

and open to the public. I support this resolution and urge its passage.

I reserve the balance of my time.

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

House Concurrent Resolution 308 authorizes the use of the Capitol Grounds for the annual National Peace Officers' Memorial Service to be held Thursday, May 15, 2008, as was pointed out. The National Peace Officers' Memorial Service will pay tribute to the 191 officers killed in the line of duty during 2007 and years prior.

Since 1962, this ceremony, sponsored by the Grand Lodge of the Fraternal Order of Police and its auxiliary, has honored fallen Federal, State, and local officers and their families.

This year will be the 28th time the memorial service has been held on the grounds of the Capitol. The events of National Police Week lead up to the annual Peace Officers' Memorial Service with honors for the fallen officers.

This year, National Police Week will run from Sunday, May 11, through Saturday, May 17, with events around the country and here in Washington, D.C. The families and colleagues of officers killed in duty will gather to remember and honor the men and women who protect our communities.

One of the fallen officers who will be recognized this year is Deputy Sheriff Charles Cook from Missouri. Deputy Cook served the Buchanan County Sheriffs Office honorably for 3 years before his death in the line of duty. It is entirely appropriate to honor on the floor of the House the service and sacrifice of Deputy Cook and the other officers who have lost their lives serving and protecting our communities and our country.

The service and the other events of National Police Week are valuable reminders of the sacrifices of many of our Nation's police officers and their families. I encourage my colleagues to attend the National Peace Officers' Memorial Service, to pay tribute to the fallen officers, and recognize the individuals nationwide who put their lives at risk every day for the safety of our communities. I support the measure and would encourage my colleagues to do the same.

Mr. OBERSTAR. Mr. Speaker, I rise in strong support of House Concurrent Resolution 308, authorizing the use of the Capitol Grounds for the 27th National Peace Officers' Memorial Service. More than 150 Federal, State, and local law enforcement officers killed in the line of duty in 2007 will be honored at this Memorial Service. According to the National Law Enforcement Officers Memorial Fund, 181 officers died in the line of duty in 2007. Five officers were women. Forty States and the District of Columbia experienced officer fatalities in 2007. Thirteen States had five or more fatalities.

In 1962, President John F. Kennedy signed a proclamation which designated May 15th as Peace Officers Memorial Day, and the week in which that date falls as "Police Week". The first official memorial service took place on May 15, 1982, at which 91 law enforcement

officers were honored. Over the past 27 years, the Memorial Service has honored more than 3,000 law enforcement officers from around our nation. Today, the National Peace Officers' Memorial Service on Capitol Hill has become one in a series of well attended events during Police Week.

Activities on the Capitol Grounds conducted under H. Con. Res. 308 will be coordinated with the Architect of the Capitol, will be free, and open to the public.

I urge my colleagues to join me in supporting H. Con. Res. 308.

Ms. JACKSON-LEE of Texas. Mr. Speaker, I rise today in support of H. Con. Res. 308, which authorizes the use of the Capitol grounds for the National Peace Officers' Memorial Service.

Peace officers, the sworn, public-sector officers entrusted with law enforcement authority and the power of arrest, risk their lives daily to protect our nation. These individuals, who are responsible for safeguarding the rights and freedoms we enjoy as Americans, are true heroes.

Peace Officers Memorial Day honors those who have made the ultimate sacrifice for the safety and security of their communities and our nation. Created by Public Law 87-726, signed by President Kennedy in 1962, this day gives us the opportunity to acknowledge and pay our respects to those who, through their courageous deeds, have fallen in the line of duty.

Mr. Speaker, on Sunday, May 15, 2008, our nation will come together to honor, remember and record those law enforcement officers who were killed in the line of duty during the year of 2007. Mr. Speaker, one of the names of the fallen heroes added to the list last year was Officer Rodney J. Johnson of the Houston Police Department. Officer Johnson, a 12 year veteran of the Houston Police Department, was killed September 21, 2006, while taking a suspect in custody during a traffic stop. He leaves to honor his memory his beloved wife, Houston Police Department Officer Joslyn Johnson, and five teen-age children; three daughters and two sons, ages 14 to 19.

Officer Rodney Johnson was born in Houston and served in the U.S. Army as a military police officer until being honorably discharged in 1990. He then went to work as a corrections officer for the Texas Department of Criminal Justice and then as a jail attendant. He graduated from the Houston police academy in 1994.

