

□ 1710

We are at risk. There is a real and present danger out there. We have the capacity to respond to it. We have the ability to be the best in the world at this. We have the ability to protect ourselves better than any other country in the world, and we will if we will turn our face towards the problem rather than away from the problem.

So, Mr. Speaker, I thank you for the time. It is my hope that this country recognizes the threat, deals with the threat, and successfully looks to the future for ourselves, our children, and our grandchildren.

I yield back the balance of my time.

REMEMBERING DAN MCKINNON

The SPEAKER pro tempore. Under the Speaker's announced policy of January 5, 2011, the Chair recognizes the gentleman from California (Mr. HUNTER) for 30 minutes.

Mr. HUNTER. Thank you, Mr. Speaker.

It is my unfortunate honor to come before you and speak about a true son of America who lost his battle with cancer 6 days ago on November 22. I have an article here from the local paper in San Diego talking about Dan McKinnon, and it says, Dan McKinnon: Navy pilot, radio, and airline executive. Appointed to two Federal boards, was son of San Diego congressman. Those are a lot of things, but Dan McKinnon was so much more than those, even put together.

First, his father was a Democrat congressman from San Diego here in the 1950s, probably stood at this table and spoke like I'm speaking now. Dan was a page, when we still had pages in this House on this floor in the fifties during the Truman administration as well. He had a great respect and love for this country, and he had a great respect and love for this body and the institution.

He has some great claims to fame. One of those is this: As a young man, Dan served in the Navy as a helicopter pilot, and he's credited with 62 saves on land or sea. That's more saves during peacetime than any other Navy pilot in American history. He loved the Navy and he loved flying, and that led him to do other things later in his life. But he was a great pilot. He was inspired to fly from some words taken from the movie "The Bridge Over Toko-Ri." And basically the words—I'm going to summarize what made him want to be a helicopter pilot. There were some folks talking in this movie, and they basically said: Where does America get these kinds of people that want to fly off these little platforms that are floating in the ocean, go and rescue men or take out the enemy, and then fly back out to these platforms again in the middle of the ocean, try to find those platforms and then land on them? Where does America get them? They are the greatest in that country.

That inspired Dan to join the Navy and do exactly that—to fly helicopters

and rescue his fellow sailors that had the bad luck or the bad skills to land in the water.

He bought a country radio station in San Diego and transformed it, made it into one of the most successful radio stations in San Diego County. At the same time, in 1977 he was the president of the Country Music Association in Nashville. He also served on the National Association of Broadcasters' board of directors here in Washington, D.C.

And as I go through this litany of things that Dan McKinnon did, you can see where his courage, his faith in God, and his selfless service to country and Christianity played through throughout his entire life.

He ran for Congress. He tried to get in this body in 1980. He had an unsuccessful run for Congress in 1980, but the next year President Reagan nominated him to lead the Federal Civil Aeronautics Board which basically oversaw the deregulation of all of the airlines. And as I know, as somebody who wants less government and less Big Brother intervention, Dan McKinnon was the rare sort of man who, after he did his work on the Civil Aeronautics Board and deregulated the airline industry, so we have what we have now, which is competition and low rates and extremely high safety measures, he shut down his own board that President Reagan started. Rarely in Washington do you see a creature that starts up some kind of board or blue ribbon panel or commission and actually closes it down on themselves after they've done the work that they needed to do. That takes a special person. It takes a special person to give up the reins and say, we don't need more bureaucracy, we're going to shut it down. We've done the work that we were assigned. So he did that. He didn't get paid for that either. He did it because he wanted to help the country and he loved being a pilot and he loved the airline industry.

People say that the airline industry right now, the way that it is is a direct reflection of how he deregulated it during these times. That was a big deal when you had the Federal Government dictating fares and routes, and to change that into a free market system where competition could enter, it took a long time and it took a man of special character and significance to do that, and Dan did it.

His daughter Lisa, who is, I think, a lieutenant in the Navy right now in Coronado doing intelligence work for the Navy SEALs, said this about her dad: He would say that his Navy wings were the only thing that he ever did by himself. He said everything else was a team effort. He loved being a pilot. He loved flying for the Navy, and he flew and sailed to the end of his days.

He also worked for the Central Intelligence Agency. They had him doing special projects, and he actually got the Seal Medallion from the Central Intelligence Agency.

So you take all of these things together, and you see a man who had a

full life, a full family, that loved his country and served his country, and someone who had courage and true grit and a true faith in God, that God would help lead him through his life and his path, and he trusted in the Lord to do that.

