

Gibson	Maloney	Ross (FL)
Gingrey (GA)	Manzullo	Rothman (NJ)
Goodlatte	Marchant	Roysal-Allard
Gowdy	Marino	Royce
Granger	Markey	Runyan
Graves (GA)	Matheson	Ruppersberger
Graves (MO)	Matsui	Rush
Green, Gene	McCarthy (CA)	Ryan (OH)
Griffin (AR)	McCarthy (NY)	Ryan (WI)
Griffith (VA)	McCaul	Sánchez, Linda T.
Grijalva	McClintock	Sanchez, Loretta
Grimm	McCollum	Sarbanes
Guinta	McDermott	Scalise
Guthrie	McGovern	Schakowsky
Hall	McHenry	Schiff
Hanabusa	McIntyre	Schilling
Hanna	McKeon	Schock
Harper	McKinley	Schwartz
Harris	McNerney	Schweikert
Hartzler	Meehan	Scott (SC)
Hastings (FL)	Meeks	Scott, Austin
Hastings (WA)	Mica	Scott, David
Hayworth	Michaud	Sensenbrenner
Heck	Miller (FL)	Serrano
Heinrich	Miller (MI)	Sessions
Hensarling	Miller (NC)	Sherman
Herrera Beutler	Miller, Gary	Shimkus
Higgins	Miller, George	Shuler
Himes	Moore	Shuster
Hinchey	Moran	Simpson
Hinojosa	Murphy (PA)	Sires
Hochul	Myrick	Slaughter
Holden	Nadler	Smith (NE)
Holt	Napolitano	Smith (NJ)
Honda	Neal	Smith (WA)
Hoyer	Neugebauer	Southerland
Hultgren	Noem	Speier
Hunter	Nugent	Stark
Hurt	Nunes	Stearns
Issa	Nunnelee	Sullivan
Jenkins	Olson	Sutton
Johnson (GA)	Olver	Terry
Johnson (OH)	Owens	Thompson (CA)
Johnson, E. B.	Palazzo	Thompson (MS)
Johnson, Sam	Pallone	Thompson (PA)
Jones	Pascrell	Thornberry
Jordan	Pastor (AZ)	Tiberi
Kaptur	Paulsen	Tierney
Keating	Pearce	Tipton
Kelly	Pelosi	Tonko
Kildee	Pence	Towns
Kind	Perlmutter	Tsongas
King (IA)	Peters	Turner (NY)
King (NY)	Peterson	Turner (OH)
Kinzinger (IL)	Petri	Upton
Kissell	Pingree (ME)	Van Hollen
Kline	Pitts	Velázquez
Kucinich	Pompeo	Visclosky
Lamborn	Posey	Walberg
Lance	Price (GA)	Walden
Langevin	Price (NC)	Walsh (IL)
Lankford	Quayle	Walz (MN)
Larsen (WA)	Quigley	Wasserman
Larson (CT)	Rahall	Schultz
Latham	Rangel	Waters
LaTourette	Reed	Watt
Latta	Rehberg	Waxman
Lee (CA)	Reichert	Webster
Levin	Renacci	Welch
Lewis (CA)	Richardson	West
Lewis (GA)	Rigell	Whitfield
Lipinski	Rivera	Wilson (FL)
LoBiondo	Roby	Wilson (SC)
Loeb sack	Roe (TN)	Wittman
Lofgren, Zoe	Rogers (AL)	Wolf
Long	Rogers (KY)	Womack
Lowey	Rogers (MI)	Woolsey
Lucas	Rohrabacher	Yarmuth
Luetkemeyer	Rokita	Yoder
Luján	Rooney	Young (AK)
Lungren, Daniel E.	Ros-Lehtinen	Young (FL)
Lynch	Roskam	Young (IN)
	Ross (AR)	

NAYS—11

Broun (GA)	Lummis	Stutzman
Gohmert	Mulvaney	Westmoreland
Huelskamp	Ribble	Woodall
Huizenga (MI)	Schmidt	

NOT VOTING—42

Ackerman	Cleaver	Green, Al
Akin	DeFazio	Gutierrez
Bass (CA)	Dicks	Hahn
Boren	Doggett	Herger
Buchanan	Filner	Hirono
Butterfield	Flake	Israel
Campbell	Gonzalez	Jackson (IL)
Cardoza	Gosar	

Jackson Lee	McMorris	Reyes
(TX)	Rodgers	Richmond
Johnson (IL)	Murphy (CT)	Schrader
Kingston	Paul	Scott (VA)
Labrador	Platts	Sewell
Landry	Poe (TX)	Smith (TX)
Mack	Polis	Stivers

□ 1904

Mr. RIBBLE changed his vote from “aye” to “no.”