As a member of the department's Southeast Gang Task Force, Officer Rodney Johnson earned two Lifesaving Awards and one Medal of Valor from the state of Texas. In January 1998, Officer Rodney Johnson rescued a physically challenged driver trapped in rising floodwaters in January 1998 and later that year he rescued mentally challenged people trapped inside of a burning house.

Officer Rodney Johnson, who stood 6 feet 5 inches tall and weighed nearly 300 pounds, served on his union's board of directors. As Hans Marticiuc, the president of Officer Johnson's union stated, "he was big and he was intimidating-looking, but he was as gentle as a baby bear."

Although the number of officers killed in the line of duty has declined in recent years, the fact that one officer is killed every two-and-a-half days in our country is a sober reminder that protecting our communities and safe-

guarding our democracy come at a heavy price. Last year, the total number of law enforcement officers killed in the line of duty was represented by 17,917 names engraved on the Memorial, representing officers from all 50 states, the District of Columbia, US territories, and federal law enforcement and military police agencies.

This resolution permits the Grand Lodge of the Fraternal Order of Police and its auxiliary to sponsor a free public event, the 27th Annual National Peace Officers' Memorial Service, on the Capitol grounds on May 15, 2008. This service will honor the law enforcement officers killed in the line of duty during 2007 who have died in the line of duty, as well as the 800,000 officers who continue to serve in Federal, State and local law enforcement agencies nationwide.

Mr. Speaker, I urge my colleagues to join me in supporting this important resolution.

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

Mr. CARNEY. 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 Pennsylvania (Mr. CARNEY) that the House suspend the rules and agree to the concurrent resolution, H. Con. Res. 308.

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. CARNEY. 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.

SUPPORTING THE GOALS AND IDEALS OF NATIONAL AVIATION MAINTENANCE TECHNICIAN DAY

Mr. FILNER. Mr. Speaker, I move to suspend the rules and agree to the resolution (H. Res. 444) supporting the goals and ideals of National Aviation Maintenance Technician Day, honoring the invaluable contributions of Charles Edward Taylor, regarded as the father of aviation maintenance, and recognizing the essential role of aviation maintenance technicians in ensuring the safety and security of civil and military aircraft.

The Clerk read the title of the resolution.

The text of the resolution is as follows:

H. RES. 444

Whereas the safety of the flying public is ensured and the integrity of the aircraft airworthiness is personally guaranteed by individuals who comprise the professional aviation maintenance technician workforce;

Whereas the professional aviation maintenance technician is a key member of the United States military in protecting America through a strong armed forces aviation infrastructure;

Whereas the duties of aviation maintenance technicians are critical to United States homeland security and an integral component of the Nation's aerospace industry;

Whereas the professional aviation maintenance technician provides the strong infrastructure on which public confidence in our airborne transportation safety and military aviation strength is ensured;

Whereas the professional philosophy of the certificated aviation maintenance technician is embodied in the Aviation Mechanic's Creed:

UPON MY HONOR I swear that I shall hold in sacred trust the rights and privileges conferred upon me as a certified mechanic. Knowing full well that the safety and lives of others are dependent upon my skill and judgment, I shall never knowingly subject others to risks which I would not be willing to assume for myself, or for those dear to me.

IN DISCHARGING this trust, I pledge myself never to undertake work or approve work which I feel to be beyond the limits of my knowledge nor shall I allow any non-certified superior to persuade me to approve aircraft or equipment as airworthy against my better judgment, nor shall I permit my judgment to be influenced by money or other personal gain, nor shall I pass as airworthy aircraft or equipment about which I am in doubt either as a result of direct inspection or uncertainty regarding the ability of others who have worked on it to accomplish their work satisfactorily.

I REALIZE the grave responsibility which is mine as a certified airman, to exercise my judgment on the airworthiness of aircraft or equipment. I, therefore, pledge my unyielding adherence to these precepts for the advancement of aviation and for the dignity of my vocation.

