

I say to my friends who comment and write about this: Be fair. Let the public know who is willing to move away from their hard-line position for the sake of compromise, for the sake of raising the debt ceiling, for the sake of getting our large debt and deficit down, and who has refused to budge. I think the answer is pretty obvious.

I yield the floor.

The PRESIDING OFFICER (Mr. BLUMENTHAL). The Senator from Colorado.

#### THE FAA REAUTHORIZATION

Mr. BENNET. I thank the Senator from Alaska for allowing me to jump ahead in the queue. I will have a word to say about the issues raised by the Senators from Iowa and New York at the end, but I am rising to talk about an issue that is actually separate. I have been out on the floor week after week talking about the debt limit and debt reduction negotiations, but today I want to talk about another absurd and needless Washington-inflicted, what I can only think of as a mistake, and that is the partial shutdown of the FAA. This shutdown—while buried in the headlines—is affecting Colorado jobs and the economy across the United States. Unable to walk and chew gum at the same time, Congress's inability to resolve this impasse has caused the furloughing of thousands of workers nationwide and put at risk several very important summer construction projects at our airports in Colorado.

Earlier this year, the Senate worked together to pass a long-term FAA reauthorization bill. This important bill, which I supported, will modernize our Nation's air transportation system and reduce frustrating and costly delays. The American people would be astonished to learn how antiquated our system is right now. But the House and Senate conference committee have been unable to finalize the bill.

Last Friday, Congress failed to pass a short-term authorization measure to buy negotiators more time. Now certain FAA functions have been shut down. This shutdown makes absolutely no sense to the people in Colorado who rely on this industry for their livelihoods, their businesses, and travel.

I know the same is true in Alaska. It is more than that. Colorado has a short summer construction season—probably not as short as Alaska's, but nevertheless short—and many airports set aside the summer months to complete much-needed improvement projects, so this shutdown has come at the worst time for them.

In Loveland-Fort Collins Airport in Colorado, they are very near cancelling a planned runway improvement project. Loveland-Fort Collins is a one-runway airport. Officials had already canceled summer flights to accommodate a \$7 million runway rebuilding project. Now they could be forced to shelve the project, which was bringing around 150 jobs to the area.

At Pueblo Memorial Airport—by the way, keep in mind this is about Washington's dysfunction. There are not big policy debates here. It is Washington turning its back on the rest of the country once again. At Pueblo Memorial Airport, officials have said they may be forced to delay a \$12 million runway rebuilding project.

At the Durango Airport, officials are concerned that an ongoing \$3 million apron rehabilitation project—which currently employs 30 Coloradans—will receive a stop-work order next week if Congress refuses to act.

At the Denver International Airport, one of the crown jewels in this country, officials are concerned that the shutdown will affect scheduled concrete and asphalt work on a runway and maintenance on passenger loading bridges.

These delays could affect the overall safety of Colorado airports and they are affecting jobs right now.

Nationwide, an estimated 3,500 FAA workers began to be furloughed this past Saturday; 27 of these workers are in Colorado. They were either sent home or forced to work without pay.

To his credit, Chairman ROCKEFELLER recently introduced legislation that would allow the FAA to continue to pay those workers during the shutdown. I have cosponsored the legislation. I hope the Senate considers doing it today, but we need to do more than that. We have been asked to do more than the bare minimum by our constituents. We have gotten to the point around here where just keeping the lights on somehow is a success. That is a pretty low bar. It is a low bar to Heather Hilgers of Englewood, CO. She is an engineer. Airports hire her to complete construction projects so they can meet FAA safety standards. She wrote to my office:

Next week, if there is no one to reimburse the contractor, the job has to stop. The stall is affecting engineering contracts. The visible impact would be the construction contractors' jobs.

Andrew Vogt of Denver, CO, is also an engineer. He wrote:

It's a frustrating experience that this whole industry has gone through. We are hoping a long-term solution can be achieved in short order.

As a professional engineer, certified construction manager for airport improvement projects, there is literally no work to do this year. . . . Put me back to work.

Jeff Campbell, also of Englewood, CO—these are not government employees, by the way. We are talking about private-sector employees whose jobs and expectations and salaries and plans for their families are being put on hold by the games that are being played here in Washington.

