LEAVE

Mr. LAMPSON. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days to revise and extend their remarks and to include extraneous material on the resolution now under consideration.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Texas?

There was no objection.

Mr. LAMPSON. Mr. Speaker, I yield myself such time as I may consume.

I rise today in strong support of H. Con. Res. 222 which honors the 90th anniversary of NASA Langley Research Center.

House Concurrent Resolution 222 was introduced by the late Representative Jo Ann Davis. Her four terms in Congress were characterized by hard work and dedication, and I am sorry that she can't be here today to take part in these proceedings.

NASA Langley is a special place. Institutions come and go in our society. You have got to be impressed with an enterprise that has delivered so reliably over the past nine decades. Located not very far from here in coastal Virginia, Langley Memorial Aeronautical Laboratory was the Nation's first government aeronautics laboratory.

If I were to list all of Langley's diverse accomplishments, we would be here until midnight. Langley research teams earned many Collier Trophies over the years, an award bestowed each year for the top contribution to American aviation. Their wind tunnel expertise brought benefits to American aviation era after era. Their first Collier Trophy was one for engine cowling research, which brought immediate large benefit to the aviation industry, resulting in greater speed of travel and enormous cost savings. Later, Langley built the world's first full-scale tunnel. The Harrier Vertical Takeoff and Landfighter; the F–16; American's supersonic transport, SST; the space shuttle; and the lunar landing test vehicle have all been evaluated in this facility, which is still in use.

The science of aviation developed rapidly, with Langley often leading the charge. No ivory tower, Langley has been so effective because of its continual interactions with the aviation community. Our military aircraft, which have turned the tide again and again, did so with capabilities developed at Langley. Their aeronautics test and analysis capabilities brought American aviation and aerospace to world preeminence and maintained that standing.

This is a great success story. Today, the aeronautics and aviation-related industries are responsible for 11 million U.S. jobs and are America's largest source of exports. Americans rely upon the aviation industry's safe and reliable transport of people and products. In our country, aviation and aerospace account for 5.4 percent of the Nation's gross domestic product. Add in aviation-related industries, and it is 9 percent. Investments in core technologies such as aeronautics pay off.

Langley is also responsible for basic aeronautics research in support of the Next Generation Air and Traffic Control System, NextGen, which we are so anxious to have put into effect. Langley leads initiatives in aviation safety and in quiet aircraft technologies.

The aerospace industry has changed rapidly, with Langley often leading the way. Langley staff work closely with Bell Aircraft Corporation and the Air Force in the design of the X–1, the first aircraft to break the sound barrier. Langley has been an important part of each U.S. space program, from Project Mercury through the space shuttle and the space station programs. It was a small group from Langley that determined the lunar orbit rendezvous strategy for sending Apollo to the Moon. Today, as one of NASA's 10 field centers, Langley NASA is an important part of the vision for space exploration.

Langley is helping to develop a replacement for the space shuttle, evaluating conceptual designs and wind tunnels at speeds in excess of 5,000 miles an hour. Langley has partnered with researchers around the world to study Earth from space. The clouds in the Earth's radiant energy system, or CERES, breaks ground in data accuracy. And NASA researchers at Langley are busy studying atmospheres on other planets in support of future exploration activities.

So, Mr. Speaker, with this resolution Congress congratulates and commends the men and women of NASA Langley Research Center for their accomplishments and role in inspiring American people. I urge my colleagues to support this resolution.

I reserve the balance of my time.

Mr. FEENEY. Mr. Speaker, I want to thank the gentleman, Mr. LAMPSON, from Texas. I yield the first 4 minutes of our time to the gentlelady from Virginia, Mrs. THELMA DRAKE.

Mrs. DRAKE. Mr. Speaker, I rise today in strong support of House Concurrent Resolution 222, commending NASA Langley Research Center in Hampton, Virginia, on the celebration of their 90th anniversary, and out of respect to my friend and our colleague, Jo Ann Davis, who so ably represented NASA Langley and who introduced this, her last resolution, just 4 days before she passed away.

Established in 1917 by the National Advisory Committee for Aeronautics, NASA Langley Research Center is the oldest of NASA's 10 major field centers and the Nation's first civilian aeronautical research facility.