Whereas in 1902 Charles Edward Taylor began working as a machinist for Orville and Wilbur Wright at the Wright Cycle Company in Dayton, Ohio;

Whereas using only a metal lathe, drill press, and hand tools, Charles Edward Taylor built, in 6 weeks, the 12-horsepower engine that was used to power the Wright brothers' first flying machine;

Whereas Charles Edward Taylor's ingenuity earned him a place in aviation history when the Wright brothers successfully flew their airplane in controlled flight on December 17, 1903;

Whereas Charles Edward Taylor had a successful career in aviation maintenance for more than 60 years;

Whereas Charles Edward Taylor was honored by the Federal Aviation Administration with the establishment of the Charles Edward Taylor Master Mechanic Award, which recognizes individuals with 50 years or more of aviation maintenance experience;

Whereas Charles Edward Taylor has become a hero to aircraft maintenance technicians worldwide; and

Whereas 45 of the States together with the Commonwealths, Territories, Republics, and Federations of the United States have already declared May 24 to be Aviation Maintenance Technician Day within their jurisdictions: Now, therefore, be it

Resolved, That the House of Representatives—

(1) supports National Aviation Maintenance Technician Day to honor the professional men and women who ensure the safety and security of our airborne aviation infrastructure; and

(2) recognizes the life and memory of Charles Edward Taylor, the aviation maintenance technician who built and maintained the engine that was used to power the Wright brothers' first controlled flying machine on December 17, 1903.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from California (Mr. FILNER) and the gentleman from Missouri (Mr. GRAVES) each will control 20 minutes.

The Chair recognizes the gentleman from California.

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

I thank the Speaker and I thank our House Speaker for bringing this to the floor today. H. Res. 444, a resolution which supports the goals and ideals of National Aviation Maintenance Technician Day, honoring the invaluable contributions of Charles Edward Taylor, regarded as the father of aviation maintenance, and recognizing the essential role of aviation maintenance technicians in ensuring the safety and security of civil and military aircraft.

With all the concerns, Mr. Speaker, today about safety and airlines, it is the men and women who actually do the maintenance that we depend on so greatly.

It was Charles Edward Taylor who built and maintained the engine that was used to power the Wright brothers' first controlled aircraft, the Flyer, and he was born in 1868. He is widely regarded as the father of aviation maintenance, and was a vital contributor of mechanical skills in the building and maintaining of early Wright brothers engines and airplanes. Taylor also built the wind tunnel used by the Wrights to test their early designs. He became a leading mechanic in the Wright Aircraft Company when it was formed in 1909. In fact, when Calbraith Perry Rodgers made his famous cross-country trip in a Wright brothers aircraft, he paid Charles Edward Taylor \$70 a week, a pretty large sum at the time, to be his mechanic. Taylor followed the flight by train, making required repairs and preparing the aircraft for the next day's flight throughout the cross-country trip from Long Island to California.

Although Taylor was largely ignored by history, it is important to note that the Wright brothers were very close friends with him, and remained in close contact with him throughout their lives.

Charles Edward Taylor saved enough money from his ventures to buy several hundred acres of farmland near the Salton Sea, which is located in my district. However, the economic climate of the time eventually brought him to poverty, and he died penniless in 1956 at the age of 87. He was buried at the Portal of Folded Wings Shrine to Aviation in Burbank, California.

Mr. Speaker, the humble beginnings of the aviation maintenance profession belies the fact that all of us in the Congress and our constituents rely on the work that these technicians do every day. They play an invaluable role not only in ensuring the safety of commercial aircraft, but also ensuring that our men and women in uniform have safe, reliable planes and helicopters while in their combat and training. Thanks to these dedicated, well-trained professionals, the United States has by far the safest air transportation system in the world. We owe aircraft mechanics a debt of gratitude for their service to the flying public.

We are hearing a lot today about consolidations in the airline industry, and some airlines have already been outsourcing aviation maintenance abroad to cut their costs. I urge everyone in this Chamber to remember how critical it is for our own safety to have a well-trained U.S.-based workforce to fix and maintain our aircraft. As the airline industry seeks to cut costs and merge, it is very important for all of us to keep a watchful eye on the impact of these consolidations on aviation maintenance technicians. We cannot afford to cut corners when it comes to safety.

Mr. Speaker, 45 U.S. States have already declared May 24 to be Aviation Maintenance Technician Day within their jurisdictions. My resolution is intended to support these efforts and honor aviation maintenance technicians, including the first, Charles Edward Taylor. I urge all my colleagues to vote for H. Res. 444.

I reserve the balance of my time.

Mr. GRAVES. Mr. Speaker, I yield myself such time as I might consume.

