

thank you for your leadership and thank you for allowing me and asking me to come down this evening.

Ms. WASSERMAN SCHULTZ. Thank you so much, Mr. MURPHY, and thank you for your leadership as a member on the Foreign Affairs Committee, as well, and your commitment and support to a strong U.S.-Israel relationship, also an important issue to those of us in the Jewish community and important to Americans, as Israel is our strongest ally and friend.

You are right, and the reason that I wanted you to come down tonight is because growing up as a nice Jewish girl on Long Island, I knew a few folks over your way in Connecticut, being a resident of the tri-State area, and knowing the rich tradition of political activism and involvement of Jewish leaders in Connecticut and your leadership. You know, we will call you an honorary Jew tonight—Murphyberg, or something like that. But thank you so much for your leadership on behalf of your constituents and your State, and thank you for joining me this evening to honor the contributions of American Jews to the fabric and the tapestry of American life.

Mr. Speaker, I am going to wrap up here in a few moments. I want to share a few other things to help tie a ribbon on the second-to-last day of Jewish American Heritage Month. We'll wrap up tomorrow.

□ 2040

I want to share a story of a Floridian, because oftentimes—certainly, recently—Florida would be well-known for our significant, sizable, and accomplished Jewish community, particularly in south Florida, where my district is. I like to say that I'm the person that represents paradise down our way in south Florida. But the paradise that we see today in south Florida was mostly swamp land many, many years ago. And so the pioneers that blazed the trail that allowed for the vibrant communities that we have in our State really were just that—they were pioneers.

I want to share a story of one of those pioneers. For example, Moses Elias Levy, who lived from 1782 to 1854, was one of the earliest and largest developers in the State of Florida. At his Pilgrimage Plantation, which was the first Jewish communitarian settlement in our country, Moses housed several Jewish German families while reintroducing sugarcane to our State. Thanks to his cultivation of the first sugarcane plantation in Alachua County, which also has the good fortune of being the home county to the University of Florida, my alma mater—go, Gators—Florida boasts a thriving sugar production market today, and that can be traced directly to Moses Elias Levy.

As a civil rights activist, though—that's the contribution that I want to highlight—as America's first Jewish abolitionist author, Levy exemplified not only the American entrepreneurial

spirit, but the Jewish value that we've been talking about here this evening of tikkun olam—repairing the world.

He was an early and ardent advocate for public education for both boys and girls—and that also was not common back then. Education was typically more often left for boys, and girls were kind of lucky if they had someone in their lives that encouraged them to get an education and to continue it for any length of time.

So I'm proud to remember Moses Elias Levy's early contributions and dedication to education and gender equality. Interestingly enough, Levy County today is named after this gentleman, as well as David Yulee Levy, who was our first United States Senator in the State of Florida, and who was also an American Jew.

The other thing I want to mention, Mr. Speaker, is it is also not often that Americans are aware of Jewish contributions to our military history. And there is a way that people can get educated about American Jewish contributions to the military history throughout our history of involvement militarily by going and visiting the National Museum of American Jewish Military History, which is in our Nation's Capitol on Dupont Circle. I had an opportunity to host a Jewish American Heritage Month event month there a few years ago, and was really thrilled to learn about the contributions all the way back, Mr. Speaker, to the Revolutionary War.

Jews were not only a part of fighting the Revolutionary War and fighting for freedom in the United States, but also financing and making sure—Haym Solomon was an important figure in ensuring that the Minutemen had the resources under George Washington's leadership to ultimately be able to make sure that we have a country and that we are the beacon of freedom across the world that we are today. That was in no small measures thanks to the contributions of Jews who were pioneers here in America.

Lastly, Mr. Speaker, I want to share some of the really unique and wonderful events that have happened throughout Jewish American Heritage Month, and that we will continue to foster and thrive in and encourage both Jews and non-Jews to celebrate these rich traditions.

Earlier this month, right at the beginning, on May 2, there was a focus and program on "Religion and Politics: When General Grant Expelled the Jews." It's so important. And Jewish community leaders and religious leaders talk so often about the importance of not forgetting about previous persecution so that we can make sure that history doesn't repeat it. Having an opportunity at the National Museum of American Jewish History in Philadelphia to hold that lecture so that we are familiar with that history was important.

