

and have encouraged them to find another way to make a living because the cost of starting up and the cost of farming are too prohibitive. There is no way that they can make it with the price of fuels. I guess my story is that the family farm is on its way out of Idaho. The families of America hold this nation together. If you break up the family, the United States will break as well. I guess the only way to get Congress to do anything is to wait for their stomachs to growl. Otherwise, if you eat you are involved in farming. No farms—no food!

LORN.

First, thank you for some leadership on this issue. I will be brief. My family and I just completed an auto trip to Montana and back. Fuel costs were averaging \$4.05/gallon of regular. The costs of travel will have a significant effect on my family's recreation this year. We also have a small airplane and AV gas is now \$6.30 in our area meaning it now costs \$63.00 per hour just in fuel costs to fly the airplane my family and I have enjoyed for years. Unfortunately at these prices our boating costs have risen considerably. Grocery costs have risen. Freight costs are going up along with the airfares for the airlines. The selling price for my airplane and boat if I were to sell them are going down. Many families are selling their RVs because they just cannot afford to recreate like they used to.

Finally I have just retired after 31 years in my company. I have a small pension and have had to cut drastically on my anticipated lifestyle already. I had planned to teach flying lessons as a part-time job but the marketability of flight instruction may very well be priced out of the range of many prospective students.

I feel that the government and Congress have had since 1972 to get a grip on this problem and have done nothing except band-aid and pass the buck. We need to get real, drill whenever and wherever we need to immediately and reverse our current bad policy on nuclear energy. We cannot remain forever relying on petroleum but we need cogent policies to help us get to the next best thing for our energy needs.

We also need to put a cap on the speculating by the commodity traders that are driving up the prices daily. And, although I hate to say it, maybe we need to regulate a few more of those items that affect us working people so much on a daily basis, like utilities, phone service, cable costs and fuel.

MIKE, Pocatello.

Thank you for providing this forum to express my views about energy prices in our fine state, their impact, and solutions. I unequivocally believe that our present asset-depleting condition is a direct result of 30-plus years of disastrous, foolhardy legislation from Congress that has made it impossible for America's brilliant innovators to make us energy independent. Yes, the price of gas is leading my family to really think about every trip in the car, but I do not want a band-aid government solution to replace the free market. The following is what I believe is critical to our national security, as well as comfort at the pump:

(1) Deregulate and allow drilling in all its forms everywhere, right now! Admit to decades of failed, self-destructive policy and move on.

(2) Encourage, through generous incentives, the building of refineries everywhere, right now!

(3) Remove all legislative obstacles to the building of nuclear plants and encourage, through generous incentives, their construction everywhere, right now!

Senator, what is frightening and of tremendous concern for myself and many citi-

zens, perhaps yourself as well, is our global competitors, friend and foe alike, are rapidly growing and tapping into their own energy sources, nuclear and petroleum, and America has become weak and dependent. It is sickening and dangerous. This must be reversed, immediately! Congress needs to remember that American interests, both short and long-term, must at all times be placed above those of other countries or the so-called "international community." There is no one else on the globe looking out for us. Senator, you need to do it. Thank you for your excellent work on behalf of your constituents.

MICHAEL, Post Falls.

My husband and I live in the country outside of Rexburg and have to drive almost ten miles to get to town. My husband is a full-time college student and works part-time. I also have a part-time job and it is a struggle to fill up our gas tanks every few weeks. Gas prices are shooting up but our incomes are as small as ever.

My father is a farmer and has tractors, trucks, and other machinery to fuel. He has no choice. He needs those machines to do his work, but it is just so expensive.

Something needs to be done about the cost of fuel and energy and it needs to be done now! We need to stop relying on other countries to fuel our cars. We need to start using more alternative fuel and energy sources. We have the means but do we have the motivation? I hope so.

REGENCY, Rexburg.

You are correct regarding the adverse affect that the rising cost of fuel has on the lives of all Americans including the citizens of Idaho.

We must drill for oil on American soil and pump from the wells we have capped, mine clean coal in Utah and elsewhere, use wind for energy where it pays, create more fuel efficient engines, engineer better batteries for electric cars, make affordable solar power options available where possible . . . and thank God for the clean source of power we get from our hydro-electric dams.

We are a nation that was blessed by God with an abundance of natural resources. However, if we don't develop them and use what we have been provided with, and yet continue to complain, we are fools.

The cost of fuel is showing its effect on our small business in that orders are down and costs are up. It now costs double what it did two years ago to get to and from work, purchase some of our materials, and pick up those materials from our suppliers. We have tried not to pass the rising cost of shipping on to our customers as it is already high and keeps some people from purchasing our product. Therefore, we take a cut in our normal profit and that means less money in our pockets to spend on other products and services that we would like to have and use locally.