Mr. Speaker, I rise in support of Resolution 444, Supporting National Aviation Technician Day, and honoring Charles Edward Taylor. This resolution was introduced by the gentleman from California (Mr. FILNER) in honor of aviation maintenance mechanics and their profession.

Day in and day out, aviation mechanics ensure the safety of the flying public. They are also critical for the safety of our Armed Forces aviation infrastructure. They keep our military aircraft flying and are key elements in ensuring their security.

The aviation mechanics creed embodies their professional philosophy. Words such as "sacred," "trust," "judgment," and "dignity" are used to describe their duties and professionalism.

Our public confidence in aviation transportation is a direct result of their commitment to these ideals and the unwavering integrity of their work.

H. Res. 444 also rightly honors Charles Edward Taylor, who played a fundamental role in aviation history. In 1902, Mr. Taylor began work as a machinist in Dayton, Ohio for the Wright Cycle Company. In just 6 weeks, he built a 12 horsepower engine with only a metal lathe, a drill press, and hand tools. On December 17, 1903, his engine was used on the Wright brothers' first flying machine and propelled the world into controlled flight. Mr. Taylor's career lasted 60 years and earned him a place in aviation history. To this day, he is known as the father of aviation maintenance.

The Federal Aviation Administration's Charles Edward Taylor Master Mechanic Award is bestowed upon individuals who have over 50 years of experience in aviation maintenance and is truly an honor to receive.

Mr. Speaker, 45 States currently designate May 24 as Aviation Maintenance Technician Day. I encourage my Members to support this resolution to honor

the men and women of aviation maintenance and the life and memory of Charles Edward Taylor.

Mr. Speaker, I actually got to hear one of the very original Wright brothers engines, which was built by Mr. Taylor, at Oshkosh just a few years ago. There are still a couple of them that are existing today. They were actually built by hand, very crudely built, and I got an opportunity to hear one of them started up running. It was actually the third engine that he ever built, and it was absolutely a neat thing to see.

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In my district I have one of the American Airlines overhaul bases which houses a lot of mechanics and aviation technicians who work on those aircraft, and from a base as large as that right down to some of our very small businesses, like Joe Rankin who runs an aviation shop in a little airport in Marionville, Missouri, those aviation mechanics are important to the entire industry.

Being a pilot myself, I know just how important good maintenance and those mechanics can be to your aircraft. It really is an honor to have the opportunity to be able to handle this bill for the minority side today. I thank the gentleman from California for his work on it. I think it truly says a lot about aviation mechanics and the reason we are honoring them.

Mr. OBERSTAR. Mr. Speaker, I rise in strong support of House Resolution 444. H. Res. 444 highlights the House of Representatives' support for the May 24 National Aviation Maintenance Technician Day to honor Charles Edward Taylor, the first aviation maintenance technician who created and maintained the engine used to power the Wright brothers' aircraft, and the men and women who followed in his footsteps as aviation maintenance technicians.

This resolution celebrates the life and achievements of one of the fathers of aviation while also recognizing the indispensable role aviation maintenance technicians play by ensuring the safety of civil and military aircraft and infrastructure as well as the American people. In 1901, Charles Edward Taylor left his job making 25 cents an hour at the Dayton Electric Company to make 30 cents an hour in the Wright brothers' bicycle shop. Within a year of starting, Taylor helped them build a wind tunnel to test the Wrights' theories on winds and control surfaces.

When, in 1903, the Wright brothers' tasked Taylor with creating an 8-horsepower engine to power the Flyer, his only prior experience was an attempt to repair a gasoline automobile engine in 1901. He designed and built an aluminum, water-cooled, 12-horsepower engine. He built the engine from scratch in only 6 weeks, and without drawings, using a drill press, metal lathe, and hand tools.

Taylor said, "[I] always wanted to learn to fly, but I never did. The Wrights refused to teach me and tried to discourage the idea. They said they needed me in the shop and to service their machines, and if I learned to fly, I'd be gadding about the country and maybe become an exhibition pilot, and then they'd never see me again."

After assisting the Wright brothers, Taylor went on to a pioneering aviation maintenance career spanning more than 60 years including a job as the chief mechanic for the first transcontinental flight in 1911 by Calbraith Perry Rodgers.

I urge my colleagues to join me in supporting H. Res. 444, honoring the first aviation maintenance technician, Charles Edward Taylor, and every aviation maintenance technician who has or will follow in his footsteps.

