

With rates at historic lows, for the Congress to let these interest rates double is highway robbery. Congress should not require students and families who can least afford it to pay twice as much in interest on the same loans they got a year before at lower rates. Congress should help make college more affordable, not more expensive. Congress should help families to get out from under the crushing debt, not pile on more.

Tens of thousands of students have asked Congress to act, but their pleas to help have been met with silence from the Republicans in Congress. Silence. Silence is not what they need. Action is what they need. Only Congress can set the rates for these student loans. The clock is ticking. Applications are being made to college, and the time to act is now. Congress should not let the interest student rate loans go up. Congress should not let the interest rates double on these families and these students.

CHARLOTTE LUCAS

(Mr. ROKITA asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. ROKITA. I rise today to recognize an Indiana-born and bred entrepreneur who exemplifies innovation and dedication.

Charlotte Lucas, along with her husband, Forrest, founded Lucas Oil Products in 1989. Under her leadership, Lucas Oil quickly established itself as a top-selling additive line in the trucking and automotive retail industry.

To Indiana, Charlotte is still the good-natured Hoosier who always enjoys meeting new people and who knows the importance of being there for people in need. Marked by common sense and a commitment to philanthropic interests, her leadership embodies the qualities emblazoned in the Hoosier spirit itself.

There is a slogan at Lucas Oil, Mr. Speaker, that reads: "It works." Well, I think the same can be said of Charlotte. Working on behalf of children, the elderly, race car drivers and their families, and many more other causes, she has provided so many with a better place to live, work, and raise a family. Whatever Charlotte does, it works.

As a man of faith, I believe we were put on this Earth to love one another and to make the best of the gifts the Lord has provided. When I look at Charlotte, her husband, Forrest, and how she shared her good fortune with our world, all I can say is, Amen. Charlotte Lucas exemplifies the American Dream in every way, and I am proud to honor her on her birthday in recognition of her devotion to her family, friends, employees, and our whole Hoosier community.

HATE CRIMES

(Ms. JACKSON LEE of Texas asked and was given permission to address the House for 1 minute.)

Ms. JACKSON LEE of Texas. Mr. Speaker, just last week, I had the privilege of coordinating and working with other Members of Congress to hold a briefing with Judiciary Committee members to discuss the jurisdiction of the hate crimes. We were privileged at that time, in the midst of their mourning, to have there the parents of Trayvon Martin. I had the further privilege, though not wanted, to be in Sanford, Florida, before their city commission in order to discuss the absolute dereliction of duty that occurred in this terrible tragedy.

Now, many have raised the question of race. Let me be very clear: the race question comes into factor only because of jurisdictional Federal laws with which they are now investigating this case; but this is a case for every American and every parent. As our Speaker did, it is a case to which everyone can ask the simple question. The State and Federal jurisdictions are looking at this, and they should review it. For those of us who believe that the perpetrator should be arrested, we maintain that. He should have been arrested and should be arrested; but this is a question for every parent:

When you send your children out to get Skittles and a tea, whether they should come back alive or whether you should have to find them in a morgue.

I remain persistent on finding justice for Trayvon but also justice for all of the other young people and others who have been victims of crimes like this, with guns, where people have used their language of suspiciousness and where all they were doing is walking on the streets of America.

AN EASTER PRAYER

(Mr. GOHMERT asked and was given permission to address the House for 1 minute.)

Mr. GOHMERT. As this will be the last session before we go into the Easter district work period, I thought it was appropriate to look back at something historically, and I have a prayer that was given in the United States Senate in the 1940s by Senate Chaplain Peter Marshall. He said:

We pray to Thee, O Christ, to keep us under the spell of immortality.

May we never again think and act as if Thou wert dead. Let us more and more come to know Thee as a living Lord who hath promised to them that believe: Because I live, ye shall live also.

Help us to remember that we are praying to the Conqueror of Death, that we may no longer be afraid nor be dismayed by the world's problems and threats, since Thou hast overcome the world.

In Thy strong name, we ask for Thy living presence and Thy victorious power. Amen.