Jeff Campbell, also of Englewood, CO, is an aviation engineer who is involved with five projects that are being affected by the shutdown. One is the failing runway at Fort Collins-Loveland. He said 150 people, expecting to begin work next week, are about to be put on hold and the project will have to be rebid for the third time.

A lot of people in Congress talk about putting people back to work. They talk about fiscal responsibility. But this delay is costing thousands of jobs and an estimated \$30 million a day in lost revenue. If this shutdown continues, these losses could dwarf the entire yearly budget of the EAS Program, which some claim is holding up the bill. Congress must not allow the debate over our debt limit or deficit to prevent action on a short-term FAA extension. Such inaction only proves once again to the American people how broken this place is.

It would be a terrible shame for Members of Congress to resolve this debt debate, adjourn, and board their planes home for recess without resolving this issue. What a slap in the face to people all across this country. On behalf of our constituents who make a much more forceful case than I ever could, I implore my colleagues and Members of the House to resolve this impasse and reauthorize FAA now.

#### THE DEBT LIMIT

With the indulgence of the Senator from Alaska, I want to take the opportunity to say a word or two about this debt limit discussion we are having right now. We face enormous challenges in our country right now. Our economy is almost producing what it was producing before we went into this terrible recession, but we have 14 million people who are unemployed. The great productive American economy has figured out how to produce what it was producing before with fewer people. But we have not figured out how to put people back to work. My own view is that we need to look hard at our Tax Code, our regulatory code, and other things to make sure we are inspiring innovation and job growth here in the United States and we are not just shipping it overseas and saying it is too bad for everybody who is here.

We are at the end of a decade when median family income has declined for the first time in our country's history. It never happened before. The cost of health care has gone up. The cost of higher education has gone up. It is harder and harder for the middle class in this country to survive. If you are a child living in poverty in the United States, your chances of getting a college education are 9 in 100 in the 21st century in the greatest country in the world.

There are countries all over this globe that sense weakness, that are trying to out-compete us, trying to out-educate us, trying to out-invest in their infrastructure while we play foolish political games. They are not waiting for permission from us to out-compete us.

One of the single greatest assets this country has had since almost its founding has been our bulletproof credit rating. It has been the fortress that is our full faith and credit of the United States. Financial transactions all over the globe, spanning decades, centuries, have been financed based on the

strength of our credit, the full faith and credit of the United States, and generation after generation of politicians has done everything they could to protect it, as any mayor in my State, as any superintendent of schools in my State, would do anything to make sure they protected the credit rating of their city or of their school district.

Now we face, for the first time in our country's history, a threat of downgrade, a threat that our interest rates would spike. That is not a political observation; that is coming from the credit rating agencies. They are not politicians. What the math tells us is that every 1-percent increase in our cost of borrowing adds \$1.3 trillion to our debt over the next 10 years, making the problems we face today even harder to solve.

The President knows I have supported for a long time a comprehensive approach, one that would actually make a meaningful difference to our debt and to our deficit, and I will continue to fight for it, as will, I know, the Senator from Alaska. But it is time for Washington to move past these political games and reassure our capital markets that we are not going to be the first generation of Senators to blow up our credit rating over politics, to reduce the full faith and credit of the United States to rubble—for politics. I don't want to be somebody who, 30 years from now or 40 years from now where somebody comes and says: Hey, we detect you were once in the Senate, you were 1 of 100 people here when we compromised one of the greatest assets this country has.

I implore the leadership of both parties, both here and in the House, to work this out. Then let's get on with the tough discussion we have to have about our debt and deficit.

Mr. President, I thank again the Senator from Alaska for allowing me to speak ahead of him, and also for his leadership throughout this entire debate. He, like a number of us, has been working hard with Members across the aisle to try to get a bipartisan solution that is balanced and that makes sense heading toward the future. I thank him for his leadership.

I yield the floor.

The PRESIDING OFFICER. The Senator from Alaska.

Mr. BEGICH. Mr. President, my friend and colleague from Colorado is always so passionate on the floor when it comes to the issues pertinent not only to his State and his country. He has laid out such a logical case on the debt of this Nation and why we need to deal with it. I will address the debt also.

But I came down here, like the Senator from Colorado, to talk about the FAA reauthorization bill. I was not planning to come down. I was in my office. As Senators, we have lots of meetings, events, activities and photo ops—meet and greets, they call them. People come in and say hello and chit-chat

take a few photographs with you. They are residents from your State.