So (two-thirds being in the affirmative) the rules were suspended and the bill was passed.

The result of the vote was announced as above recorded.

A motion to reconsider was laid on the table.

Stated for:

Mr. FILNER. Mr. Speaker, on rollcall 470, I was away from the Capitol due to prior commitments to my constituents. Had I been present, I would have voted “aye.”

HONORING HOWARTH TAYLOR

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

Mr. CRAWFORD. Mr. Speaker, I rise today to honor Mr. Howarth Taylor on being inducted into the Arkansas Agriculture Hall of Fame. For over 60 years, Mr. Taylor has been a pillar of his community.

Before starting a career in agriculture, Mr. Taylor demonstrated a strong commitment to our country as a member of the Greatest Generation. Mr. Taylor was a prisoner of war following the Battle of the Bulge in Germany. For his service, Mr. Taylor earned a Purple Heart and a Prisoner of War Medal.

Mr. Taylor started out as a tenant farmer growing corn and soybeans. Soon after he moved to Hickory Ridge, Arkansas, he bought an 850-acre farm and established Taylor Seed Company. Today Mr. Taylor farms over 3,000 acres and grows, processes, stores, and sells rice, soybeans, oats, and wheat seed to farmers throughout Arkansas. By devoting his entire operation to seed production, Mr. Taylor is able to produce a very high-quality product.

Mr. Taylor and his wife, Ella, raised six children on their farm and in 1969 were named the State's Farm Family of the Year. He has been an active member of the Cross County Farm Bureau board of directors since 1952 and served as president for 3 years. The Taylors are also active in their community, local schools, and the Hickory Ridge Missionary Baptist Church.

Congratulations, Mr. Taylor.

CLEARING THE NAMES OF JOHN BROW AND BROOKS GRUBER

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

HONORING LIEUTENANT COLONEL ROY TISDALE

Mr. FLORES. Mr. Speaker, on June 28, America lost another hero, Army Lieutenant Colonel Roy Lin Tisdale.

Lieutenant Colonel Tisdale grew up in Alvin, Texas, and went to Texas A&M University, where he was a member of the Corps of Cadets. After graduating from Texas A&M in 1993, he was commissioned as an Army infantry officer. He served two full tours in Iraq, two full tours in Afghanistan, and made additional short visits to both theaters.

At the time of his tragic death, Lieutenant Colonel Tisdale was commander of the 525th Brigade Special Troops Battalion, 525th Battlefield Surveillance Brigade, stationed in Fort Bragg, North Carolina.

During his 19 years of service to our country, Lieutenant Colonel Tisdale earned many awards and recognitions. He earned the Bronze Star Medal, the Purple Heart, the Meritorious Service Medal, the Army Commendation Medal, the Army Achievement Medal, the Joint Military Unit Award, the National Defense Service Medal, the Meritorious Unit Citation, the Afghanistan Campaign Medal, the Iraq Campaign Medal, the Global War on Terrorism Service Medal, the Army Service Ribbon, the Overseas Service Ribbon, the NATO Medal, the Air Assault Badge, the Combat Infantryman Badge, the Expert Infantryman Badge, and Senior Parachutist Badge.

□ 1910

On July 5, the life of Lieutenant Colonel Tisdale was remembered at Central Baptist Church of Bryan, Texas, and he was later laid to rest at the Aggie Field of Honor in College Station, Texas.

In response to the activities of an extremist group that protests at American military funerals, over 600 college students and community members, a majority of them Texas Aggies, came together to form a “Maroon Wall” to prevent those protests from disrupting the funeral and burial. America should be proud of this community of patriotic and respectful Americans that came together to honor the service and sacrifice of Lieutenant Colonel Tisdale and ensure that he was given the respect that he deserved.