I work in town and there is absolutely no public transportation available in this area. It is a small town in the mountains of Idaho and I drive seven miles each way to work every day. Many workers must drive ten to twenty miles each way and it is eating into their family budgets. Now the price of fuel is taking its toll on food costs. Prices are getting ridiculously high and I cannot imagine trying to feed a family these days. I believe in less government. But there is something wrong with these high fuel costs; they are unjustified and the government does need to get to the bottom of it and put a stop to it now.

The last thing that should be done is to put a higher tax on our fuel and energy costs. The people who suffer the most from this problem are our elderly population (and dis-

abled) who are on fixed incomes. Now they must choose whether to fill the oil tank (pay the electric bill) or to eat . . . we have gone sadly astray from the United States of America in which I grew up, and we had better get back to our roots of belief and our Constitution.

I believe in helping others and it is a fact that Americans are the most generous citizens on earth, giving to others even in other nations freely on a regular basis; no nation on earth gives more. However, as a country we must stop sending money to other countries in the world that have problems or disasters and start taking care of our own problems, infrastructure, and disasters. I do not believe in socialism, but we should provide for our elderly who provided for us. I am sick of seeing our government pledge billions of dollars of taxpayer money to countries that hate us. It is wrong and foolish. . . .

We have got a mess on our hands. Our Congress and Senate need to stand up for what is right . . . and protect and defend the U.S. Constitution as they swore to do. Quit being swayed by interest groups, and money. Stand for what is good for our Country not what is good for their pocketbook. We need some men and women with character and honor . . . I hope you will be a man of character and honor and serve this nation as is needed. May God bless and help you in this fight.

MRS. KENNETH.

ADDITIONAL STATEMENTS

90TH BIRTHDAY OF MAURY ALBERTSON

● Mr. ALLARD. Mr. President, today I honor Colorado State University professor Maury Albertson in recognition of his 90th birthday on August 30, 2008.

Dr. Albertson has distinguished himself in countless ways throughout his extensive and renowned career. He has been a devout champion of civic responsibility, a selfless servant to others, and a man who has changed lives worldwide through his compassion and understanding of other peoples and cultures.

As a young professor in 1960, Dr. Albertson and his team of scholars and students won a contract to study the option and assess the likelihood of creating an International Youth Corps, which laid the groundwork for the creation of the Peace Corps. He later went on to coauthor "New Frontiers for American Youth" that put forth the basic design for the Peace Corps.

Throughout his many years as a consultant for the World Bank, the United Nations Development Program, the Agency for International Development, and others, Dr. Albertson organized and advanced innovative projects involving sanitation, water resource development, village development, small industry development, and research and education.

A true believer in the philosophy of local empowerment, Dr. Albertson founded and currently serves as president of Village Earth, an international organization that has trained villages and NGOs in 15 countries in the methods of sustainable village development. Remarkably, in 1993, Dr. Albertson

convened an international conference on sustainable village development, attended by over 350 people from 34 countries. It was an extraordinary success.

In May, 2006, Colorado State University awarded Dr. Albertson an honorary Doctor of Humane Letters in recognition of his exceptional contributions to industry and developing nations. This was a well-deserved honorary degree for Dr. Albertson.

Mr. President, I am proud the Senate has recognized the many accomplishments of Dr. Maury Albertson, a distinguished professor and true humanitarian.●

HONORING MOUNTAIN HOME AIR FORCE BASE

● Mr. CRAPO. Mr. President, I am pleased to recognize the outstanding accomplishments of the 366th Fighter Wing at Mountain Home Air Force Base in my home State of Idaho. The Gunfighters at Mountain Home earned the Air Force Meritorious Unit Award for the 17-month period from January 1, 2007, to May 31, 2008. The award is presented to active duty, Reserve and Guard units for exceptionally meritorious conduct in several areas, including outstanding services for at least three months during military operations against an armed enemy, outstanding devotion to duty and superior performance of exceptionally difficult tasks setting them apart from other units with similar missions. This award was established following September 11.

According to the 366th Fighter Wing Commander, COL James S. Browne, the Gunfighters earned this prestigious honor for exceptional conduct in direct support of combat operations in Iraq and Afghanistan, which include the historical deployment of Mountain Home AFB's F-15E Strike Eagles to Bagram Airfield, Afghanistan, as well as its direct support of 600 close air support missions over the Iraq. I offer my congratulations to all members of the 366th, and commend them on a job that continues to be extremely well done. Idaho is very proud of her Air Force personnel, and remains honored to be the host of these men and women who make Idaho home during their military service. The Gunfighters' outstanding accomplishments in earning this reward reflect well on them, their units, their families and their adopted state. This award demonstrates, yet again, the outstanding commitment that our Mountain Home Air Force Base airmen have to their mission, their excellence in support and execution of the strategic goals of our military mission overseas and their unwavering defense of our Nation.●

TRIBUTE TO RETIRED BRIGADIER GENERAL KENNETH M. TAYLOR

● Mr. INHOFE. Mr. President, all of us know what happened at Pearl Harbor on December 7, 1941. We have seen and

read about the brave men and women who fought that day. Today, I rise to pay special tribute to one of those men, Kenneth M. Taylor a retired U.S. Air Force brigadier general, a fighter pilot, war hero, and, of course, a Sooner.