Research there began with 15 employees. Today, NASA Langley boasts a workforce of over 3,600. And from the very beginning, NASA Langley has been on the cutting edge of research into all aspects of aeronautics, from fixed wing to rotor craft, from propeller engines to jet engines. In fact, whether subsonic, supersonic, or hypersonic, NASA Langley Research Center has always been on the forefront of mankind's consistent refusal to keep both feet on the ground.

NASA Langley is uniquely suited to realize the current administration's bold new vision for space exploration. In 1958, as Project Mercury was commencing, NASA Langley served as the main office for the first U.S. manned space program. In the early 1960s, NASA Langley served as a training center for rendezvous and docking in space, which became known as Project Gemini. And later that decade, as Project Apollo was preparing to land the first man on the Moon, NASA Langley's facility served as the astronaut training ground for lunar orbit and landing.

Under Director Lesa Roe's dedicated leadership, NASA Langley will continue to play a critical role as we prepare to return to the Moon and look beyond to Mars.

NASA Langley is performing an integral part of Project Constellation. They have been given the responsibility to manage the Launch Abort System for the new follow-on for the space shuttle, the Crew Exploration Vehicle, or CEV. In addition, they are greatly assisting in the design and wind tunnel testing of the CEV and Crew Launch Vehicle.

Mr. Speaker, 2 weeks ago we commemorated the 40th anniversary of the launch of Sputnik and the beginning of the space race. It is fitting that today we commemorate NASA Langley Research Center, which has and will continue to play such an integral role in our Nation's constant pursuit of the next frontier. I urge my colleagues to support H. Con. Resolution 222.

Mr. LAMPSON. Mr. Speaker, I reserve the balance of my time.

Mr. FEENEY. Mr. Speaker, I thank the gentleman from Texas, and I would like to rise in support of H. Con. Resolution 222, commending NASA on the occasion of the 90th anniversary of the founding of the Langley Research Center, located in Hampton, Virginia.

This legislation was introduced by our friend and colleague, Representative Jo Ann Davis, just a week before she succumbed to cancer; and it is with mixed emotion that I stand here today to talk about this resolution.

Mrs. Davis was proud to represent the engineers and technicians at NASA Langley Research Center who have made the United States aeronautics research and testing the envy of the world for 90 years.

First established as the Langley Memorial Aeronautical Laboratory in 1917, it was the Nation's first civil aeronautics research laboratory under the charter of the National Advisory Committee for Aeronautics, the precursor to modern-day NASA. It was created at a time when the United States was clearly lagging behind its European counterparts in the development of aircraft capable of controlled powered flight.

Our country's leaders well understood that the future economic and military well-being our country demanded development of advanced aeronautics capability, and Langley's founding was motivated in part by the evolution of aircraft used in the first World War and by our desire to match and exceed these capabilities.

The center is named after one of America's earliest aeronautical pioneers, Samuel Pierpont Langley, who began his research into aeronautical

machines in 1886. Perhaps inauspiciously, Samuel Langley's final crewed test flight ended in failure when his aircraft, launched from the top of a houseboat, immediately plummeted into the Potomac River. Just 9 days later, on December 17, 1903, Orville and Wilbur Wright successfully achieved the first flight on the dunes of Kitty Hawk, North Carolina.

During the ensuing decades, Langley Research Center's research and development activities advanced the science of aeronautics from simple propelled-driven aircraft into the jet age.

Their accomplishments are too numerous to mention here, but it is no exaggeration to state that Langley was the nexus from which fundamental technological breakthroughs in propulsion, aerodynamics, materials, aircraft and wing designs propelled our Nation to become the world's preeminent designer and builder of high-performance military and civil aircraft.

In 1958, responding to the launch of Sputnik, Congress passed legislation creating the National Aeronautics and Space Administration, and with it the Langley Research Center's mission was expanded to lead our Nation's earliest efforts in manned space flight.

Many of the initial planning, design, test, and development activities related to Mercury, Gemini, and Apollo were conducted at Langley. Langley was the first of 10 research centers that now comprise NASA, and a number of highly talented engineers and scientists who began their careers at Langley eventually helped establish the other NASA centers.

