

the example Paul set as a soldier, father, and grandfather. Today and always, he will be remembered by family, friends and fellow Hoosiers as a true American hero, and we cherish the legacy of his service and his life.

It is my sad duty to enter the name of Paul E. Andersen in the official RECORD of the U.S. Senate for his service to this country and for his profound commitment to freedom, democracy, and peace. I pray that Paul's family can find comfort in the words of the prophet Isaiah, who said, "He will swallow up death in victory; and the Lord God will wipe away tears from off all faces."

May God grant strength and peace to those who mourn, and may God be with all of you, as I know He is with Paul.

ADVANCED TACTICAL LASER

Mr. BINGAMAN. Mr. President, under paragraph 9 of rule XLIV of the Standing Rules of the Senate, I am here by submitting a description of Senate amendment No. 2605 that was accepted by unanimous consent to H.R. 3326 as follows:

Item: Additional User Evaluation and System Study for Advanced Tactical Laser (ATL)

Request Amount: \$5.0M.

Requestor: Boeing Corporation

Address: Boeing—SVS, 4411 The 25 Way NE #350, Albuquerque, NM 87109-5858

Suggested Location of Performance (major portion of the work): Albuquerque, NM.

Senate amendment No. 2605 proposes to allocate up to \$5 million consistent with the Air Force Scientific Advisory Board report entitled "The Airborne Tactical Laser (ATL) Feasibility for Gunship Operations" to conduct additional enhanced user evaluation of the ATL and enter into an agreement with a federally funded research and development center to conduct a system analysis of integrating solid state laser systems onto C-130, B-1, and F-35 platforms for the purpose of close air support. Such system study shall estimate per unit costs of such laser systems as well costs to operate and maintain each platform with the laser system.

Why Spending is in Interest to the Taxpayer: The Air Force Scientific Advisory Board report entitled "The Airborne Tactical Laser (ATL) Feasibility for Gunship Operations" made a number of recommendations regarding the advanced tactical laser. In addition to phasing out the ATL chemical laser system and transitioning to an electric laser system, the board recommended that additional enhanced user evaluations take place of the integrated laser-gunship system so that the most data possible can be collected of the funds spent to date on operational aspects of the tactical laser system regardless of laser characteristics. In addition, the board questioned the utility of placing tactical laser systems on high-speed platforms such as the F-35

and B-1, which were not designed for low speed, long-loiter close air support missions and recommended a system study of the available platforms to understand the cost per unit of integrating the laser onto each platform as well as long-term operations and maintenance costs with each integrated system. Senate amendment No. 2605 carries out the recommendations of the board to get the best benefit of the taxpayer's dollar spent to date and into the future on tactical laser systems under development by the Air Force.

I ask unanimous consent to have printed in the RECORD a letter dated October 7, 2009.

There being no objection, the material was ordered to be printed in the RECORD, as follows:

U.S. SENATE,

Washington, DC, October 7, 2009.

Hon. DANIEL INOUE,
Chairman, Committee on Appropriations, Subcommittee on Defense, Senate Appropriations Committee, Senate Dirksen Office Building, Washington, DC.

Hon. THAD COCHRAN,
Vice Chairman, Committee on Appropriations, Subcommittee on Defense, Senate Appropriations Committee, Senate Dirksen Office Building, Washington, DC.

DEAR CHAIRMAN INOUE AND VICE-CHAIRMAN COCHRAN: On October 6th, the Senate adopted by unanimous consent Senate Amendment 2605, which proposes to allocate up to \$5 million consistent with the Air Force Scientific Advisory Board report entitled "The Airborne Tactical Laser (ATL) Feasibility for Gunship Operations" to conduct additional Enhanced User Evaluation of the ATL and enter into an agreement with a Federally Funded Research and Development Center to conduct a system analysis of integrating solid state laser systems onto C-130, B-1 and F-35 platforms for the purpose of close air support.

I certify that neither I nor my immediate family has a pecuniary interest in this congressionally directed spending item, consistent with the requirements of paragraph 9 of Rule XLIV of the Standing Rules of the Senate. I further certify that I have submitted a description of the amendment in the Congressional Record and on my official website, along with the accompanying justification. If you have any questions, contact Dr. Jonathan S. Epstein on my staff.

Sincerely,

JEFF BINGAMAN,
U.S. Senator.

REMEMBERING BELLE ACKERMAN LIPMAN

Mr. LEVIN. Mr. President, I wish to remember the life of an extraordinary woman. Belle Ackerman Lipman passed away at her home in Memphis, TN, on August 17, 2009, in the 100th year of her remarkable life. A beloved wife, mother, grandmother, great-grandmother, and friend, Mrs. Lipman is a model for all of us who hope to live life fully and for all the years granted us.