Our thoughts and prayers are with the family and friends of Army Lieutenant Colonel Roy Tisdale. He will forever be remembered as an outstanding soldier, husband, and father. We thank him and his family for their service and sacrifice for our country. His sacrifice reflects the words of Jesus in John 15:13, “Greater love hath no man than this, that a man lay down his life for his friends.”

Continuing a distinguished heritage of military service for our country, Lieutenant Colonel Tisdale is the 27th Texas Aggie to die in the service of our country since 9/11. He, like tens of thousands of Aggies before him, answered “Here,” when his country called.

God bless our military men and women, and God bless America.

I yield back the balance of my time.

The SPEAKER pro tempore. The gentleman from North Carolina (Mr. JONES) will control the remainder of the hour.

Mr. JONES. Mr. Speaker, it is 10 years ago that I was contacted by Connie Gruber. On April 8, 2000, 19 marines were killed in a V-22 Osprey crash in Marana, Arizona.

Mr. Speaker, I show this tonight because so many people do not understand what a V-22 is. It is the kind of plane that's basically a helicopter that can become a plane because it would go from the helicopter mode to an airplane mode. And so, therefore, the V-22, again, at the time of this crash was still an experimental plane. In fact, at the time of the crash, Secretary of Defense Dick Cheney spoke out to Congress, both House and Senate, that he wanted to eliminate the program. He did not think the V-22 was the right investment by the United States Marine Corps.

It so happens that one of the pilots, Major Brooks Gruber and his wife, Connie, and his little girl named Brooke live in the Third District of North Carolina, which I represent. The pilot was Colonel John Brow. His wife, Trish, and his sons Michael and Matthew live in California, Maryland.

Connie contacted me. I want to read, Mr. Speaker, what she said. These are taken from a full letter, but I'll read just parts of it to make my point tonight:

General James Jones is fully aware of my concerns and has apparently supported Generals Nyland and Hough in denying my request for a "no fault" amendment to my husband's accident report. He has refused to help me. That is exactly the reason I felt it necessary to contact you as well as other respected leaders.

She further stated in that letter to me:

My husband's life was sacrificed for the Osprey, the Marine Corps, and for this Nation. I hope you understand why I cannot allow his good name to be sacrificed, too. Please remember, these 19 marines can no longer speak for themselves. I certainly am not afraid to speak for them, and I believe that 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.

Given the controversy of this aircraft and the Marine Corps' vested interest, surely there is an unbiased, ethical way to rightfully absolve these pilots. Please help me by not only forwarding my request but by also supporting it.

Mr. Speaker, I tonight want to show the face of the pilot. Again, for those that might be watching this tonight in their homes, this is an Osprey, the V-22. At the time of this accident there were many, many questions. And I will touch on those questions in the next few minutes, Mr. Speaker. But this is the pilot. His name is Colonel John Brow. The copilot is Major Brooks Gruber. He is to the left of the poster of John Brow.

Mr. Speaker, I cannot continue tonight without letting the American people know that shortly after the ac-

cident there were three marines there from New River, which is in my district of eastern North Carolina. These three investigators, Colonel Mike Morgan—and I will mention his name several times in the next 30 minutes—and also Colonel Ron Radich and Major Phil Stackhouse were sent to Arizona the day after the accident. Nineteen marines were killed and the two pilots that I just mentioned. These three marines were sent there by the Marine Corps to investigate the accident. And they wrote what is called the JAGMAN report.

This is what the two wives are asking. The lawsuits are over—and I'll touch on that in just a moment. Bell-Boeing settled for millions of dollars to the 19 marines and their families. And all the two wives have been asking for 10 years is a clarification of whether their husbands were at fault or not at fault. And I'm going to show you tonight, Mr. Speaker, in the next 30 minutes that the pilots were not at fault.

All they would like of the United States Marine Corps, which I have great respect for, is to issue a letter on the Commandant's stationery that says Lieutenant Colonel John Brow, pilot, was not at fault for the accident on April 8, 2000, at Marana, Arizona. Then, what Connie Gruber would like, the wife of the copilot, Major Brooks Gruber, is that her husband was not at fault for the accident that killed 19 marines. Mr. Speaker, again, the lawsuits are over. Everything has been settled. But all the two wives want is their husbands to lie in that grave and not feel that they're responsible for that accident because, Mr. Speaker, they were not responsible.