Langley's role in space continues to this day, contributing its talents to testing the design of the new Ares One Launch Vehicle and the design testing of the Orion Launch Abort System. The Langley Research Center is home to 3,600 civil service and contractor employees, and it houses several of the world's most advanced wind tunnels and aeronautics laboratories.

Mr. Speaker, Langley's record of achievements in aeronautics and aerospace research is without comparison; and it is a testament to the creativity, dedication, hard work, and technical excellence of the men and women who contributed their talents to the agency's mission.

But as a word of caution, it bears mentioning that U.S. aeronautics research and testing programs are declining, no matter that countries in Europe and elsewhere are investing heavily in aeronautics research. The health of the U.S. aviation industry depends upon aeronautics research and development, especially long-term research that private industry cannot perform itself, in order to compete in the world market. NASA is the only Federal agency that supports research on civilian aircraft. Their researchers are working to make our planes and our skies safer, and Mrs. Davis believed that this is a worthwhile investment of taxpayers' money.

I am pleased to join with my colleagues to commemorate the Langley Research Center on its anniversary, and I urge members to support this resolution.

Mr. Speaker, I reserve the balance of my time.

Mr. LAMPSON. Mr. Speaker, I reserve the balance of my time.

Mr. FEENEY. Mr. Speaker, I would like to yield 4 minutes to the gentleman from Virginia (Mr. GOODLATTE).

Mr. GOODLATTE. I thank the gentleman from Florida for yielding, and I rise today to commend the National Aeronautics and Space Administration Langley Research Center on its 90th anniversary, and, in doing so, express my respect for the resolution's sponsor, Representative Jo Ann Davis.

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Congresswoman Davis worked tirelessly to fight for the constituents of the First District of Virginia. This resolution was the last measure that she introduced in this body before she passed on just 10 days ago on October 6. I see it as only fitting that we pass it in a timely manner to honor this research center and our late colleague.

Since its inception as the Langley Memorial Aeronautical Laboratory in 1917, the focus of research at this facility has significantly changed, yet this research center remains on the forefront of scientific advances. These advances not only benefit the larger scientific community but have also played a crucial role in our national security and daily lives.

The men and women of the Langley Research Center have made countless contributions to the scientific community and our aeronautic and space programs in particular. From its crucial role in advancing flight as early as the First World War to the training for operation of the lunar module of the Apollo program, which subsequently transported the first and only human life to the surface of the Moon, this facility has been responsible for numerous scientific breakthroughs for an astonishing 9 decades.

Aeronautics played a critical role in the First and Second World Wars, providing our military with a strategic advantage that contributed to our victories in these two major global struggles. Subsequent advances in this field and the field of aeronautics provided the United States with the ability to achieve superiority in space exploration. These efforts have been crucial to our national defense and continue to play a major role in combating terrorism.

The Langley Research Center is also responsible for sending the first orbiters and landers to the planet Mars through the Viking program, and is also currently engaged in development of the next generation of spacecraft essential to maintaining our leading role in space exploration.

I urge my colleagues to join me in commending this facility's contributions to the scientific world and the security of our country, and in doing so, honor our late colleague, Congresswoman Jo Ann Davis.

Mr. FEENEY. Mr. Speaker, I have no further speakers, and would yield back the balance of my time.

Mr. LAMPSON. Mr. Speaker, I think that the NASA Langley is a real jewel for advancement of science and engineering in the United States of America, and I think it's fitting that we recognize this anniversary, their 90th, and at the same time, honor our colleague Jo Ann Davis for the hard work that she did, the great work that she did in the United States House of Representatives.

I encourage my colleagues to support this legislation.

Mr. UDALL of Colorado. Mr. Speaker, I rise in strong support of Concurrent Resolution 222, because I believe NASA's Langley Research Center to be a national treasure. With this resolution we are acknowledging nine decades of outstanding technological achievement.

However, before I continue, I must note with sadness that the driving force behind this resolution, Ms. Jo Ann Davis, is no longer with us. In addition to all of the other important causes and issues for which she was such an articulate spokeswoman, she was an ardent champion of the importance of NASA's aeronautics R&D programs. I shall miss her as we all will, and I am sorry that this is the last time that I will be able to have the opportunity to speak in support of one of her initiatives.