A daughter of Romanian immigrants, Belle Ackerman was born in 1910 in Philadelphia, where her parents owned a general store. Just five blocks away from the store lived young Mark Lipman, who would become the love of

Belle's life. The businessman and his young wife moved not long after their marriage to Little Rock, AR, where Mark saw new business opportunities, and then in 1958 to Memphis, TN. There, Belle Lipman became a pillar of the community. Her work in civic affairs was extensive. She was president of the Little Rock chapter of Hassadah, the worldwide Jewish women's organization, among a host of endeavors in charity, service and the arts.

But it is not those remarkable accomplishments alone that made Belle Lipman such a special woman. As years passed, her zest for life, for new experience, and to learn of new cultures grew apace. A lifelong interest in travel made her one of the first American citizens to travel to China after diplomatic relations with that nation were reestablished in 1979. Her travels took her to a hot-air balloon over the plains of Kenya, the rivers of the Amazon, and the ancient cities of Peru. She rode the Orient Express at the age of 87. At 92, she crossed the Arctic Circle. At 95, she visited the mountains of Tibet and a host of other places. At her 95th birthday party, she celebrated the only way she knew how, with verve by dancing the Charleston.

Belle Lipman was a model—a model of how to live life to the fullest and how a thirst for new experiences can fill a lifetime. My wife Barbara and I send our condolences to her beloved children, her son Ira and her daughter Carol, her grandchildren, and her great-grandchildren. We do so with the sure knowledge that the joy of Belle Lipman's life will over time ease the pain of her passing, leaving the warmest of memories to sustain family and friends.

ADDITIONAL STATEMENTS

TRIBUTE TO LOUISIANA WWII VETERANS

• Ms. LANDRIEU. Mr. President, I am proud to honor a group of 90 World War II veterans from all over Louisiana who traveled to Washington, DC, on September 26 to visit the various memorials and monuments that recognize the sacrifices of our Nation's invaluable service members.

Louisiana HonorAir, a group based in Lafayette, LA, sponsored this trip to the Nation's Capital. The organization is honoring surviving World War II Louisiana veterans by giving them an opportunity to see the memorials dedicated to their service. The veterans visited the World War II, Korea, Vietnam, and Iwo Jima Memorials. They also traveled to Arlington National Cemetery.

This was the first of three flights Louisiana HonorAir made to Washington, DC, this fall. It is the 18th flight to depart from Louisiana, which has sent more HonorAir flights than any other State to the Nation's Capital.

World War II was one of America's greatest triumphs but was also a conflict rife with individual sacrifice and tragedy. More than 60 million people worldwide were killed, including 40 million civilians, and more than 400,000 American service members were slain during the long war. The ultimate victory over enemies in the Pacific and in Europe is a testament to the valor of American soldiers, sailors, airmen, and marines. The years 1941 to 1945 also witnessed an unprecedented mobilization of domestic industry, which supplied our military on two distant fronts.

In Louisiana, there remain today about 30,000 living WWII veterans, and each one has a heroic tale of achieving the noble victory of freedom over tyranny. This group had 25 veterans who served in the U.S. Army, 19 in the Army Air Corps, 29 in the Navy, 11 in the Marine Corps, 2 in the Merchant Marines, 2 in the Coast Guard, and 2 were Army nurses.

Our heroes, many of them from South Louisiana, trekked the world for their country. They fought in Germany, Holland, France, Italy, Africa, Guam, Bougainville, Guadalcanal, Iwo Jima, Okinawa, the Philippines, New Guinea, Japan and Saipan. Their journeys included the invasions of North Africa, Sicily, and Normandy.

One of our Army Air Corps veterans was declared missing in action for 58 days in Yugoslavia after bailing out of his aircraft. Another Army veteran fought bravely in the Battle of the Bulge, while an Army Air Corps veteran made the Bataan Death March and spent 5 years in prison camps before being liberated on August 17, 1946.

One Navy veteran earned a Gold star, Bronze star, and Hazardous Award for his service in the Pacific. An Army Air Corps veteran fought in Europe, Africa, and the Middle East where he received an Air Medal, three oak leaf clusters, and a Distinguished Unit Badge for his outstanding service.

A Navy veteran earned seven campaign stars and was in Tokyo Bay the morning of the Japanese surrender. Another veteran served as part of the 101st Airborne, fighting in Holland, Bastogne, Alsace, Ruhr, and Berchtesgarden.

I am also proud to acknowledge that of the 90 veterans who visited Washington this past weekend, 5 were women who served our country with honor and distinction during World War II. Three brothers also made the trip together.