That was Senate Chaplain Peter Marshall. It is a good prayer, Mr. Speaker, to pray as we head for the Easter recess.

DETROIT GROWTH AND STABILITY ACT

(Mr. CLARKE of Michigan asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. CLARKE of Michigan. Mr. Speaker, today I will introduce the Detroit Growth and Stability Act, which will provide up to \$500 million in loans to the city of Detroit.

I am asking this House, this Congress, and this administration to give Detroit, the arsenal of democracy, a second chance—a second chance to build the best products, a second chance to create the best technologies that could be sold worldwide which will create jobs, jobs not only for southeastern Michigan—because our city and our suburbs are linked together—but also jobs throughout this country.

You see, the best way that we can renew America's economy, the most effective way, is to help rebuild Detroit. I urge your support for this important legislation.

□ 1540

REMEMBERING DR. CRAWFORD LONG

(Mr. BROWN of Georgia asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. BROWN of Georgia. I rise today to commemorate a very important medical breakthrough that happened hundreds of years ago in Jefferson, Georgia. And that's the invention of general anesthesia. Tomorrow is Doctors Day, and I am pleased to take this time to honor Dr. Crawford Long, who gave the first general anesthetic for a surgical procedure in 1842. If it weren't for Dr. Long's discovery of ether as a general anesthetic, the world of medicine would not be as profound or innovative as it is today.

This is a proud claim for the city of Jefferson, Georgia, for the 10th Congressional District, and for the State of Georgia as a whole. It is a little known fact that Dr. Long's statue is in the U.S. Capitol as part of the National Statuary Hall Collection, but this tribute is well deserved, given his significant contribution to both science and to medicine.

I hope that all Georgians passing through Washington will take the time to stop by Dr. Long's statue to reflect upon this great Georgian's wonderful achievement to science and to humanity.

CLEARING THE NAMES OF JOHN BROW AND BROOKS GRUBER

The SPEAKER pro tempore (Mr. LONG). Under the Speaker's announced policy of January 5, 2011, the gentleman from North Carolina (Mr. JONES) is recognized for 60 minutes as the designee of the majority leader.

Mr. JONES. Mr. Speaker, thank you very much.

I, again, come to the floor to talk about a 10-year journey that I have been on with two wives whose husbands were tragically killed on April 8, 2000. The pilot was John Brow, lieutenant colonel, and the copilot was Brooks Gruber. They were flying what's known as an Osprey. I will hold this up, Mr. Speaker. The Osprey has been one of the planes that the Marine Corps for so long has needed to replace the aged helicopters from the Vietnam era.

The sadness and the problem was that the MV-22 at the time that it was being flown by Colonel Brow and Major Gruber was not ready for the mission it had been assigned to. Sadly, that night there were 17 young marines in the back of that V-22 that crashed on April 8 in Arizona. So a total of 19 marines were killed when the V-22 flipped and crashed and burned.

December of 2002, the wife of Major Brooks Gruber, Connie Gruber, who lives in my district, Jacksonville, North Carolina, the home of Camp LeJeune Marine Base, she sent me an email. And I want to read one paragraph:

I contacted you in hopes that leaders of integrity, free of bias, would have both the intelligence and the courage it takes to decide the facts for him/herself. If you do that, you will agree the "human factor/pilot error" findings should not stand as it is in military history. Again, I respectfully ask for your support. Please do not simply pass this matter along to General Jones without offering the support my husband and his comrades deserve. Please remember, these 19 marines can no longer speak for themselves. I certainly am not afraid to speak for them, and I believe somebody has to. Even though it is easier put to rest and forgotten, please join me in doing the right thing by taking the time to address this important issue.

Mr. Speaker, along the way, there have been so many people joining me in asking the Marine Corps to correct the press release that came out in July of 2000. And I will read from the press release:

Marine Corps Officials Say Combination of Factors Caused Osprey Accident: Confirms that a combination of "human factors" caused the April 8 crash of an MV-22 Osprey tilt-rotor aircraft that killed 19 marines.

