

responders and charitable organizations are the first on the scene to provide professional services, expert help, aid, and comfort. These well-trained, highly-skilled individuals are truly on the front lines in preparing for, responding to, recovering from, and mitigating damages from a variety of hazards.

As the waters recede, we will begin the inevitable and necessary process of rebuilding these homes and communities. As we do, it is important that we re-build safer and better to reduce the risk to lives and property. This is known as "mitigation". In the case of a flood, we can mitigate future risks by elevating the structure or key elements such as furnaces and electrical panels, or in some cases by acquiring the property and converting the land to open space.

Mitigation is an investment. According to two Congressionally-mandated studies, for every dollar invested in mitigation there is a return of at least three dollars. This is an investment that not only benefits the Federal Government, but State and local governments and citizens as well. According to the Federal Emergency Management Agency, previous mitigation investments have already been shown to pay off in the areas of Tennessee, Kentucky, and Mississippi that were flooded in this disaster.

I urge my colleagues to join me in supporting H. Res. 1337.

Mr. WAMP. Mr. Speaker, last week, flood waters devastated many businesses and homes of hardworking families in Tennessee. The torrential downpours and rise of the Cumberland River in Nashville was a 1,000-year event that no one could have predicted because this area is not in a flood plain. Therefore, a vast number of Tennesseans did not have flood insurance, leaving them hurting financially because of the high cost of home repairs and in need of additional support. Many are now homeless after this truly unique and devastating event in our State's history and my heart goes out to all affected, especially those who lost loved ones.

While Tennessee's capitol city and surrounding areas have been severely damaged, the volunteer spirit of its residents has shined. Tennesseans are helping themselves and their neighbors recover and move forward. Clean-up efforts are well underway and fundraisers are being held for the thousands who lost their homes or so many of their belongings. We have a long way to go before our cities and towns are completely restored, and I am committed to doing all I can to help Middle and West Tennessee rebuild after these devastating floods.

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

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Tennessee (Mr. COHEN) that the House suspend the rules and agree to the resolution, H. Res. 1337.

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. COHEN. 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.

#### INTERNATIONAL LEARN TO FLY DAY

Mr. COHEN. Mr. Speaker, I move to suspend the rules and agree to the resolution (H. Res. 1284) supporting the goals and ideals of International Learn to Fly Day, and for other purposes, as amended.

The Clerk read the title of the resolution.

The text of the resolution is as follows:

#### H. RES. 1284

Whereas, since the birth of flight, aviation has had a tremendous impact on the imagination, innovation, and economy of the United States;

Whereas many of the Nation's heroes have been pilots, including the Wright brothers, Charles Lindbergh, Amelia Earhart, Charles "Chuck" Yeager, the Nation's astronauts and military aviators, and the flight crew of U.S. Airways Flight 1549, among others;

Whereas every one of these individuals had to learn to fly before they could achieve their greatness;

Whereas there are approximately 600,000 pilots and approximately 230,000 commercial and general aviation airplanes in the United States;

Whereas flight brings joy, inspiration, and a sense of accomplishment to those who fly for recreation, pleasure, and work;

Whereas flight allows the movement of people and commodities across the Nation and around the world quickly and efficiently; and

Whereas the third Saturday in May is an appropriate day to observe International Learn to Fly Day: Now, therefore, be it

Resolved, That the House of Representatives—

(1) supports the goals and ideals of National Learn to Fly Day; and

(2) recognizes the contributions of flight instructors, flight schools, aviation groups, and industry in promoting and teaching the Nation's next generation of pilots.

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

The Chair recognizes the gentleman from Tennessee.

#### GENERAL LEAVE

Mr. COHEN. Mr. Speaker, I ask unanimous consent that all Members have 5 legislative days to revise and extend their remarks and include extraneous material.

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

There was no objection.

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

I rise in support of the resolution, H. Res. 1284, as amended, introduced by the gentleman from Florida (Mr. BOYD) which supports the goals and ideals of International Learn to Fly Day and recognizes the contributions of flight instructors, flight schools, aviation groups, and industry in promoting and teaching the Nation's next generation of pilots.