There was also a program in Miami Beach, "Coming to America: The Jew-

ish Impact and the Jewish Response." We had some unique programming, "The American Jewish Deli—A History," because food is so important to the Jewish way of life all over the world. That was held in New York City at the Park East Synagogue.

Two other important events to highlight were the Jewish American Heritage Month Film Festival, which was held right here in Washington, D.C., in the Martin Luther King, Jr., Memorial Library Auditorium. And lastly, the program held in Margate, New Jersey, by the Board of Jewish Education highlighting the contributions of Jewish women in America.

As a Jewish woman in America, I am really proud to have been a part of introducing this resolution ensuring that ultimately we were able to honor the contributions of American Jews to our history, but also to make sure that we can help all Americans make it a priority that we promote tolerance, that we reduce anti-Semitism, reduce bigotry, and hopefully, Mr. Speaker, reach out to non-Jews across this country and help them learn a little bit more about a culture that they may be unfamiliar with, about a tradition and a history that might be a little bit foreign to them, so that we can all come together as we're so committed to do in America as one people standing for freedom, standing for tolerance, and standing for justice.

I yield back the balance of my time.

CLEARING THE NAMES OF JOHN BROW AND BROOKS GRUBER

The SPEAKER pro tempore (Mr. STIVERS). 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, this is not the first time I've been on the floor of the House to speak about the V-22 Osprey crash that took place in Arizona in 2000—the crash that claimed the lives of 19 Marines. Mr. Speaker, the pilots of the Osprey, Major Brooks Gruber and Lieutenant Colonel John Brow, have been blamed for the accident by the media.

The reason I'm standing here 12 years later is that the Marine Corps has not supported the finding of their own accident investigation for 12 years. The fact is, the official report, known as the JAGMAN report, conducted by the United States Marine Corps, clearly states that the pilots were not at fault.

On page 77 of the JAGMAN it says:

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

After 12 years, the JAGMAN, which has not been—nor do we want to try to change that report that I just read, Mr. Speaker, but we're asking the United States Marine Corps to make the change that is necessary because after the crash on April 8 of 2000, the United

States Marine Corps claimed in their own press release:

“The pilots’ drive to accomplish the mission appears to be the fatal factor.”

Mr. Speaker, the Osprey, for those that might not be familiar, is the helicopter that goes from the helicopter mode into an airplane mode. At the time of this crash the V-22 was still an experimental plane. What needed to be asked by the Marine Corps was for Bell-Boeing to do more testing—and more testing would have probably meant that they would have understood an issue that’s called vortex ring state, or VRS. It is well known in most helicopters, but in the Osprey that has the twin engines they did not know how the vortex ring state would impact one engine or the other engine. And that’s what caused this tragic accident in April of 2000. Again, there were 19 marines killed and burned to death.

Mr. Speaker, in this 10-year journey that I have been on to clear the names of the two marine pilots—and the picture on my immediate left is Colonel John Brow. His lovely wife, Trish, and their two children, Matthew and Michael, live in California, Maryland.

□ 2050

The other young marine beside Colonel Brow’s photograph is the copilot whose name is Major Brooks Gruber. Major Gruber’s wife, Connie, lives in my district. She’s the one who brought this to my attention.

In these 10 years, in addition to the JAGMAN report I just quoted that says that these pilots were not at fault, I have reached out to so many people that it’s unbelievable, including the former Assistant Secretary of Defense Phil Coyle, and I would like to read his comment:

Major Gruber should not be blamed for an accident caused by loss of lift due to the aircraft entering vortex ring state, phenomena which no one in the Marine Corps adequately understood in relation to the Osprey at the time of the accident. Not only did the Marine Corps not understand Osprey performance under VRS, the root cause of the accident, but neither the contractor nor the Marine Corps had not tested the aircraft at near VRS conditions—something which, following the accident, it later took the Marine Corps years to accomplish. Surely, Major Gruber cannot be blamed for something that the Marine Corps itself did not grasp until years after his death.