It further stated, Mr. Speaker:

Although the report stops short of specifying pilot error as a cause, it notes that the pilot of the ill-fated aircraft significantly exceeded the rate of descent established by regulations for safe flight.

Commandant General Jones, who is now retired, stated:

The tragedy is that these were all good marines joined in a challenging mission. Unfortunately, the pilots' drive to accomplish that mission appears to have been the fatal factor.

Mr. Speaker, that is so erroneous, it is painful for me to even repeat it on the floor of the House.

I have spent 10 years trying to clear the names of Pilot Colonel John Brow and his copilot Major Brooks Gruber. If you look at the JAGMAN report, this is the report that was completed by three marine officers who were sent the day after the accident to Marana, Ari-

zona, to investigate. And they published what was called a JAGMAN report. I would like to read the major section that I think says clearly that John Brow and Brooks Gruber were not at fault:

During this investigation, we found nothing that we would characterize as negligence, deliberate pilot error, or maintenance/material failure.

During this investigation, we found nothing that we would characterize as negligence, deliberate pilot error.

Mr. Speaker, I want to further read because this plane was not ready for the mission that it was assigned to by General Fred McCorkle, who was the general that oversaw aviation for the Marine Corps at the time. In fact, I will read from an expert, Philip Coyle, who understands the issue involved with this plane. He wrote me a page and a half in his support of clearing the names of John Brow and Brooks Gruber. And I will read one paragraph:

Considering that it was ignorance on the part of the Marine Corps that caused the April 2000 accident, the Marine Corps should make it clear to Major Gruber's family—with no ifs, ands, or buts—that Major Gruber was not responsible for the accident. I don't suppose the Marine Corps ever apologizes, but considering that the accident was their fault and not Major Gruber's, an apology to the family would be in order also.

Another one of those individuals who has joined us in this effort to clear the names is Rex Rivolo, well known in the aerospace industry as an expert:

The failure of the manufacturer, Bell-Boeing, and the Navy to characterize slow speed, high rate of descent handling qualities of the V-22 through flight testing, the failure to describe them for the aircrew in the NATOPS, and the failure to provide an adequate warning system in the aircraft were the causes of the mishap, not aircrew error.

Mr. Speaker, I reached out to the two attorneys who prosecuted, who filed suit against Bell-Boeing on behalf of the families. Jim Furman, himself a Vietnam helicopter pilot, was the attorney for the wives of John Brow and Brooks Gruber. Brian Alexander in New York and his associate Francis Young, they represented the 17 families whose sons were burned to death.

□ 1550

I'm not an attorney, Mr. Speaker, but I must say, knowing that Bell-Boeing settled for no one knows how much money because it is closed, but they settled with the families of the 19 marines who were burned to death. And Jim Furman has joined me in saying these two pilots had not been trained, there was no warning system. And, Mr. Speaker, the NATOPS manual is what pilots have between them that explains if you get into this kind of situation, you can read and see how to react. The NATOPS manual they had was written by an Army helicopter pilot, and nothing in there about vortex ring state, which is a phenomenon that can cause the plane, particularly a V-22, to flip. And Major Gruber and Colonel Brow had no idea.

Mr. Speaker, I would like to read comments from the attorney, Jim Furman:

If there was no human error, it was error for the program manager to certify the aircraft as airworthy when clearly it was not. Brow and Gruber found themselves in a position of having to do what they were not trained or qualified to do.

Jim Furman further stated:

It was not the mission of the operations evaluation crew to discover the new boundaries and limitations associated with the V-22. Engineering test pilots, under appropriate test conditions, should have done this. It is simply wrong and improper to place this burden upon Gruber and Brow. They did the best job they could have done under the circumstances.

Mr. Speaker, the wives, Connie Gruber and Trish Brow, are asking that the United States Marine Corps, on the letterhead of the Commandant of the Marine Corps, write one paragraph that says Colonel John Brow and Major Brooks Gruber, pilot and copilot, were not responsible for the accident on April 8, 2000.