I was sitting there and having a great conversation with young people, four of them from Girls and Boys Nation here from the American Legion Auxiliary: Clara Farley, from Kodiak, Joseph Mueller from Healy, Derick Hanna from Palmer, and Marissa Torgerson from Anchorage. Then there was another young woman who was there, a young leadership student, Jocelyn Cayce from Juneau.

You know, to have a "photo op" is what they call them. We shake hands and take some photos. It was interesting having this conversation. The first question they asked me was what was going to happen with the debt of this Nation. Before I elaborate on my thoughts and what I told them, I, first would like to talk about the FAA extension because they are both related. The FAA bill and what is going on with the debt is all related. It is related because of the House majority's inability to function and their inability to do their work.

The FAA is a great example. I know the Senator from Colorado mentioned that the conference committee has not brought out a bill. What is amazing about this is the Senate appointed their conferees in April. For those who are watching, the way this works is the House passes a bill and the Senate passes a bill. They are not always exactly the same, so they go to a joint conference committee made up of Members from the House and Members from the Senate—Democrats and Republicans—and they work out a compromise. The Senate appointed their Members to the conference committee in April. The House has not appointed anybody.

The battle we are in is because of one person. There is one person who has decided that 4,000 people should be furloughed—about 80 in Alaska—to stop projects that are critical to the safety of air transportation. I can tell you there is no other State that depends on air transportation like Alaska, with 82 percent of our communities not able to be accessed by road, they are predominantly accessed by air. For one person in the House to decide he wants to play politics with aviation safety because he doesn't like something—oddly enough, the items he wanted to eliminate are from States that are represented by Democrats and chairmen of committees. It is unbelievable.

I did not come here 2½ half years ago to play those games. I came here to do the work the people of Alaska sent me to do. Part of that work was to make sure the Federal Aviation Administration actually has a reauthorization they can operate under because they haven't had it since 2007. I was elected in 2008. There have been 20 short term extensions of the FAA's authority while the House and Senate try to pass legislation and work out the differences. The Senate did pass a bill. We did our work. We did it, and we did it with a lot of debate.

I sit on the Senate Commerce, Science and Transportation Committee with jurisdiction over the FAA. Senator ROCKEFELLER and Senator HUTCHISON, Democrat and Republican, worked in a bipartisan manner with all the members. The Senate passed our FAA bill. The House passed theirs, and now we are waiting for the House to appoint conferees. We are waiting for the House to do something. Not one person. That is not how this system should work. They need to appoint conferees so we can sit down and resolve these final minor issues. Instead the chairman in the House decides he knows best.

Here is what happens: Yes, 4,000 FAA employees get furloughed all across this country. These are people who have mortgage payments to make and kids planning to go to college this fall, or maybe they are the only breadwinner in their homes—but 4,000 people are furloughed.

There are 79 FAA employees in Alaska who have been furloughed. Compound that with the next piece of the equation. Part of the FAA reauthorization bill is to invest in our aviation infrastructure. I think I will hit 100,000-plus miles this year, maybe more, 125,000 miles flying back and forth from Washington to my home State, visiting communities all across my State. I pay a small fee like everyone who flies does. We pay for our airline tickets and a portion goes to the FAA, who then invests this money into making our runways and our air traffic facilities safer. It is the people who fly who pay for our aviation system, and their money goes to the FAA to pay for the improvements that we use to make sure we fly safely. It is not complicated. Yet what is happening because the FAA doesn't have the authority to collect this fee, is the airlines and passengers are getting a tax holiday. That fee is important. I will get back to that fee and what has happened with that money.

First, without that money, we cannot do airport construction projects. It is all part of the system. In Alaska it is a pretty important piece.

In Bethel, a project now has a stop-work order issued by the FAA because they cannot complete the project without an extension. As my friend from Colorado mentioned, Colorado has a short construction season, and we have a very short construction season in Bethel, Alaska. We are trying to build a project that improves the approach lights to make it safer for people to land at the Bethel Airport. That project has been stopped. There is no other access to Bethel except by air. Bethel is 400 miles from Anchorage, the largest city in the State, by air. We cannot drive to Bethel. That project has stopped because the House hasn't passed a clean FAA extension.