I ask the Senate to join me in honoring these 90 veterans, all Louisiana heroes, who visited Washington, and Louisiana HonorAir for making these trips a reality.●

RECOGNIZING REED & REED, INC.

● Ms. SNOWE. Mr. President, as our Nation increases its efforts to be more environmentally friendly, individuals, families, and businesses, both large and

small, wisely continue to invest in green energy innovation. As we enter an exciting era of remarkable technological advances that will change the course of America forever, we are creating a more energy efficient and competitive Nation. I wish to recognize a small contracting firm from my home State of Maine that has become a leader in the promising field of wind power technology.

Located in the small midcoast town of Woolwich, Reed & Reed, Inc., is a general contracting company that focuses on a wide array of projects ranging from bridge construction to wind power services. Founded in 1928, the company was a partnership of Captain Josiah W. Reed and his son, Carlton Day Reed, with a mere \$2,000 capital investment. Presently run by two Colby College graduates, president and CEO Jackson A. Parker and treasurer Thomas C. Reed, Reed & Reed is well positioned to remain the premier wind power services contractor in New England for decades to come.

Throughout its storied history, Reed & Reed has been at the center of numerous critical projects across the region. From its early focus on constructing bridges, to more recent ventures including commercial buildings, marine terminals, and industrial facilities, the company has built a strong reputation based on the expansive breadth of its work. Among other efforts, Reed & Reed has helped construct facilities at the Brunswick Naval Air Station and Portland's International Ferry Terminal and has been involved in several transportation construction projects, including repairs to bridges on Maine's interstate highways and the Maine Turnpike Widening Project earlier this decade. One of the more impressive projects Reed & Reed has been associated with is the historic Penobscot Narrows Bridge, only the second cable-stayed bridge in all of New England and a massive accomplishment in its own right. Additionally, the company earned numerous recognitions and awards for this monumental task, including an Outstanding Civil Engineering Achievement Award from the American Society of Civil Engineers.

Reed & Reed has most recently taken the leading role in several wind power service projects in various spots across Maine. The firm is presently at work on the Kibby Mountain Wind Power Project, slated for completion 1 year from now. And Reed & Reed was at the heart of what is now Maine's largest wind power producer, the Stetson Mountain Project, which was completed last year in Danforth.

Earlier this year, the Maine Development Foundation selected Reed & Reed as one of its Champions of Economic Development because of the company's broad commitment to economic growth in Maine, high professional standards, and innovativeness. Among countless other awards, Reed & Reed has also received seven Build Maine Awards from

the Associated General Contractors of Maine, the most recent in recognition of the firm's extraordinary efforts on the Stetson wind project. Awarded based on a firm's innovation, environmental sensitivity, safety record, and general excellence, the Build Maine Award is a truly fitting tribute to Reed & Reed's superior quality of work.

Of note, leaders from Reed & Reed recently visited Spain and Germany with Maine Governor John Baldacci and other wind industry representatives as part of a weeklong trade mission. The trip provided a prime opportunity to showcase Maine's emergence as a leader in wind power, and it was a tremendous honor for such a deserving company to be invited to participate.

A name synonymous with ingenuity, Reed & Reed is leading Maine and New England into a new frontier of innovation and environmental responsibility. I commend Messrs. Parker and Reed, and everyone at Reed & Reed, for eight decades of unparalleled work in a variety of fields and wish them continued success in their multiple endeavors.●

RECOGNIZING LOUISVILLE, COLORADO

● Mr. UDALL of Colorado. Mr. President, today I congratulate the city of Louisville, CO, for being named recently as the top place to live in the Nation by Money Magazine. I know that Colorado is home to many amazing towns, cities and communities. It would be nearly impossible to choose which among them is the top place to live, but I am proud that Louisville received this prestigious honor.

Every 2 years, Money Magazine releases a ranking of cities under 50,000 residents. In compiling these rankings, the editors consider factors such as economic opportunity, schools, affordability of homes, crime rates, and entertainment options for families. This year marks the third consecutive time Louisville has made the list, ranking fifth in 2005 and third in 2007.

In addition to the usual factors, this year's survey had an added component. People from around the nation said that the availability of great jobs was the most important factor to them when deciding where to live. This does not come as a surprise to any of us, but makes Louisville's ranking all that much more impressive for Colorado. While Louisville has certainly seen the effects of the economic downturn, it has been able to continue to support and attract cutting-edge businesses. ConocoPhillips is an example of just one business that has recently decided to put down roots in Louisville, where it plans to build a renewable energy and new technologies research facility. The businesses located in Louisville's Tech Center continue to be at the forefront of Colorado's high-tech development, and those located on Louisville's historic Main Street support jobs while continuing traditions started generations ago.