On a couple of other separate stories, Dan taught me how to jump motocross bikes at his ranch when I was a kid. I got my first job in high school at a TV station doing the news camera that his brother had. I got to work on his airlines after high school and between college. I'm a young guy. I'm only 35 years old, Mr. Speaker, and sometimes young guys like myself need people to look up to, people that give us structure and people that tell us which way is the right way to go and which way is the wrong way to go. Dan always knew what the right way to go was. He was a mentor of mine. And on November 22, when he lost his battle with cancer, America and San Diego truly lost one of their sons and one of the people that make this country truly great.

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

RECESS

The SPEAKER pro tempore. Pursuant to clause 12(a) of rule I, the Chair declares the House in recess subject to the call of the Chair.

Accordingly (at 5 o'clock and 17 minutes p.m.), the House stood in recess.

□ 1739

AFTER RECESS

The recess having expired, the House was called to order by the Speaker pro tempore (Mr. WOODALL) at 5 o'clock and 39 minutes p.m.

REPORT ON RESOLUTION PROVIDING FOR CONSIDERATION OF H.R. 6429, STEM JOBS ACT OF 2012; AND PROVIDING FOR CONSIDERATION OF MOTIONS TO SUSPEND THE RULES

Mr. NUGENT, from the Committee on Rules, submitted a privileged report (Rept. No. 112-697) on the resolution (H. Res. 821) providing for consideration of the bill (H.R. 6429) to amend the Immigration and Nationality Act to promote innovation, investment, and research in the United States, to eliminate the diversity immigrant program, and for other purposes; and providing for consideration of motions to suspend the rules, which was referred to the House Calendar and ordered to be printed.

SENATE BILL REFERRED

A bill of the Senate of the following title was taken from the Speaker's table and, under the rule, referred as follows:

S. 3642. An act to clarify the scope of the Economic Espionage Act of 1996, the Committee on the Judiciary.

ENROLLED BILLS SIGNED

Karen L. Haas, Clerk of the House, reported and found truly enrolled bills of the House of the following titles, which were thereupon signed by the Speaker:

H.R. 2453. An act to require the Secretary of the Treasury to mint coins in commemoration of Mark Twain.

H.R. 6063. An act to amend title 18, United States Code, with respect to child pornography and child exploitation offenses.

H.R. 6118. An act to amend section 353 of the Public Health Service Act with respect to suspension, revocation, and limitation of laboratory certification.

H.R. 6131. An act to extend the Undertaking Spam, Spyware, And Fraud Enforcement With Enforcers beyond Borders Act of 2006, and for other purposes.

H.R. 6570. An act to amend the American Recovery and Reinvestment Act of 2009 and the Emergency Economic Stabilization Act of 2008 to consolidate certain CBO reporting requirements.

ADJOURNMENT

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

The motion was agreed to; accordingly (at 5 o'clock and 40 minutes p.m.), under its previous order, the House adjourned until tomorrow, Thursday, November 29, 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:

8469. A letter from the Director, Regulatory Management Division, Environmental Protection Agency, transmitting the Agency's final rule — Fluazinam; Pesticide Tolerances [EPA-HQ-OPP-2012-0009; FRL-9366-6] received November 2, 2012, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Agriculture.

8470. A letter from the Director, Regulatory Management Division, Environmental Protection Agency, transmitting the Agency's final rule — Fluridone; Pesticide Tolerances for Emergency Exemptions [EPA-HQ-OPP-2012-0756; FRL-9366-8] received November 2, 2012, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Agriculture.

8471. A letter from the Director, Regulatory Management Division, Environmental Protection Agency, transmitting the Agency's final rule — Metconazole; Pesticide Tolerances [EPA-HQ-OPP-2012-0455; FRL-9364-8] received November 2, 2012, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Agriculture.

8472. A letter from the General Counsel, Federal Housing Finance Agency, transmitting the Agency's final rule — 2012-2014 Enterprise Housing Guide (RIN: 2590-AA49) received November 5, 2012, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Financial Services.

8473. A letter from the Director, Regulatory Management Division, Environmental Protection Agency, transmitting the Agency's final rule — Approval and Promulgation of Implementation Plans; California; Determinations of Attainment for the 1997 8-Hour Ozone Standard [EPA-R09-OAR-2011-0492; FRL-9749-4] received November 2, 2012, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Energy and Commerce.

8474. A letter from the Director, Regulatory Management Division, Environmental Protection Agency, transmitting the Agency's final rule — Approval and Promulgation of Implementation Plans; State of Idaho; Regional Haze State Implementation Plan [EPA-R10-OAR-2010-0930; FRL-9750-1] received November 2, 2012, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Energy and Commerce.

8475. A letter from the Director, Regulatory Management Division, Environmental Protection Agency, transmitting the Agency's final rule — Approval and Promulgation of Air Quality Implementation Plans; New Hampshire; Reasonably Available Control Technology Update to Address Control Techniques Guidelines Issued in 2006, 2007, and 2008 [EPA-R01-OAR-2012-0255; A-1-FRL-9749-8] received November 2, 2012, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Energy and Commerce.