International Learn to Fly Day was established on May 15, 2009, to increase interest in flying and to encourage the aviation community to get others involved in aviation. The event was announced at the Experimental Aviation Association's AirVenture in Oshkosh, Wisconsin. Aviation groups, industry partners, flight schools, and flight instructors have come together to create a day dedicated to inspiring national interest in flight.

On International Learn to Fly Day, flight schools, airports, and independent flight instructors will offer free or discounted flight instruction and other educational aviation events. The aviation community will lend its time and expertise to introduce people to the thrill of flying and the opportunity to reflect back on Orville Wright. Airlines must be able to attract the next generation of commercial pilots. International Learn to Fly Day will be an important day to promote the experience of learning to fly, and to attract people to the pilot profession, of which my home city is the home to Federal Express, which employs many fine pilots and will, indeed, many more in the years to come as they continue to deliver cargo to the world.

International Learn to Fly Day will be observed each year on the third Saturday of May. I look forward to this first celebration on May 15, 2010, and urge my colleagues to join me in supporting H. Res. 1284.

I reserve the balance of my time.

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

Mr. Speaker, I rise today in strong support of H. Res. 1284, which is a resolution obviously supporting the goals and ideals of International Learn to Fly Day. And I would like to thank Mr. BOYD and Mr. EHLERS for sponsoring this meaningful piece of legislation. Both of these individuals are great advocates of aviation, and they need to be commended for this bill.

Mr. Speaker, aviation plays an important role in America and throughout the world, and it expands business opportunities, creates very well-paying jobs, and it inspires innovation. Without flight instructors, flight schools, aviation groups, and industry promoting and teaching the next generation of pilots, many of these benefits are not going to be realized.

Unfortunately, in recent years the U.S. pilot population has declined. And as a pilot, actually a commercial pilot, myself, it was easy for me because I grew up across the road from the airport. I played in airplane wrecks as a kid. I pumped gas and washed windshields and washed airplanes, any way to mooch a ride and get a lesson. I grew up with it and grew up next to it, so I was able to learn to fly.

I find the news that the pilot population is declining extremely disappointing. In response, the International Learn to Fly Day was established, and it is the third Saturday in

May. This goal is to increase interest in flying and to encourage the aviation community and others to get involved in aviation.

There are a lot of groups out there, the Experimental Aircraft Association, the Aircraft Owners and Pilots Association. I know the General Aviation Manufacturers Association, which are all here this week, they are all coming up with programs and working on programs to encourage young people to fly and trying to either get them their first lesson or get them ground school, whatever the case may be. But this is a very worthy cause, and I am very proud to support it.

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

Mr. COHEN. Mr. Speaker, with your indulgence, I recognize the gentleman from west Tennessee (Mr. TANNER) out of order for such time as he may consume.

Mr. TANNER. Mr. Speaker, I was in a conference committee and could not get to the floor when the Tennessee delegation was speaking about the unprecedented flooding. Sixteen of the 19 counties in the Eighth District have been declared a disaster, and we expect the other three.

Mr. Speaker, I rise today in support of H. Res. 1337 to acknowledge the difficulties facing many Tennesseans as a result of the severe weather that struck our area recently.

Sadly, the storms that hit our area took seven lives in the 19 counties that make up the Eighth District, which we are honored to represent in this chamber. Our thoughts and prayers are with those families.

Additionally, there remains damage in all 19 counties that make up the Eighth District. We are appreciative that at the time we consider this resolution, 16 of those counties have been declared federal disaster areas, giving Tennessee families and businesses access to much-needed assistance as they get back on their feet. We are hopeful that the necessary assessments will be completed soon to allow federal assistance to all the counties we represent and others across the State.