One of the strengths of the Langley Research Center over the past nine decades has been that while Langley researchers are experts in scientific theory, they are able to work with many others throughout the aerospace community. They aren't an isolated research lab, but instead have always worked shoulder-to-shoulder with industry and with dynamic people at other government agencies, including DOD. In short, the researchers at Langley are problem solvers.

Step into the Air and Space museum and with the first glance one grasps how rapidly aeronautics has developed. The X–1, the first manned aircraft to break the sound barrier, was designed by Langley staff. Nearby are biplanes from the First World War. The separation in time is just thirty years, but what a difference!

The folks at Langley played a large role in that transformation, and in further advances in aeronautics and in space exploration, with the latter spanning their work on Mercury, Gemini, the Lunar Orbiter, Apollo, Viking, the Space Shuttle, and Space Station programs. They have been a critical enabler of our modern air transportation system.

Last year, U.S. air passengers exceeded 750 million. To handle even busier skies, the Next Generation Air Traffic Control System (NextGen) is being devised. NASA Langley plays an important role in that effort.

For example, to test advanced concepts of aircraft self-separation, Langley conducted air-traffic-management research in its Air Traffic Operations Lab, in partnership with NASA Ames Research Center, Boeing, MITRE Corp. and United Parcel Service.

As another example, the NASA Aviation Safety Program—a partnership with the Federal Aviation Administration, aircraft manufacturers, airlines, and the Department of Defense that is led by Langley—recently tested a new way to predict thunderstorm turbulence.

We can't overlook the importance of military aviation to American freedom, and the importance of Langley to military aviation.

For example, during World War II, Langley used wind tunnel expertise to design modifications to fighter aircraft to improve their performance. Aerial dogfights were mostly contests between technologies, and a small improvement could make the difference between life and death.

Like the rest of NASA, NASA Langley promotes private sector participation with the Small Business Innovation Research program and the Small Business Technology Transfer program. The creation and transfer of innovation is a key goal at Langley. The Center delivers a steady flow of inventions and patents, across a range of technical areas.

In aeronautics and in space flight, Langley's parade of achievements has inspired generations of Americans, and has helped set the pace of American technological advancement. We need places like NASA Langley, and I hope that as we look back over its 90 years and celebrate its achievements, we are mindful of our future and work to maintain a strong and vital aerospace R&D capability at Langley and throughout our nation.

Mr. LAMPSON. I yield back the balance of my time.

The SPEAKER pro tempore (Mr. WALZ of Minnesota). The question is on the motion offered by the gentleman from Texas (Mr. LAMPSON) that the House suspend the rules and agree to the concurrent resolution, H. Con. Res. 222.

The question was taken.

The SPEAKER pro tempore. In the opinion of the Chair, two-thirds being in the affirmative, the ayes have it.

Mr. FEENEY. Mr. Speaker, on that I demand the yeas and nays.

The yeas and nays were ordered.

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX and the Chair's prior announcement, further proceedings on this motion will be postponed.

REPORT ON RESOLUTION PROVIDING FOR CONSIDERATION OF H.R. 3773, RESTORE ACT OF 2007

Mr. WELCH of Vermont (during consideration of H. Con. Res. 222), from the Committee on Rules, submitted a privileged report (Rept. No. 110–385) on the resolution (H. Res. 746) providing for consideration of the bill (H.R. 3773) to amend the Foreign Intelligence Surveillance Act of 1978 to establish a procedure for authorizing certain acquisitions of foreign intelligence, and for other purposes, which was referred to the House Calendar and ordered to be printed.

FREE AT LAST—DEPUTY SHERIFF GILMER HERNANDEZ

(Mr. POE asked and was given permission to address the House for 1 minute.)

Mr. POE. Mr. Speaker, Deputy Sheriff Gilmer Hernandez is one of three deputies in Edwards County, Texas. This county is the size of Delaware.