I want to thank Congressman STENY HOYER from Maryland for joining in this effort because John Brow's wife, Trish, and her sons, Matthew and Michael, live in California, Maryland. They're his constituents. I want to thank NORM DICKS from the State of Washington. I'm sorry that he's not running for reelection. He's a very fine gentleman and a Member of the House. But he's decided not to run for reelection. He has joined and said, Let us help you.

Mr. Speaker, a lawyer for the two families, Jim Furman, in Texas, who defended these two pilots and won the major award from Bell-Boeing, which has not been made public, and cannot be—they settled with the two wives of John Brow and Brooks Gruber—Jim Furman has joined us and said their names need to be cleared. They were not at fault. In addition, the attorney for the 17 marines who were killed in the back of that plane, Brian Alexander and his associate, Francis Young, in New York, have joined. People like Phil Coyle have joined. Rex Rivolo has joined. These were experts within the DOD system that knew this plane and know that these gentlemen were not at fault. And even though he is deceased—and God rest his soul—Mike Wallace did a major "60 Minutes"

piece on this accident 2 years after it happened.

□ 1920

And yet everything in that "60 Minutes" showed that these fellows were put into a situation that they were not trained for, they did not know how to react to—an issue called vortex ring state. And I'll touch on that in just a moment.

The real tragedy of all this is all the families want is an official document that was will say their husbands are not at fault.

Mr. Speaker, it's gotten kind of ironic to me because we have spent 10 years—I'm not going to try to say to you tonight, Mr. Speaker, or to anyone that might be watching that we have spent every day, every week, every month for 10 years, but this has been a 10-year effort to do what is right for these two marines who gave their life for this country.

I got very frustrated in March of 2010. I could not get the response from the Marine Corps that I would hope—not for me because I'm a Member of Congress, but for the wives and the children to clear the names. I contacted Trish Brow. I said, Trish, I need some help. I don't know who to contact, but somebody has to join me in this effort, because I don't think I can get it done by myself.

Mr. Speaker, I've always given credit to God for anything that I did that was worthwhile, but I needed the help. She said, Have you ever spoken to Colonel Jim Schafer? He was a friend of John Brow and a friend of Brooks Gruber, and he was in the air. There were four V-22s flying, and he was one of them.

So I called Colonel Jim Schafer, and he said to me, Congressman, whatever I can do to help you clear the names of these two pilots, I will do it.

He joined us, and, in fact, in the year 2011, he and I made a presentation to the Commandant of the Marine Corps. And I thought Jim Schafer did a magnificent job. With tears in his eyes, he told the Commandant that these fellows had not been trained, they were not equipped, the plane had no warning system to the vortex ring state which affects the nacelles on the twin engines. So therefore, he said, What can I do?

I'm sorry. But, at that time, we were not convincing enough to the Marine Corps to give the wives the two letters.

Mr. Speaker, I'd like to share with you that what created the problem after the accident on April 8 was actually the press release by the United States Marine Corps. The Commandant at the time—a very fine gentleman, I've met with him several times. I think the world of him. We are not related, even though my name is Jones—was Commandant Jim Jones. But the press release stated, on July 27 of 2000—April 8 was the accident. This is a quote that gave the problem:

Unfortunately, the pilots' drive to accomplish that mission appears to have been the fatal factor.

Mr. Speaker, I'm going to read that again. This is the press release from the United States Marine Corps after this tragic accident in Arizona.

Unfortunately, the pilots' drive to accomplish that mission appears to have been the fatal factor.

Mr. Speaker, again, I want to thank Colonel Mike Morgan, Retired, I want to thank Colonel Ron Radich, Retired, and Phil Stackhouse, Major, Retired, for joining me in trying to clear the names of these two pilots.

It so happens in a recent email from Colonel Morgan, one of the three investigators, I read his quote:

This is the crux of the issue; there is nothing in the JAG investigation that says that the pilots are at fault. If you change "pilots" to "flight leaders," the statement, in my opinion, is correct, and the investigation so much as brings that out.