Another project makes seismic improvements to the air traffic control tower in Anchorage. People say it is just a tower, what does it matter? The

tower is old. It needs improvements. It is not only important for Alaska and the people who would work on the project, it is important for this country. We are the third busiest air cargo airport—in the sense of cargo throughput—in the world. We move products that are produced in this country and around the world through Anchorage. If you are shipping something to Europe or Asia and you are west of the Mississippi, the odds are you are coming through Anchorage's international airport.

Almost 700 wide-body jets fly through Anchorage every single week carrying cargo. It is the third busiest airport in terms of cargo throughput in the world. It is an economic engine. It is a job creator. I remember almost 25 years ago when the idea came from a couple of companies, FedEx and UPS. They said: We will look at Anchorage as our international hub because of its location. Today it is a robust facility and many other airlines cargo carriers use our airport facilities. It is huge.

Instead of the House doing their job and appointing conferees to resolve this issue, one person in the House decided he wanted to play politics over the life-safety of our air traffic system, the Federal aviation system, and now that project is not happening. Not only are the 79 FAA employees furloughed in Alaska, but projects in Bethel and Anchorage are not moving forward. So that means the private contractors—it is not government employees who make these improvements and build lighting systems or remodel the tower. It is private contractors who employ people who then pay mortgages and buy cars and spend money in the economy and help our economy move forward. This is clearly a job-killing action. That is what it is. They will say some other reasons, but that is what it is doing. It is killing jobs, and it is hurting America.

Again, it costs more because when the construction season in Bethel is over in the next month or month and a half, we don't get to come back in November and say we are going to finish this project. We can't. The weather conditions don't allow it.

What will happen is, next year the costs will go up because the private contractor will have to remobilize—I hear a lot from folks on the other side over there in the House talk about the private sector. I am from the private sector. I don't know how many of those guys worked in the private sector, but I have. That is where I made my living, and that is how my wife makes her living, from the private sector. They spout off about how they want to support the private sector. Well, pass the FAA reauthorization legislation that the private sector supports and wants moved forward for the creation of more jobs and the opportunity to make our air safer.

Again, it is astounding to me how dysfunctional the House majority is and how they are unable to do their

work. They complained a lot earlier this year that the Senate doesn't do their job, and we are not doing our work. We are doing our work. We passed the Military Construction-VA bill. We passed the FAA bill. We passed several things. They go over there and they die. They go over there, and they have one person who decides they know best.

A lot of those guys ran in 2010 on the effort to open government, 72 hours to review bills, which is great. I have not seen it. They had some Rules Committee meeting earlier last night or whatever late night they did it to set the rules on what they are going to vote on in less than 12 or 13 hours. I am sure that has been notified to a lot of people. It is amazing they ran on the fact that they want to open government, the system is broken, and then it is so dysfunctional over there.

The FAA bill, as I mentioned, these airlines collect fees that then go to the FAA to make sure all this happens. It is part of the fee we pay to travel. Now the FAA is not authorized to collect it, but what happened? Several of these airlines jacked up their fees to collect the money for their own. There is \$200 million a week coming from consumers into the pockets of these airlines for their profit, not to improve the safety of the airports, which is what the money is supposed to be designed for. I will say Alaska Airlines—and I am proud to say Alaska Airlines, Hawaiian Airlines, and Spirit Airlines are three examples of companies that did not do that. They did not jack up the price to the consumer for their own bottom line. Also, remembering that those fees are for the purpose of improving airports and not improving the corporate profits or the CEO's million-dollar-plus checks they get at the end of the year for the work they do.

The problem is—something like this happened many years ago—we are not going to be able to get those resources back to make sure these airports are safer.

I, of course, implore the airlines to do one of two things: Lower those fares they jacked up or put that money aside and work with Congress to make sure that money goes into the fund to ensure that we improve these airports. I challenge every one of those airlines that have done that.

As a consumer who is watching this issue, you should be appalled that \$200 million a week that you thought was going to improve the airports you fly through, it is not. It is going into the pockets for profit for some of these companies. Again, I point out Alaska Airlines, Hawaiian Airlines, Spirit Airlines are a few of the only major airlines that are not doing that. I commend them for that. I commend them for doing the right thing by the consumer.

I was originally coming down and going to talk—as I got inspired by the students sitting there—about the budget, but then I wanted to talk about the FAA. I want to get back to the budget.