I am very disappointed in the Marine Corps, quite frankly. I have Camp Lejeune Marine Base, New River Air Station, and Cherry Point Marine Air Station in my district. I'm not disappointed in the Marines and their magnificent fighting force for this country, but I never thought that I would be fighting for one paragraph with the United States Marine Corps.

These two pilots deserve better than having this blemish against their names.

Mr. Speaker, there are so many people that have joined in this. The three investigators, Colonel Mike Morgan, Colonel Ron Radich, and Major Phil Stackhouse, have given me letters independent of the JAGMAN report that have clearly stated that nothing in their investigation should indicate that this was pilot error. I have given this to the attorneys for the Commandant.

In addition, Jim Schafer, at the time a lieutenant colonel, was in the air in the third V-22. John Brow and Brooks Gruber were his friends. He's joined in this effort to clear their names.

It does not make any sense, Mr. Speaker, that the Marine Corps cannot do what has been asked by the wives. The wives have just asked for one paragraph that clearly states—and Mr. Speaker, quite frankly, the Marine Corps owes this to the families because they came out with this press release that I just read a moment ago, in 2000, and indicated that this was pilot error. They have seen all the information that I have accumulated in 10 years.

All the families are asking for their children. Connie Gruber has a little girl named Brooke. Trish has two boys, named Michael and Matthew. All they're asking is an official letter from

the United States Marine Corps that the children can have for years to come, and whenever it comes up that the crash on April 8, 2000, in Arizona, was pilot error, Mr. Speaker, they can say, No, that's not true. I have a letter from the United States Marine Corps Commandant that clearly states that my father was not at fault.

Mr. Speaker, I want to thank *The Hill* magazine today. I'm sorry that I had to be featured in it, because the most important thing about the article—and I want to thank Jeremy Herb, who spent so much time on this article. He interviewed the Commandant; interviewed General McCorkle, who was the aviation chief at the time of this crash; and he interviewed the wives. Again, they clearly understand that if you want to bring rest to two outstanding marines who have been blamed for this crash, Mr. Commandant, all you have got to do is write a letter with one paragraph in it. The wives have given you what they request.

I'm calling on the United States Marine Corps today, the Commandant of the Marine Corps, to please do what is right. You have the evidence. The attorneys that sued Bell-Boeing over this accident know more than anyone, including the Commandant, about what happened and who was at fault.

Again, Jim Furman and Brian Alexander have joined in this effort. I hope that the Marine Corps will give the wives what they're asking for.

Mr. Speaker, if we can ever bring this journey to an end, I intend to go to the cemetery in Jacksonville, North Carolina, with Connie Gruber and her daughter Brooke, and I want to walk to the grave of the husband and the father and say, Major Brooks Gruber, Rest in peace. The blame game is over. You're not to blame for the accident.

And then, Mr. Speaker, I would like to go with Trish Brow and her sons, Matthew and Michael, to Arlington and say the same thing to Colonel Brow. Colonel, you have earned the rest. You did nothing wrong to cause that accident.

Mr. Speaker, it makes no sense that these wives and their children have had to carry this burden because, Mr. Speaker, too many times articles are written, books are written, that say one accident in the history of the Osprey was caused by pilot error. And they're talking about John Brow and Brooks Gruber, and they're talking about the accident in Arizona.

I give you one quick example, Mr. Speaker. A book called "Leathernecks" was published about 4 years ago. The father of Colonel Brooks Gruber is living. His name is Bill Gruber. He lives in Naples, Florida. He fought for this country as a marine in the Korean War. He's carried the pain of this blemish on his son's name.

He called me a couple of years ago. He knew what I was trying to do for the families. He called me here in Washington, D.C., about 2 years ago,

and said, Congressman, they've done it again. I said, What's that, Mr. Gruber?

On page 113 of the new edition of "Leathernecks" they've got a section on the Osprey. They say one accident was due to pilot error.