Why is it clear to the Blue Ribbon panel that was set up after this accident and not the Commandant of the Marine Corps' office? Because at that time the Blue Ribbon panel was not worried about fielding a new and controversial aircraft, which I just talked about Dick Cheney's being opposed to it. This was the second plane behind a lead plane. It was Nighthawk 71 and Nighthawk 72. Nighthawk 72 crashed.

In the official report that Lieutenant Colonel Morgan made reference to, the JAGMAN report, and I want to read this, Mr. Speaker, the official JAGMAN investigation was released in the following months, and the investigators, Morgan, Stackhouse, and Radich, testified by saying, and I quote, Mr. Speaker:

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

Mr. Speaker, the word "deliberate" bothered me so much that I wrote to Colonel Morgan, and I said, Sir, would you please explain why you used the word "deliberate"? And I'll read his comments back to me, Mr. Speaker:

My personal feeling and opinion supported by my interviews with the lead flight crew is that the mishap aircraft—

That's 72 now, these two men were flying it.

—had no idea they had exceeded any flight parameters. They were merely trying to remain in position on a flight lead trying to salvage a bad approach.

Mr. Speaker, what he is saying is that these two men, in a new experimental airplane, were following behind on a mission that never should have been ordered by the Marine Corps to begin with. These two men are in the second plane. They are following the lead. The lead got into trouble, and they followed the lead.

That is why I want to repeat again, Mr. Speaker, Lieutenant Colonel Morgan, the word "deliberate":

My personal feeling and opinion supported by my interviews with the lead aircraft is that mishap aircraft had no idea they had exceeded any flight parameters. They were merely trying to remain in a position of a flight lead trying to salvage a bad approach.

Mr. Speaker, he further states, and let me read this for the RECORD, please, sir:

Brow and Gruber did nothing but try to maintain position on their flight lead. Did they fail to recognize they were in a dangerous situation? Absolutely. Were they properly trained for such a situation? Absolutely not.

Mr. Speaker, that's why this 10-year journey has meant so much to me. I did not know these men. I know the families now. But these marines were in the cockpit of a V-22, an experimental airplane that Bell-Boeing did not do the research that they should have done to prepare these men for what was coming. Again, the problem is called vortex ring state. This is pretty well known in airplanes, but, Mr. Speaker, not in the Osprey in these nacelles. It was not fully understood.

In fact, Tom MacDonald, experimental pilot for Bell-Boeing, spent 700 hours, Mr. Speaker, 700 hours trying to figure out after this crash: What do you do? How do you react? How do you respond to vortex ring state?

Mr. Speaker, what is so sad is they now have warning systems on the software. They have even a voice that comes on the helmet that says sync, sync, sync, meaning you're in trouble, react, react. Brow and Gruber had none of that information. In fact, the NATOPS manual that was in their lap the moment before they crashed and burned, it had one page and a paragraph on vortex ring state. And, Mr. Speaker, it was written by an Army helicopter pilot who had never been in the V-22.

Mr. Speaker, now the NATOPS manual that the V-22 pilots have is six pages about vortex ring state and how you react to that ring state.

□ 1930

Mr. Speaker, I'm just going to take a few more minutes, and then I will close tonight. I want to thank the staff for staying late for me to have this opportunity, but I do want to restate what the investigators are saying.

I contacted them and asked them if they would be willing to write me a letter that I could use in trying to clear the names of John Brow and Brooks Gruber. I'm going to read just a few parts of this, and then I'll close in just a few minutes, Mr. Speaker.

This is from Phil Stackhouse:

I do not believe that it would be a surprise to anyone that it is my opinion the mishap was not a result of pilot error, but was the result of a perfect storm of circumstances. During the conduct of the investigation, we collected some 20 binders of evidence.

I'm going to just skip from one paragraph to another. "This includes, for example, compressed testing and evaluation"—that means they did not do the test on this issue of vortex ring state; they had no way to evaluate it because they didn't test it—"created by deadlines, funding, and maintenance; the omission of important testing and evaluation missions; the actions of the lead aircraft in the section;

and lack of understanding how vortex ring state/power settling would actually effect the Osprey in real-world situations and simulated real-world training."

Mr. Speaker, this is the whole thing. I'll close on Mr. Stackhouse, and then I will read two others very quickly.