As I mentioned, these young people came to my office and asked the first question: What are we going to do about the debt? Great. It is the question of the day. What are we going to do? We can debate how we got here. Everyone got us here: Democrats, Republicans, current, past, everybody. We have a problem. We have a challenge. I know the Presiding Officer is new. You came here to solve problems, create solutions, not just play the politics and push it off for another day, but actually do some things. That is why people sent me here, and I know that is why they sent you here: to do the job the American people expect us to do—I know Alaskans expect me to do.

There is no question in my mind why we are here today. It is because, again, the House majority, I will point out, cannot do their job. They are unable to do their job. They are not dealing with reality.

Do I want to add more debt to the Nation? No. No one does. As my colleague from Colorado earlier said—and I know the Presiding Officer—we have been working on ideas. One thing that is unique about the Senate is there is an effort here—it may not be as visible as the press would like to portray because they would like to see the battles, that is better press. There is a lot of bipartisan discussion going on. The Gang of 6, you can argue if that is good or bad, but the point is three Republicans, three Democrats sat down for months. In the Budget Committee, we sat down for months. We came up with proposals. We are talking to Republicans. Republicans are talking to Democrats. We are looking for solutions. We are trying to weed through this. The Senate is trying to do this. We are trying to solve this problem and create a solution that moves us forward. But there are several in the House majority over there who believe to drive off a cliff is good policy. I don't know, I don't think that is good policy. I would rather drive on the road, going somewhere. That is what we are trying to do over the next few days.

As I think of the differences—and people say: Well, why don't you just take that deal or this deal? Here is the difference. They are fundamental. They are not complicated. The deal the leader, Speaker BOEHNER, has in the House is about \$900 billion in reductions. It is short term. It has a joint committee to look to the long term. What is the Reid proposal? The Reid proposal, as it is now scored by CBO—the Congressional Budget Office, for those who are watching and wondering what all these things mean—is \$2.2-plus trillion in reductions, almost 2½ times more than the House version, and it is long term. Here is why that is important. I am not voting for anything short term. Let me make that very clear to the Presiding Officer and others who might be watching. If we want to disrupt and continue to disrupt this economy, keep doing these shenanigans and keep doing these

2-, 3-, 4-month deals, that is disastrous to this economy.

I have heard and talked to business leader after business leader, from associations, to individuals, to people back in my home State, and they say over and over: Don't do short term. Whatever you decide, give us certainty—certainty.

The unique thing about the U.S. Senate and the U.S. House: Only we would describe long term as 16, 18 months because that is all we can do around here. But short term, as one can imagine, is 3, 4 months. That would be more disruptive to this economy than anything we can imagine because all we do as we shift it—and I can describe this because I understand this business. I have been in it. My wife is in it. Here is what happens. We will have this same debate in November, probably. Here is what happens in November. This is the biggest time for people who are buying. For retailers, this is the most important time—actually, back to school a little bit, but November through December is when people make their expenditures and are buying things, consuming, and spending money in our economy. But people always like to blame Democrats: It is all about government. I come from the private sector. As I said earlier, that is where I made my living. It is an important part of our economy.

So here we are going to debate, create more uncertainty at the most important time, when consumers are going to try to judge what to do. What do they do? Do they spend a little bit extra for a gift for their friend? Do they go on that trip they were planning? Do they make that extra expenditure? Yet we will have the same debate. So long term is important—again, 16, 18 months, but that is better than the short-term plan.

No businessperson has come to me—and I challenge any businessperson: Pick up the phone. Call me. Let me know. Tell me you want a short term, and I will be happy to come down here to the floor and say that. I will mention your company name. I will tell people: This company is interested in short term. I would be happy to do that. I am not going to get those calls because they know that is not the way to run a business, that is not the way to run a household, and that sure as heck should not be the way we run our government.

So there is a clear difference. For all of those people who—I get a lot of pro and con on this issue, calling my office, sending me e-mails—for all of those people who say: Hey, just vote for the Boehner thing, I will tell them why I will not. I want people to understand clearly my position. It is not about, he is a Republican, I am a Democrat. That is irrelevant. It is short term. It is fewer spending reductions. It keeps us in turmoil. It doesn't move us forward. It is all about shenanigans and game-playing and politics. That is what he is presenting.

Now, maybe the Reid proposal isn't perfect. I know there are Republicans

who have some ideas here in the Senate who want to modify it. Great. But it is long term, it has more significant reductions, and it moves us down a path in the right direction. It is not perfect, but I can tell my colleagues that the idea they have over there will not work for this economy.