Seventy years ago, Ken Taylor graduated from high school in Hominy, OK, and entered the University of Oklahoma, as a pre-law student. Like many college students in 1938, he was enjoying life with his fraternity brothers but could not avoid thinking about what was happening in Europe, the South Pacific and Asia. He believed America would be going to war in the next year or two and wanted his first choice should his country go to war. He joined the Army Air Corps in 1940 and graduated from the U.S. Army Air Corps Training Center at Brooks Field near San Antonio, TX, on April 25, 1941. Second Lieutenant Taylor requested to fly fighters and, in June 1941, he was assigned to the 47th Pursuit Squadron at Wheeler Army Airfield in Honolulu, HI.

After arriving at Wheeler Field, Lieutenant Taylor met another pilot, George Welch, from Wilmington, DE, and they became close friends. Taylor and Welch were both assigned to fly the Curtiss P-40B Warhawk, a single-engine, single-seat, fighter and ground attack aircraft. On the ground, they were seen as goof-offs and a nuisance to West Pointers. However, the commander of the 47th Pursuit Squadron, Captain Gordon Austin, said he immediately recognized their extraordinary skills as pilots and made them flight leads.

About 3 a.m. on December 7, Taylor and Welch were just returning from their Saturday evening on the town. Just before 8 a.m., Taylor was awakened by low-flying planes and explosions. He jumped out of bed, quickly put on his tuxedo pants from the night before, and ran into the street to see Japanese planes firing and dropping bombs on the base. He called Haleiwa Auxiliary air field where 18 P-40B fighters were located and, without orders, he told the ground crews to get two P-40 fighters armed and ready for takeoff. Enroute to Haleiwa, Taylor and Welch were strafed by Japanese aircraft as they made their 10 mile trek to Haleiwa in Taylor's new Buick. At the airstrip, they climbed into their Curtiss P-40B Warhawk fighters and headed towards Barber's Point at the southwest tip of Oahu. Unfortunately, the aircraft only had .30-caliber gunnery practice ammo.

Initially, Taylor and Welch saw an unarmed group of American B-17 Flying Fortress bombers who were arriving from the mainland but then spotted twelve Japanese torpedo dive bombers near Ewa Mooring Mast Field, a Marine base near Pearl Harbor. Lieutenant Taylor shot down two dive bombers and was able to damage another before running out of ammunition and returned with Welch to Wheeler Field to rearm with .50-caliber bullets. On the ground at Wheeler, several senior offi-

cers climbed up on the wings of their aircraft and told them to disperse their aircraft and do not go up again. Luckily, as Lieutenant Taylor explained later, a second wave of Japanese aircraft flew over and "the brass" ran for safety. With fuel and ammo, Taylor and Welch took to the air again straight into the wave of Japanese aircraft attacking Wheeler Field.

As Taylor headed for a group of Japanese aircraft, he found himself in the middle of a line of Japanese planes. A bullet from a plane behind him came through his canopy about an inch from his head, hit the trim tab, went through his left arm and exploded. One piece of shrapnel went through his left arm and another piece went into his leg, ruining his tux pants. Taylor reflected on the injuries in a 2001 interview, saying "It was of no consequence; it just scared the hell out of me for a minute." A few years after the interview, he received two slugs from his crew chief that had been found behind his seat. Welch saw Taylor's predicament and shot down the plane on his friend's tail, likely saving his life. Both pilots continued their aerial combat until they had chased the Japanese planes off the north shore and again were out of ammunition.

Fourteen different American pilots were able to take off during the surprise attack on Pearl Harbor and recorded 10 Japanese aircraft kills. Lieutenant Taylor was credited with two kills and two probables. On December 13, 1941, the U.S. War Department named Lieutenants Taylor and Welch as the official first two heroes of World War II and both were awarded the Distinguished Flying Cross on January 8. When asked about his actions that day, Taylor reflected, "I wasn't in the least bit terrified, and let me tell you why: I was too young and too stupid to realize that I was in a lot of danger." Lieutenant Taylor went on to a record total of six career kills, designating him as a flying ace.

Ken Taylor served for 27 years of active duty before joining the Alaska Air National Guard in 1967. He has commanded at all levels, retiring as a brigadier general in 1971. His Pearl Harbor experience was portrayed in the 1970 film "Tora! Tora! Tora!" and the 2001 film "Pearl Harbor." Ken passed away on 25 November 2006 just a few days shy of his 65th birthday. He is buried at Arlington National Cemetery.

I am honored to be able to present this small tribute to an American hero whose leadership and bravery ensured our Nation and its people remain free and strong. We must never forget the sacrifices of those who have gone before us as well as those who are sacrificing today. I offer my sincere thanks and appreciation to Ken Taylor and his family for his service to our great Nation.●