Stackhouse, one of the investigators, said:

For any record that reflects the mishap was a result of pilot error, it should be corrected. For any publication that reflects the mishap was a result of pilot error, it should be corrected and recanted.

Again, this is one of the three investigators. I'll read the others very quickly, Mr. Speaker. This is from Mike Morgan. He supports my effort to clear the names of John Brow and Brooks Gruber. He further states that:

The judge advocate general (JAG) mishap report, and over 20 binders of evidence provided, clearly focuses on the consequences of encountering vortex ring state in a tilt-rotor aircraft and questionable flight management of Nighthawk 72 (lead aircraft) as the key contributing factors, among many. In my opinion, as a former USMC weapons and tactics instructor/flight leader/mission commander, John Brow and Brooks Gruber performed as model wingmen on this mission. They were doing exactly what is expected of a wingman on a tactical flight.

Mr. Speaker, the reason for reading that is that I want to restate that the three investigators of the V-22 crash, they know John Brow and Bruce Gruber were not at fault.

Mr. Speaker, I am a man of strong religious faith, but I cannot imagine being the pilot and copilot, with 17 young marines sitting in the back of your plane, and all of a sudden you are hit with a situation that you don't understand. You don't know how to react, you've never been trained, you have no warning system, but something's not right as that plane is beginning to shake. These gentlemen did everything that they could. John Brow and Brooks Gruber, they did everything they could do to save that flight, and yet it was out of their control because they had not been trained. They flipped; and on April 8, a very unbelievable fire took place when that plane hit.

All the wives are asking for is one official document from the Marine Corps. Mr. Speaker, I must say before I close tonight that I want to thank the Marine Corps. They have agreed to meet with the two investigators—the third one lives in California, Ron Radich. I want to thank him for his strong letter, but he will not be here—he cannot—but his letter will stand to speak for him.

The Marine Corps has agreed to give us a meeting with the representative of the Marine Corps and try to come up with some language that will be acceptable to the two families. I'm going to ask the commandant of the Marine Corps—I doubt if he will do it—but do something right for the Corps that so many American people, including myself, have the greatest respect for; bring the two wives and their children

to your office and say: I have an official letter for you that will clearly state that your husbands were not at fault for this accident. Mr. Speaker, I hope that's what will come from this meeting in the next couple of weeks.

It's one of those things in life that Members of Congress get involved in that you don't ask for, but you feel that there's a reason that someone has come to you and said, my husband cannot defend himself anymore, yet because of one press release that indicated these pilots were descending too quickly, they did not know what they were doing at the time, there was no indication on their software panel that they were in trouble. So my hope is, Mr. Speaker, that the Marine Corps will give Connie Gruber and Trish Brow what they're asking for.

Mr. Speaker, because I want to give God credit if we ever clear the names of these two pilots, I've asked God to please give me the energy and the strength to go with Connie Gruber and her daughter Brooke down to Jacksonville, North Carolina, to the grave of her husband and Brooke's father. I want to say to Major Gruber: Sir, no one will ever question your integrity or your honor again. It has been done. You can rest in peace because you won't be blamed.

Then, Mr. Speaker, I want to go with Trish Brow to Arlington Cemetery, and I want to stand with Matthew and Michael, the two young boys that never got a chance to know their daddy—they're young men now, they're in their early twenties, college students—and I want to say the same thing to Colonel Brow: Sir, your reputation is secured. You will not be blamed any longer for that crash on April 8. Mr. Speaker, with that, I will know that I have fulfilled my duty as a Member of Congress. I will fulfill my duty as a man who believes in the truth and integrity. It is very important in my life. And I will be able to say to Connie and to Trish, if ever anybody prints again that your husband was at fault, you have an official document to call that newspaper, call that TV station, call that reporter and say, Sir, I want a retraction. I will send you a copy of the documentation that says that my father—that my husband and my friend's husband were not at fault.

The reason I almost said "father," as I'm closing, Mr. Speaker, I will tell you that 4 or 5 years ago I was in Jacksonville, North Carolina. Connie Gruber invited me to a fall reunion at the church. I had a chance to meet Bruce Gruber's father, the major from Jacksonville, North Carolina. That gentleman lives in Naples, Florida, with his wife, and he came out and we spoke. He had tears in his eyes. Mr. Speaker, he fought in Korea for this country as a marine, and he said with tears in his eyes: Congressman, I want to thank you for trying to clear my son's name. I said, Mr. Gruber, I will accept your kind words on behalf of my savior, Jesus Christ, because Christ

was a man of humility, and I try to walk in the light of Christ.