Mr. Speaker, I further quote Phil Coyle:

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 Gruber’s family—with no ifs, ands or buts, that 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.

Mr. Speaker, I don’t really like reading that because I have such great respect for the Marine Corps, but I must say today on the floor that I am very disappointed in the Marine Corps; because before I finish in just a few min-

utes you will understand why I am disappointed because the two wives have asked for something very simple, and I will explain that before I close.

Another one of the experts who has joined us, former adviser to the Secretary of Defense, Rex Rivolo, stated:

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

With the passing of 10 years, and the future of the aircraft now secure, I sincerely hope that the names of Lieutenant Colonel Brow and Major Gruber can now be exonerated and cleared for posterity. I strongly support any and all measures to this end, and request this letter be included in any official record regarding the causes of the MV-22 mishap at Marana, Arizona, on April 8 or any resolution attempting to clear the names of Lieutenant Colonel John Brow and Major Brooks Gruber.

Mr. Speaker, so many people in this 10-year effort have joined, it’s just unbelievable. I have just read from two of those individuals who are well known to the defense industry.

Another person who was in the air in the third Osprey, Lieutenant Colonel James Shafer, a dear friend of Brow and Gruber’s who was in the air with them that night in a separate plane, agrees with me and has gone above and beyond in his quest to clear his friends’ names. I want to thank Lieutenant Colonel James Shafer for stepping out. He’s a great marine. He loves the Marine Corps, but he knows that these two gentlemen should never be seen as being at fault.

I’ve gotten to know the two attorneys who defended the families. Jim Furman in Texas was the attorney for the John Brow and Brooks Gruber families. In New York, the attorney was Brian Alexander. He and his associate defended the 17 marines and their families who were killed in the back of the plane. Both these attorneys, Mr. Speaker, have written to the Commandant of the Marine Corps and made it perfectly clear that the lawsuits are all settled and nothing—should the Marine Corps decide to give the two wives what I’m going to describe in just a few minutes, a letter stating clearly that their husbands, Colonel John Brow and Major Brooks Gruber, should not be seen at fault. They have stated in writing and I have copies, Mr. Speaker, that there will be no lawsuits. The lawsuits are over.

This is what Connie Gruber wrote me back in 2002. I want to read part of this for the record:

I contact 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 themselves. If you do that, you will agree the human factor/pilot error findings should not stand as it is in the 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.

Over the years I have received some help from the United States Marine Corps, but the Commandant is the person now, Mr. Speaker, that could give the wives what they are looking for, and that is just a simple letter I’m going to read for the record. That is:

On July 27, 2000, the United States Marine Corps issued a press release about the April 8, 2000, MV-22 Osprey crash that killed 19 marines near Marana, Arizona. In that press release, the Marine Corps cited human factors as the cause of the accident. Furthermore, the release included a statement saying “the pilots’ drive to accomplish that mission appears to have been the fatal factor.” Since that press release, there has been a mistaken perception in the news media and written history that cause of the accident was pilot error. That perception dishonors the pilots who died that night, Lieutenant Colonel John Brow and Major Brooks Gruber. I would like to set the record straight on this matter. The July 27, 2000 press release unfairly placed the blame for the accident at the pilots’ feet. It is morally wrong to place the blame for that accident on John Brow and Brooks Gruber. The mishap was not a result of pilot error, but was the result of a perfect storm of circumstances. Any accident is a result of a multitude of factors. The primary causal factors of this accident were:

One, insufficient developmental research and flight testing;

Two, no knowledge of the possible sudden onset of an asymmetrical flight condition and loss of control during vortex ring state;

Three, inadequate MV-22 NATOPS VRS discussion, warnings, and procedures;

Four, no VRS avoidance training.