I have probably spoken too long, but those kids from Juneau and Healy and Anchorage and Kodiak had a great question. When kids are asking that question and they say to me—and I give them the same exact presentation. I say: Here are the differences. I give them the papers and say: Here, you look at it. And they say to me: Why aren't we doing a long term, because these kids are now at an age where they are thinking about their future. They are not thinking about the next weekend; they are thinking about their future. They have a position we could learn a lot from around this place, I will tell my colleagues they made it very clear to me: Whatever you do, make it long term, because they are thinking about their future and where they want to be. It is an incredible commentary when we have kids who have more wherewithal in the sense of their knowledge of what should be done in the body we sit in today. It should wake us up.

The last thing I will note is this. I think about what my colleague from Colorado said about the value of our position in this world when it comes to ensuring that people understand America will stand behind everything we do—the debt we do, the positions we take. As a matter of fact, it was so important, it was written into the Constitution that we should never question the ability to pay our bills.

For those on the other side who like to spout off, and they pull out of their pocket the little portable Constitution—all of us get those; we all have those—and they cite the Constitution, sometimes they forget sections of it. I hope we don't forget this section. We should never be questioned in regard to our debt. We pay our bills. We stand behind what we do. That is what makes our country different from any country in this world.

So I challenge them to get their job done, maybe on the FAA bill, maybe on this issue involving the debt, but the House needs to get their act together—the majority. Let me make that clear. The majority over there needs to get their job done, quit killing things over there, from jobs to legislation, and focus on the work people sent them here—especially the group of 2010—but who sent me here and sent the Presiding Officer here—we were sent here to do a job.

It is outrageous to me that we cannot move forward when it is so simple in the sense of a plan that gets us on a path that is long term and has better spending reductions. Maybe it is too logical. Maybe that is the problem around here: If it is too simple, too logical, it doesn't work. It has to be com-

plicated with a lot of gamesmanship is the only way it works. I want to prove that wrong.

I thank the Chair for allowing me the time to say a few words. Hopefully, the people who are watching us and listening will hear the real debate and cut through all the moment-in-time politicizing. Maybe, hopefully, they will hear those five kids whom I heard and will hear their concerns and what their position is.

So, again, I thank the Chair for the time, and I yield the floor.

The PRESIDING OFFICER. The Senator from Minnesota.

Mr. FRANKEN. Mr. President, are we in morning business?

The PRESIDING OFFICER. We are in morning business.

#### TRIBUTE TO BERT BLYLEVEN

Mr. FRANKEN. Mr. President, I rise today to pay tribute to former Minnesota Twins pitcher Bert Blyleven, who this week received his sport's highest honor when he was inducted into the Major League Baseball Hall of Fame.

To Bert, I offer hearty and well-deserved congratulations.

To the rest of the baseball world, I ask the question: What took so long? In the 14 years since he first became eligible for the Hall of Fame, we in Minnesota all assumed that, with his rare talent and Hall of Fame numbers, Bert was a shoo-in, and for many of those 14 years he was considered the best player never to have been inducted. I am proud to say as a Minnesotan and a lifelong Twins fan that this year Bert Blyleven was officially voted into the Hall of Fame.

People in Minnesota all know Bert belongs on the distinguished list of Minnesota Twins already in the Hall of Fame, including Harmon Killebrew, Rod Carew, and Kirby Puckett, as well as two other baseball greats who grew up in St. Paul, MN, and later played for the Twins and were inducted into the Hall of Fame: Paul Molitor and Dave Winfield. Each of them had Hall of Fame careers, and now Bert has finally joined them.

Bert pitched 22 seasons in the Major Leagues, 11 of them for the Twins, but he also took his talents to Texas, Pittsburgh, Cleveland, and California. During his career, he won 287 games, he struck out an amazing 3,701 batters, and is fifth on the alltime career strikeout list, with more career strikeouts than pitching greats Tom Seaver, Walter Johnson, Bob Gibson, Greg Maddux, Cy Young, or even his boyhood idol, Sandy Koufax. He pitched 60 shutouts and led the league in shutouts three times. He had a career earned run average of just 3.31. He pitched 242 complete games, something that would be unheard of today. He played on two world championship teams: in Minnesota, with the 1987 Twins and in Pittsburgh. For Twins fans, we all know Bert was a major part of that