Tennesseans always rise to the occasion when our neighbors are in need, and that was the case in this disaster as well. We commend the swift response from first responders, State and local leaders, volunteer organizations and members of the community. Both the Tennessee Emergency Management Agency, TEMA, and the Federal Emergency Management Agency, FEMA, were also on the ground immediately to begin their work helping those affected and ensuring assistance is on the way.

Mr. Speaker, I thank Mr. COOPER and our colleagues from Tennessee for bringing this resolution forward so the House has an opportunity to express its condolences to Tennesseans who are just beginning the recovery process.

Mr. COHEN. Mr. Speaker, I now yield such time as he may consume to the author of the resolution and a pilot himself, Mr. BOYD of Florida.

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Mr. BOYD. I thank my friend, Mr. COHEN, for yielding me time.

Mr. Speaker, I rise today as cochairman of the General Aviation Caucus, with my friend, VERN EHLERS, my fellow cochair, in support of this resolution honoring International Learn to Fly Day. I want to thank Chairman OBERSTAR and Ranking Member JOHN MICA for their work on this bill to get it out of the Transportation and Infrastructure Committee. I also want to thank the original cosponsor of the bill, Representative GRAVES, for his work.

International Learn to Fly Day will be celebrated this Saturday, May 15, with opportunities throughout the country to learn more about the wonders of flying, how to get your pilots license, what to expect during flight training, and career options for you once you achieve that goal.

As many of you may surmise, I am a pilot myself, and I would encourage anyone I know to pursue their desire to learn to fly. You will not be disappointed. It's never too late to learn. Unlike Mr. GRAVES, I didn't grow up around flying, but in the service I became very interested in flying when I got an opportunity to spend a lot of time in a plane. When I came home and went into my profession, I continued to do that from time to time, and then, only less than 4 years ago, I achieved a lifelong goal of getting my private pilots license. I'm telling you, it has not been a disappointing experience.

I think it's very clear to us that when you travel around the country from time to time and go to these airports, particularly some of the smaller municipal airports, and see the general aviation activity, we learn how dependent we are in this country upon flying, and particularly the general aviation business. We have seen a good example in the recent volcano activity in Europe that our economies and our lives are limited without the ability to fly.

Mr. Speaker, Congress will surely earn its wings today if we pass this resolution. I urge support of H.R. 1284, and your local International Learn to Fly Day activities.

Mr. GRAVES. Mr. Speaker, I would yield such time as he may consume to one of the original sponsors, the gentleman from Michigan (Mr. EHLERS).

Mr. EHLERS. I thank the gentleman for yielding and I also want to recognize that Mr. GRAVES has been a real stalwart on the Transportation Committee, particularly the Aviation Subcommittee, with his wealth of experience in flying. The knowledge that he brings to it has just been invaluable. I really appreciate all that Mr. GRAVES has done for aviation in the Congress. That's very important because last year the Congress developed a negative impression of flying. You all recall, I suspect, that some corporate leaders came in asking for government funds, and they flew here in their private jets. That made headlines across the country. Unfortunately, the news media didn't leave it there, but continued to pursue the entire issue of flying and

presented the portrait of the average flyer as being very wealthy and having an airplane as a toy to play with. That is far from the truth. Most pilots do not have a lot of money. Very few of them own their own airplanes. This negative impression that was formed here by the Congress and in the Congress really troubled those of us who know something about flying.

I am not a professional pilot. I would love to be, but I've never had either the time or the money to do it. But I recognize injustice when it takes place. It took place right here in the Congress of the United States. And that led to a lot of activity on our part to try to educate the public about flying, about who the pilots are, what they accomplish for the economy as a whole, and in particular, what good works they do. A good example of that is the tremendous amount of effort the private pilots of the United States exerted in helping the island of Haiti.

Just last week, we had Harrison Ford here to describe what he had done. He owns several airplanes and did a number of flights into Haiti transporting doctors, medicines, and so forth. He is an example of what I'm talking about. Not everyone who took part is a movie star, as Harrison Ford is, but he was representing a lot of people who expended a lot of their own money to aid the people in Haiti through the use of airplanes flying goods in and out, flying patients out to the United States for medical treatment when they were in serious trouble, etc. And this is just one example of the many things that pilots and aviation in general do to help the public at large.