8476. A letter from the Chief of Staff, Media Bureau, Federal Communications Commission, transmitting the Commission's final rule — Amendment of Section 73.202(b) Table of Allotments, FM Broadcast Stations, (Crowell, Knox City, Rule, and Quanah, Texas [MB Docket No.: 08-97] (RM-11428) received November 5, 2012, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Energy and Commerce.

8477. A letter from the Director, Office of Congressional Affairs, Nuclear Regulatory Commission, transmitting the Commission's final rule — Interim Staff Guidance Augmenting NUREG-1537, Part 1 and 2, "Guidelines for Preparing and Reviewing Applications for the Licensing of Non-Power Reactors: Format and Content", for Licensing Radioisotope Production Facilities and Aqueous Homogeneous Reactors October 17, 2012 received November 7, 2012, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Energy and Commerce.

8478. A letter from the Program Analyst, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Rolls-Royce plc Turbofan Engines [Docket No.: FAA-2010-0821; Directorate Identifier 2010-NE-30-AD; Amendment 39-17183; AD 2012-18-07] (RIN: 2120-AA64) received November 5, 2012, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

8479. A letter from the Program Analyst, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Pratt & Whitney Division Turbofan Engines [Docket No.: FAA-2012-0079; Directorate Identifier 2012-NE-06-AD; Amendment 39-17148; AD 2012-16-01] (RIN: 2120-AA64) received November 5, 2012, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

8480. A letter from the Program Analyst, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Pratt & Whitney Division Turbofan Engines [Docket No.: FAA-2012-0228; Directorate Identifier 2012-NE-09-AD; Amendment 39-17179; AD 2012-18-03] (RIN: 2120-AA64) received November 5, 2012, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

8481. A letter from the Program Analyst, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Bombardier, Inc. Airplanes [Docket No.: FAA-2012-0142; Directorate Identifier 2010-NM-275-AD; Amendment 39-17188; AD 2012-18-11] (RIN: 2120-AA64) received November 5, 2012, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

8482. A letter from the Program Analyst, Department of Transportation, transmitting the Department's final rule — Airworthiness

Directives; The Boeing Company Airplanes [Docket No.: FAA-2012-0645; Directorate Identifier 2011-NM-352-AD; Amendment 39-17190; AD 2012-18-13] (RIN: 2120-AA64) received November 5, 2012, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

8483. A letter from the Program Analyst, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; The Boeing Company Airplanes [Docket No.: FAA-2011-1065; Directorate Identifier 2011-NM-007-AD; Amendment 39-17175; AD 2012-17-12] (RIN: 2120-AA64) received November 5, 2012, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

8484. A letter from the Program Analyst, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; The Boeing Company Airplanes [Docket No.: FAA-2011-1250; Directorate Identifier 2010-NM-031-AD; Amendment 39-17176; AD 2012-17-13] (RIN: 2120-AA64) received November 5, 2012, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

8485. A letter from the Program Analyst, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Costruzioni Aeronautiche Tecnam srl Airplanes [Docket No.: FAA-2011-0816; Directorate Identifier 2011-CE-022-AD; Amendment 39-17180; AD 2012-18-04] (RIN: 2120-AA64) received November 5, 2012, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

8486. A letter from the Program Analyst, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Honeywell International, Inc. Turbofan Engines [Docket No.: FAA-2011-1045; Directorate Identifier 2011-NE-32-AD; Amendment 39-17168; AD 2012-17-05] (RIN: 2120-AA64) received November 5, 2012, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

8487. A letter from the Program Analyst, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Eurocopter France Helicopters [Docket No.: FAA-2012-0222; Directorate Identifier 2011-SW-007-AD; Amendment 39-17166; AD 2012-17-03] (RIN: 2120-AA64) received November 5, 2012, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

8488. A letter from the Program Analyst, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; BAE SYSTEMS (Operations) Limited Airplanes [Docket No.: FAA-2012-0489; Directorate Identifier 2011-NM-229-AD; Amendment 39-17174; AD 2012-17-11] (RIN: 2120-AA64) received November 5, 2012, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

8489. A letter from the Program Analyst, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; The Boeing Company Airplanes [Docket No.: FAA-2012-0327; Directorate Identifier 2011-NM-125-AD; Amendment 39-17198; AD 2012-19-03] (RIN: 2120-AA64) received November 5, 2012, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

8490. A letter from the Program Analyst, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Rolls-Royce plc (RR) Turbofan Engines [Docket No.: FAA-2012-0848; Directorate Identifier 2012-NE-20-AD; Amendment 39-17167; AD 2012-17-04] (RIN: 2120-AA64) received November 5, 2012, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

8491. A letter from the Program Analyst, Department of Transportation, transmitting