While on duty at night recently in Rocksprings, Texas, an SUV ran a red light. Hernandez pulled the vehicle over. The vehicle sped off and then tried to run down Deputy Hernandez. He shot out the two tires in self-defense. It turned out the vehicle was smuggling nine illegals. One illegal was injured by a ricochet bullet. The Sheriff's Department and the Texas Rangers investigated the shooting and cleared Hernandez. But the Mexican Government demanded prosecution by the U.S. Justice Department, and over a year later the U.S. Attorney's office prosecuted Hernandez for alleged civil rights violations. The nine illegals and the human smuggler were allowed to stay in the United States. Hernandez was convicted and sent to prison. But yesterday he was released from prison and returned home to Rocksprings, Texas as a hero. The community sided with Deputy Hernandez and resents the U.S. Government freeing the human smuggler and the illegals and prosecuting Hernandez for just doing his job. Yet another example of how it seems the U.S. government is on the wrong side of the border war and seems to be the puppet and whims of the Mexican Government.

And that's just the way it is.

SPECIAL ORDERS

The SPEAKER pro tempore. Under the Speaker's announced policy of January 18, 2007, and under a previous order of the House, the following Members will be recognized for 5 minutes each.

LANCE CORPORAL JEREMY BURRIS, MARINE

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Texas (Mr. POE) is recognized for 5 minutes.

Mr. POE. Mr. Speaker, Liberty, Texas, is one of the oldest towns in Texas. It was founded in 1831 and named Liberty before Texas was an independent nation in 1836. This town has sent many young men off to war.

Today the town of Liberty laid to rest one of its favorite sons. The streets of this small town were lined with American flags. People came outside their homes and businesses to pay honor and tribute to a hometown hero. Some people stood erect with their hands over their hearts or saluting as the funeral procession went by. As the process passed Liberty High School and the middle school, students from both schools lined the streets with flags, tears and signs that said ''Thank You.''

Hundreds of citizens in this community turned out to honor 22-year-old Lance Corporal Jeremy Burris of the United States Marine Corps. Mr. Speaker, this is what people in southeast Texas do when one of their own is killed in combat.

Jeremy was killed on October 8, 2007, while conducting combat operations in al-Anbar Province in Iraq. He was assigned to the 1st Battalion, 4th Regiment, 1st Marine Division, Marine Expeditionary Force from Camp Pendleton, California.

I've talked to Jeremy's proud father, Brent Burris. He said his son was driving a military vehicle when it was accompanied by two other Marines when the vehicle hit an IED, that's an improvised explosive device, hidden in the road.

Lance Corporal Burris survived the initial blast and helped the other two wounded Marines from the vehicle. Then Jeremy returned to the vehicle to retrieve sensitive equipment when a second bomb detonated and Lance Corporal Burris was killed.

Mr. Speaker, it's not uncommon that our enemy sets a second delayed bomb explosion because they know Marines will always return for their wounded or dead or sensitive equipment from their damaged vehicles. This is how these cowards of the desert conduct war against our troops. They do so remotely. They won't come out in the open and fight because they fear the Marines and the Marine reputation.

General Black Jack Pershing, United States Army, and Commander of the United States forces in World War I, said of the Marines, ''The deadliest weapon in the world is a Marine with a rifle.'' He was correct. Marines are a rare breed with dogged determination and put fear in the souls of our enemy.

Burris was a proud Marine. He was an unapologetic person of faith, and he attended the nondenominational church, Cornerstone Church, where he led worship and praise sessions for youth groups.

He loved Texas. His church pastor said today at the funeral, ''No one had better say anything negative about his home State of Texas.'' And on Jeremy's Myspace page he wrote, ''Born and raised in Texas and proud of it.''

Lance Corporal Burris believed totally in his mission in Iraq. He said he was not afraid to die, and he joined the Marines a year and a half ago knowing he would go off to war. He told his youth minister ''he would rather die young while he was able to give 100 percent than grow old and not be able to give that 100 percent.'' Amazing man, this young gun of the United States Marine Corps.

In a letter to Jeremy's father, Sergeant Drabicki, Jeremy's section leader in the Marines in Iraq said this about him: ''Your son is a hero to all of us, especially me. He touched my heart and my soul in ways that I could never forget. Your son was the most loyal, hard-working, dedicated and selfless Marine that I had in my section, and his loss is felt by all of us. He never complained. He never faltered. He never quit, and it was my honor to lead your son in combat.''