So I'm very proud to stand here and say we have to help aviation and private pilots in every way that we can. And one good way is to encourage them to learn to fly. Many individuals normally would not think of flying, but when they see that they can accomplish so much good with aviation, we hope that they will take the time to learn how to fly and to at least join a flying club or perhaps eventually own their own airplane so that they can really go forth and help a lot of people.

It's amazing how many people do this sort of thing in various fields. For years, I was interested in ham radio. Again, a tremendous help to the economy and to the people at large is done during emergencies by ham radio operators. It's very similar with pilots. When the need is there, they will rise to the occasion and they will provide the transportation that's necessary.

In my area, we have an Angels of Mercy program, which has done tremendous good work flying people to hospitals. The patients cannot afford to take a commercial plane to get distant medical treatment. They're not in good enough shape to travel by car. And so the Angels of Mercy fly individuals at essentially no cost or very low cost so that the patients can get medical treatment in the right place at the right time.

It is high time that we recognize the good service that these pilots provide and that we do everything we can to help them in that effort. This resolution is part of that—simply encouraging people to learn to fly. I know there's a local group in my district that has taken advantage of this to publicize flight lessons in my area. They have a number of people signed up already who are willing to learn to fly so that they can accomplish good for other people.

So I strongly urge that we adopt this resolution and recognize the good work that aviation does for the general welfare of our Nation.

Mr. GRAVES. Mr. Speaker, I have no further requests for time. I would just, again, like to express my strong support for this resolution. There's a lot of groups out there, again, that are encouraging flight. The Experimental Aircraft Association's Young Eagles program will give that young person their very first flight for free. I'd encourage anybody that would like to take advantage of that for a young person and to learn the joys of flying, to do that at their local airport.

Mr. OBERSTAR. Mr. Speaker, I rise in support of this resolution, H. Res. 1284, as amended, introduced by the gentleman from Florida (Mr. BOYD), which supports the goals and ideals of International Learn to Fly Day, and recognizes the contributions of flight instructors, flight schools, aviation groups, and industry in promoting and teaching the nation's next generation of pilots.

As an effort to increase interest in flying, and to encourage the aviation community to get others involved in aviation, International Learn to Fly Day was established on May 15, 2009. Learn to Fly Day was announced at the Experimental Aviation Association's AirVenture in Oshkosh, Wisconsin, with the support of aviation groups, industry partners, flight schools, and flight instructors. The day was founded to cultivate a new generation of pilots to act as role models and to ensure that airlines are able to meet future needs for airline travel.

On Learn to Fly Day, flight schools, airports, and independent flight instructors will offer free or discounted flight instruction courses and other educational aviation events. The aviation community will lend its time and expertise to increase public interest in flying.

Many of the nation's heroes have been pilots, including the Wright brothers, Amelia Earhart, and most recently, Captain Chesley "Sully" B. Sullenberger III and First Officer Jeffrey Skiles. Flight has always been a national and international source of fascination and inspiration. To continue the significant legacy of flight, the United States needs to ensure that it can attract the next generation of commercial and recreational pilots.

International Learn to Fly Day will be an important day to promote the experience of learning to fly. This year will be the first year that the day will be celebrated, with events taking place across the country, and some internationally. International Learn to Fly Day will be observed each year on the third Saturday of May.

I urge my colleagues to join me in supporting H. Res. 1284.

Mr. PETRI. Mr. Speaker, the resolution before us—introduced by the co-chairs of the GA Caucus, Dr. EHLERS and Mr. BOYD—expresses support for the designation of the third Saturday in May as "International Learn to Fly Day."

The resolution recognizes aviation's tremendous impact on the imagination, innovation, and economy of the United States.

Pilots are obviously a critical component of our aviation system and this resolution recognizes the need to cultivate the Nation's next generation of pilots.