Mr. COSTELLO. Mr. Speaker, today, we are considering H. Res. 444, a resolution supporting the goals and ideals of national aviation maintenance technician day, honoring Charles Edward Taylor, and recognizing the essential role of aviation maintenance technicians in ensuring the safety and security of both civil and military aircraft.

This important legislation was introduced by our colleague, Mr. FILNER.

Charles Edward Taylor was born in Illinois in 1868 and worked as the machinist for the Wright brothers in their Dayton, Ohio facility. It was here that he built the 12-horsepower engine to power the Wright brothers' first flying machine.

Taylor had an impressive career spanning over sixty years, where he did all of the preliminary engine design work for the Wright brothers and later taught them to build aircraft engines.

As a testament to his skill and this important craft, the Federal Aviation Administration awards the Charles Taylor Master Mechanic Award recognizing the lifetime accomplishments of certificated mechanics and repairmen who have worked in aviation for at least 50 years.

Our aviation maintenance professionals ensure the safety of aircraft each and everyday. By honoring Charles Taylor, we demonstrate our respect and admiration for this important profession.

Mr. Speaker, aviation maintenance professionals continue to keep our civil and military aircraft safe and secure. That is why I support H. Res. 444 and urge my colleagues to do the same.

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

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

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from California (Mr. FILNER) that the House suspend the rules and agree to the resolution, H. Res. 444.

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.

PROMOTING THE SAFE OPERATION OF 15-PASSENGER VANS

Mr. DEFAZIO. Mr. Speaker, I move to suspend the rules and agree to the resolution (H. Res. 964) to promote the safe operation of 15 passenger vans, as amended.

The Clerk read the title of the resolution.

The text of the resolution is as follows:

H. RES. 964

Whereas an organization that owns or operates a 15-passenger van should not allow an inexperienced driver of such a van to drive the van because design and handling characteristics of a 15-passenger van make it drive differently than other passenger vehicles;

Whereas the safety records of drivers experienced in driving a 15-passenger van are significantly better than drivers not experienced in driving such a van;

Whereas according to the National Highway Traffic Safety Administration, from 1997 through 2006, there were 1,090 fatalities of van occupants resulting from crashes involving 15-passenger vans of which 534 fatalities resulted from largely preventable single-vehicle rollover crashes of such vans;

Whereas according to the Insurance Institute for Highway Safety, in 2005, 59 percent of the fatalities in 15-passenger van crashes occurred in single-vehicle rollover crashes, which is higher than the rollover fatality rates for any other passenger vehicle type;

Whereas 15-passenger vans require special driving skills because they are larger, with higher centers of gravity, which makes them less stable than vehicles such as cars, especially if the van is heavily loaded;

Whereas adding passengers in a 15-passenger van increases the center of gravity, causing the van to be increasingly difficult to handle and less stable;

Whereas the death rate for all occupants was higher for 15-passenger vans than for other passenger vehicle types combined;

Whereas during the period 2001 through 2005, the death rate for occupants of 15-passenger vans was 250 fatalities per million registered vehicles compared to 151 fatalities per million of all other registered vehicles;

Whereas impressing upon 15-passenger van drivers the inherent dangers of operating these vehicles, particularly when fully loaded, and educating them about proper handling and control, particularly during emergency situations, can reduce the risk of rollover, and such training can also help dispel the expectation that these vans operate like large passenger cars;

Whereas wearing safety belts dramatically increases the chances of survival during a rollover crash;

Whereas nearly 80 percent of those who died in 15-passenger van rollovers nationwide between 1990 and 2003 were not buckled up;

Whereas in fatal, single-vehicle rollover crashes involving 15-passenger vans over the past decade, 91 percent of occupants wearing safety belts survived; and

Whereas driver education and training, and general awareness of the dangers of these vans are effective means of reducing the death rates of occupants of 15-passenger vans: Now, therefore, be it

Resolved, that the House of Representatives recognizes the need for awareness regarding the increased risks of driving 15-passenger vans and encourages any operator of such a vehicle or person who provides transportation in such a vehicle to provide adequate training for drivers and safety information, including the necessity for wearing safety belts, to passengers.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Oregon (Mr. DEFAZIO) and the gentleman from Tennessee (Mr. DUNCAN) each will control 20 minutes.

The Chair recognizes the gentleman from Oregon.

GENERAL LEAVE

Mr. DEFAZIO. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks and include extraneous material on H. Res. 964.