With no knowledge, training, or warning concerning the possible consequences of VRS, John Brow and Brooks Gruber were essentially on their own in uncharted territory. The official investigation into this mishap explicitly states, “During this investigation, we found nothing that we would characterize as negligence, deliberate pilot error, or maintenance/material failure.” I wholeheartedly agree with the investigation. Any publication that is contrary to the official Marine Corps investigation and reflects the mishap was a result of pilot error should be corrected and recanted. Lieutenant Colonel John Brow and Major Brooks Gruber were aviation pioneers in the truest sense. The ultimate sacrifice made by all 19 marines aboard the aircraft that night led to a critical advancement in MV-22 safety and capability and overall readiness of the United States Marine Corps. It is because of their sacrifice that the MV-22 is successfully carrying marines in and out of combat today.

□ 2100

Mr. Speaker, the letter I just read has been approved by the marines who wrote the investigation, Colonel Mike Morgan, Colonel Ron Radich and Major Phil Stackhouse, and has been approved by the widows, Connie Gruber down in Jacksonville, and her daughter Brooks, and Trish Brow in California, Maryland, and her two sons, Michael and Matthew. The letter does not go against any word in the investigation. The commandant should send these letters to the two wives.

Mr. Speaker, I have said to the commandant a few months ago: Sir, if you

would call a press conference at marine headquarters in Washington, D.C. and you would invite the families of John Brow and Brooks Gruber, you would present the two wives, Connie and Trish, on your stationery, exactly, Mr. Speaker, what I just read, this would bring a tragedy to a close.

I'm going to continue to beat this drum, Mr. Speaker, for as long as I can because the dead cannot speak for themselves. If we the living do not speak for the dead and tell the truth, how can you ever correct a mistake if we don't take this upon ourselves?

Mr. Speaker, the last point before I close, I want to read this. This is from the attorneys Brian Alexander and Francis Young. These two attorneys went to an administrative judge, and the lawyers for Bell-Boeing were there, and they made this point on April 8, 2000:

There was no emergency procedure or recovery technique for asymmetric VRS. The pilot manual lacked adequate content, accuracy and clarity. Because of incomplete development testing there was insufficient explanatory or emphatic test to warn pilots of the hazards of operating in this area. The pilot manual was plagued with inaccuracies that degraded flight operations and contained performance charts provided by the developers which did not reflect actual conditions.

Mr. Speaker, Bell-Boeing, after the lawsuit, had an experimental pilot named Tom McDonald who spent 700 hours in the air trying to figure out how you respond to vortex ring state. He figured it out. He won the Kincheloe Award, which is only given to one experimental pilot in this country per year, because he solved the problem of vortex ring state—VRS—what pilots are supposed to do when they hit that VRS state.

Mr. Speaker, I hope that the commandant of the Marine Corps, who I have great respect for, will do what is right for John Brow, Brooks Gruber, and actually the 17 marines in the back of the plane that crashed and issue the letter that I just read for the record to the two wives, do it in a public setting, bring the press in and say that the Marine Corps does not forget its dead.

It is so simple, Mr. Speaker, that you will never believe how many people have said to me in this 10-year journey: Why doesn't the Marine Corps do it? I can't explain it. The lawsuits are over. The plane is safe. The V-22 is safe. Nobody's trying to take it out of the program. But for the families of John Brow and Brooks Gruber, this is the right thing to do. In my humble opinion, the Marine Corps is so well respected and thought of in this Nation that they would be even revered more if they would say to Colonel John Brow, to Major Brooks Gruber and their families, you did your job, you did it to the best of your ability. We regret that you were not prepared, but it was not your fault that you were not prepared. It was a rush to get this thing completed by Bell-Boeing and the United States Marine Corps.

With that, Mr. Speaker, I want to thank the staff for staying later tonight. I knew that I could convey my heart in about 25 minutes.

Mr. Speaker, I will continue to be on the floor from time to time with the photographs of these two young marine officers. I wish I had the 17 that were in the back of the plane, but I don't.

With that, Mr. Speaker, as I always do when I think about our troops over in Afghanistan and Iraq, I close by asking God to please bless the families of our men and women in uniform. I ask God to please bless those who have given a child dying for freedom in Afghanistan and Iraq. And I'm going to ask God tonight to please bless this effort to clear the names of John Brow and Brooks Gruber. I'm going to ask God to please bless the House and Senate, that we will do what is right in the eyes of God for his people in America. I ask God to please bless Mr. Obama, that he will do what is right in the eyes of God for the American people. And three times I will ask God, please, God, please, God, please continue to bless America.