□ 1600

Mr. Speaker, I'm a strong man of faith, and I prayed every night that God would touch the hearts of those who could make the decision to clear the names of Colonel John Brow and Major Brooks Gruber. And as long as I serve in the Congress, as long as I have the energy to fight for these two men, I will continue to fight until the Marine Corps does what is right. And what is right is to give Connie Gruber and Trish Brow an official letter with one paragraph on it. And we will ask that the Marine Corps issue a national press release that the commandant has done this so that the press in years to come will always be able to look at that press release by the Marine Corps and see that Colonel John Brow and Major Brooks Gruber, young men who died too early in their life, through no fault of their own, they were 17 young marines, the oldest being 23, in the back of the V-22 that crashed, that they are not at fault for this accident.

Mr. Speaker, as I do before I close, I ask God to please bless our young men and women in uniform and their families. I ask God to bless the families who have given a child dying for freedom in Afghanistan and Iraq. I ask God to please bless the families of John Brow and Brooks Gruber, and I ask God to touch the heart of the Marine Corps and the commandant to bring these two men's image to respect and not an image that is blemished by the accident. I ask God to bless my good friend sitting here and his family.

I ask God to bless everyone in America. I ask God to bless the House and Senate that we will do what is right in the eyes of God for God's people. And I ask God to please bless the President, that he will do what is right in the eyes of God for God's people. And three times I will ask, God please, God please, God please continue to bless America.

I yield back the balance of my time.

THE PROGRESSIVE MESSAGE

The SPEAKER pro tempore. Under the Speaker's announced policy of January 5, 2011, the gentleman from Minnesota (Mr. ELLISON) is recognized for 60 minutes as the designee of the minority leader.

Mr. ELLISON. Well, Mr. Speaker, my name is KEITH ELLISON. I'm cochair of the Progressive Caucus, and I say, God, please bless WALTER JONES.

Mr. Speaker, we are here today with the Progressive Caucus message today. Our Web site is listed on the bottom, cpc.grijalva.house.gov. We come every week with the progressive message. The Progressive Caucus is a caucus in the Congress. There are several. Of

course, the two big caucuses are the Democratic Caucus and the Republican caucus; but within both, there are different groups that have points of agreement that they come together around. On the Republican side, there's the Republican Study Group. On the Democratic side, there are several caucuses. There's the Black Caucus, the Hispanic Caucus, and there is the Blue Dog caucus. There are different groups.

The Progressive Caucus is a caucus within the Democratic Caucus. We'd be happy to have Republican Members if they ever wanted to join, but all of our members are Democrats, and we believe that America should be a place where there's liberty and justice for all. That means whether you're Hispanic or Latino or African American, one America. We believe that the working men and women of America should get a fair, decent wage, and that the people who are most privileged in our society, God bless them, but they should pay adequate taxes so that we can afford the basic necessities of a society—schools, roads, take care of our environment and things like that. We believe we should stay out of these wars unless they're necessary to defend the American people, so we are promoting diplomacy, and we are very proud to say that we are the liberal caucus.

We're the Progressive Caucus. We're the ones who believe fairness, inclusion, and that, yes, the government has a responsibility, because it is our collective—the way we all come together as Americans to the poor, and we should stand by that and stick by that. That is who the Progressive Caucus is.

Now, Mr. Speaker, we've been dealing with the budget this week. It's been "budget week," you could say. We started out the week, we were talking about the Republican budget drafted by Mr. PAUL RYAN. We went from there, and we talked about the Democratic budget drafted by Mr. CHRIS VAN HOLLEN. And then, of course, the Progressive Caucus budget came up, the Black Caucus budget came up. I think Mr. MULVANEY came up with a budget proposal. They put the President's—a very, very watered down and inaccurate version of the President's budget up there, and we've been talking budget.

Mr. Speaker, when we talk about the budget, what we're talking about is the values and priorities of America. It's important to keep this in mind. What shows up in your budget is what you care about. What does not show up in your budget is what you don't care about. Now, Mr. Speaker, I always caution people not to just take their family budget and the United States budget and assume they're basically the same thing, one just is bigger than the other. That's not exactly accurate. There are important differences, and we shouldn't mix up the two. But in this way they are similar in that they reflect what it is that people value.

If you have a family and their budget, you can look at their budget; they