It is fitting to recognize the international nature of aviation. The era of flight has certainly brought the world closer together.

Positioned between two major general aviation events in the United States, Sun and Fun in Lakeland, Florida and the EAA AirVenture in Oshkosh, Wisconsin, International Learn to Fly Day is a great time to encourage young people to take an interest in flying.

These air shows offer a great opportunity to get an up-close and personal look at the aircraft and interact with the pilots who make general aviation such a vibrant part of the aviation community in the United States, and around the world.

The International Learn to Fly Day is also a great way to encourage would-be aviators to follow in the footsteps of other aviators who have helped create the aviation system we all enjoy today.

Mr. Speaker, I support the adoption of the resolution, and urge my colleagues to support the resolution.

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

Mr. COHEN. Mr. Speaker, I thank Mr. BOYD and Mr. EHLERS for bringing this resolution, and ask that all Members unanimously support H. Res. 1284, as amended.

With that, I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Tennessee (Mr. COHEN) that the House suspend the rules and agree to the resolution, H. Res. 1284, as amended.

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

The title was amended so as to read: "Resolution supporting the goals and ideals of International Learn to Fly Day, and for other purposes."

A motion to reconsider was laid on the table.

#### RECOGNIZING AVIATION CONTRIBUTIONS IN HAITI EARTHQUAKE RELIEF

Mr. COHEN. Mr. Speaker, I move to suspend the rules and concur in the concurrent resolution (S. Con. Res. 61) expressing the sense of the Congress that general aviation pilots and industry should be recognized for the contributions made in response to Haiti earthquake relief efforts.

The Clerk read the title of the concurrent resolution.

The text of the concurrent resolution is as follows:

S. CON. RES. 61

Whereas on January 12, 2010, the country of Haiti suffered a devastating earthquake;

Whereas after the earthquake, general aviation pilots rallied to provide transportation for medical staff and relief personnel;

Whereas more than 4,500 relief flights were made by general aviators in the first 30 days after the earthquake;

Whereas business aircraft alone conducted more than 700 flights, transporting 3,500 passengers, and over 1,000,000 pounds of cargo and supplies;

Whereas relief flights were fully paid for by individual pilots and aircraft owners;

Whereas smaller general aviation aircraft were able to deliver supplies and medical personnel to areas outside Port-Au-Prince which larger aircraft could not serve; and

Whereas the selfless efforts of the general aviation community have saved countless lives and provided humanitarian assistance in a time of need: Now, therefore, be it

*Resolved by the Senate (the House of Representatives concurring), That the United States Congress—*

(1) recognizes the many contributions of the general aviation pilots and industry to the Haiti earthquake relief efforts; and

(2) encourages the continued generosity of general aviation pilots and operators in the ongoing humanitarian relief efforts in Haiti.

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

The Chair recognizes the gentleman from Tennessee.

#### GENERAL LEAVE

Mr. COHEN. Mr. Speaker, I ask unanimous consent that all Members have 5 legislative days to revise and extend their remarks and add extraneous material as necessary on S. Con. Res. 61.

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

There was no objection.

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

Mr. Speaker, I rise in strong support of S. Con. Res. 61, a resolution which recognizes the many contributions of private pilots and the general aviation industry to the Haiti earthquake relief efforts and encourages the continued generosity of general aviation pilots and operators in ongoing humanitarian relief efforts in Haiti.

On January 12, 2010, a devastating earthquake struck Haiti, leaving up to 300,000 dead and 300,000 injured. Private pilots and businesses banded together to conduct an estimated 4,500 relief flights during the 30-day period following the earthquake. Business aircraft transported approximately 3,500 passengers and delivered over 1 million pounds of cargo and supplies to the Haitian people.

General aviation aircraft were vital for getting help to smaller communities that otherwise faced great difficulty in receiving aid. Media accounts described pilots ferrying supplies between nearby countries, like the Dominican Republic, to small towns in Haiti. They would often land on not much more than dirt roads. General aviation aircraft transported