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

LEAVE OF ABSENCE

By unanimous consent, leave of absence was granted to:

Mr. BURTON of Indiana (at the request of Mr. CANTOR) for today and the balance of the week on account of family health problems.

Mr. FORTENBERRY (at the request of Mr. CANTOR) for today and the balance of the week on account of official business.

Mr. YOUNG of Florida (at the request of Mr. CANTOR) for today on account of a death in the family.

Mr. HEINRICH (at the request of Ms. PELOSI) for today.

Ms. VELÁZQUEZ (at the request of Ms. PELOSI) for today on account of family illness.

ENROLLED BILL SIGNED

Karen L. Haas, Clerk of the House, reported and found truly enrolled a bill of the House of the following title, which was thereupon signed by the Speaker:

H.R. 5740. An act to extend the National Flood Insurance Program, and for other purposes.

BILLS PRESENTED TO THE PRESIDENT

Karen L. Haas, Clerk of the House, reported that on May 18, 2012, she presented to the President of the United States, for his approval, the following bills:

H.R. 4045. To modify the Department of Defense Program Guidance relating to the award of Post-Deployment/Mobilization Respite Absence administrative absence days to members of the reserve components to exempt any member whose qualified mobiliza-

tion commenced before October 1, 2011, and continued on or after that date, from the changes to the program guidance that took effect on that date.

H.R. 4967. To prevent the termination of the temporary office of bankruptcy judges in certain judicial districts.

ADJOURNMENT

Mr. JONES. Mr. Speaker, I move that the House do now adjourn.

The motion was agreed to; accordingly (at 9 o'clock and 6 minutes p.m.), under its previous order, the House adjourned until tomorrow, Thursday, May 31, 2012, at 10 a.m. for morning-hour debate.

EXECUTIVE COMMUNICATIONS, ETC.

Under clause 2 of rule XIV, executive communications were taken from the Speaker's table and referred as follows:

6174. A letter from the Chief Counsel, Department of Homeland Security, transmitting the Department's final rule — Suspension of Community Eligibility [Docket No: FEMA-2012-0003] [Internal Agency Docket No. FEMA-8223] received April 11, 2012, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Financial Services.

6175. A letter from the Chief Counsel, Department of Homeland Security, transmitting the Department's final rule — Final Flood Elevation Determinations [Docket ID: FEMA-2012-0003] received April 11, 2012, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Financial Services.

6176. A letter from the Program Manager, Department of Health and Human Services, transmitting the Department's final rule — World Trade Center Health Program Requirements for the Addition of New WTC-Related Health Conditions (RIN: 0920-AA45) received April 25, 2012, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Energy and Commerce.

6177. A letter from the Director, Regulatory Management Division, Environmental Protection Agency, transmitting the Agency's final rule — Significant New Use Rules on Certain Chemical Substances [EPA-HQ-OPPT-2011-0577; FRL-9343-4] (RIN: 2070-AB27) received April 24, 2012, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Energy and Commerce.

6178. A letter from the Director, Regulatory Management Division, Environmental Protection Agency, transmitting the Agency's final rule — Underground Storage Tank Program: Approved State Program for the State of Oregon [EPA-R10-UST-2011-0097; FRL-9615-4] received April 24, 2012, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Energy and Commerce.

6179. A letter from the Director, Regulatory Management Division, Environmental Protection Agency, transmitting the Agency's final rule — Significant New Use Rules on Certain Chemical Substances [EPA-HQ-OPPT-2012-0182; FRL-9345-4] received April 24, 2012, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Energy and Commerce.

6180. A letter from the Director, Regulatory Management Agency, Environmental Protection Agency, transmitting the Agency's final rule — Revisions to the Unregulated Contaminant Monitoring Regulation (UCMR 3) for Public Water Systems [Docket No.: EPA-HQ-OW-2009-0090; FRL-9660-4] (RIN: 2040-AF10) received April 24, 2012, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Energy and Commerce.