If we ever accomplish anything for this country, no matter what faith my colleagues might be, just remember that accomplishing truth and integrity for John Brow and Brooks Gruber will be God's will and not mine. That gives me one thought, and then I will close. Voltaire said 1,000 years ago:

To the living we owe respect, but to the dead we owe only the truth.

Mr. Speaker, as I always close on the floor of the House, because it's time to get our troops out of Afghanistan, they've done their jobs, bid Laden is dead, al Qaeda has been dispersed around the world, it's time to bring them home. I've seen too many at Walter Reed and Bethesda without legs and arms.

□ 1940

Spending money we don't have over there, cutting programs for children and senior citizens here in America, I don't know, it doesn't make any sense.

But on behalf of the families that I talked about tonight, Colonel John Brow's family, Major Brooks Gruber's family, and all of our men and women in uniform and their families across the world, I will close and yield back.

I ask God to please bless our men and women in uniform. I ask God to please bless the families of our men and women in uniform. I ask God to hold in His loving arms the families who have given a child dying for freedom in Afghanistan and Iraq.

I ask God to please bless the House and Senate, that we will do what is right in the eyes of God for God's people today and God's people tomorrow.

And I will ask, from the bottom of my heart, God please bless President Obama that he will do what is right in Your eyes, God, for Your people today and Your people tomorrow.

And, Mr. Speaker, with that I'll say three times, God, please, God, please, God, please continue to bless America. I yield back the balance of my time.

HEALTH CARE AND MAKING IT IN AMERICA

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

Mr. GARAMENDI. Mr. Speaker, before we start on our dialogue—I expect to have my colleague from New York here in a few minutes—I want to thank my colleague from North Carolina, WALTER JONES.

Mr. JONES, every day and every week you speak on this floor about the Afghanistan war and previously about the Iraq war, and you carry a message that is extremely important, one that I agree with, and one that I would hope that our colleagues here in Congress would take up this issue in a very strong and determined way to bring this Afghanistan war to an end.

I thank the President for bringing the Iraq war to an end. And now there's yet another task for all of us to do, and that is to end this continued use and abuse of the American soldiers. They endure much, and it's time for us to bring them home.

We thank them for their service. We see them as they return.

Some of my colleagues and I are working on a major effort to try to deal with more than 365,000 of those men and women that have returned that are suffering from posttraumatic stress syndrome, dealing with everything from suicides to depression and other issues as they return home, and many of them still in the military dealing with those issues.

We also have the traumatic brain issues, and so there's much to be done. And there will be much more to be done for those that are currently suffering. And the longer this war in Afghanistan continues, the more men and women will be suffering from all sorts of medical, physical, and mental issues.

So, WALTER, thank you so very much for what you're doing here on the floor day in and day out and reminding us that it's time for us to end this war.

What I want to spend some time on today is really talking about America's middle class. The middle class in America has suffered. For the last 25 years, the American middle class's circumstances have stagnated, and in the last 5 years—actually, 6 years—have seriously declined. We've seen this in the statistics. We've seen them in the economic statistics.

The only way the American middle class has been able to sustain its economic position has been for both husband and wife or children to join in providing the income for the family. It's no longer a single-person income sustaining the American middle class.

It is about our policies here on the floor of Congress and the Senate that has led to the decline of the American middle class. Specific policies have been enacted over the last two decades that have hollowed out the opportunities that the American middle class has counted on, specifically, manufacturing in America.

Once, 20 million Americans and their families were in the manufacturing sector. They enjoyed a good salary. A good hourly wage was available to them such that one individual in that family working in the manufacturing sector was able to support the family, own a home, take a vacation, buy a boat, provide for the college education. That is not the case today. Only 11 million and a few thousand beyond that are actually engaged in manufacturing in America today.

So what happened to the 9 million? They lost their jobs. Those jobs disappeared, not from the Earth, but disappeared from America. They went overseas. They were outsourced. American jobs were outsourced.

Why? Well, they'd like to say it's simply the nature of the free market