

will promote American exceptionalism and will propel this Nation back to the forefront of workforce development.

The President's blueprint to build a highly skilled workforce through our community college system is the right thing to do. It will allow community colleges in my district, for example, Shelton State and Wallace State Community Colleges, greater access to resources to educate those ready and willing to take jobs—highly skilled jobs in our workforce.

At this time, these initiatives are critically important because we in America can ill afford to be left behind when it comes to innovation. I believe that the President's blueprint should be applauded and supported. I know that in my own district, Mercedes Benz, a very important employer in my district, has taken such initiatives to another level. They've encouraged high school students, giving them a chance to learn how to use their machines and participate in a program; and they've also said that upon completion, 75 percent of those students will actually have a job in the Mercedes Benz plant in Vance, Alabama.

I think initiatives such as this should be encouraged. It's critically important that we not only support the private sector in their endeavors to create public partnerships with our community colleges, but also to grow our economy and help this recovery effort actually exist.

So I support these endeavors, and I support the President in this initiative. I look forward to working with the President on this initiative and supporting this initiative in this House, and I ask and urge all of my colleagues on both sides of the aisle to support such an initiative.

#### GENERAL AVIATION INDUSTRY

The SPEAKER pro tempore. The Chair recognizes the gentleman from Kansas (Mr. POMPEO) for 5 minutes.

Mr. POMPEO. Madam Speaker, on Monday of this week, 2 days ago, the President released his budget plan. It will take America's deficits, or total debt, to over \$27 trillion. That's a big number. It's hard to get our heads around numbers like that. So I want to talk about how it impacts a particular industry and a particular group of people, how his budget and plan will put under attack 1.2 million Americans and an industry known as general aviation that generates over \$150 billion for our U.S. economy.

Now, the general aviation industry is an industry that this President has been assaulting ever since he took office. It is one of America's last great manufacturing sectors, indeed, a manufacturing jewel still here in America; and yet it has become a bit of a political punching bag for our President who constantly refers to the entire industry as made up of nothing but "corporate fat-cat jet owners."

But I want to talk about the job creation aspect. I want to talk about how

the general aviation industry impacts real people. I want to tell some real stories about how lives are impacted when a President speaks about an industry this way and then presents a budget that has such an enormous impact. There are real consequences.

I can tell you that each time the President attacks the general aviation industry, a machine shop in Wichita, Kansas, is impacted; a West Virginia company loses a sale; or a private company putting jet fuel on airplanes in California feels the squeeze.

I want to recall some of the attacks, but I also want to talk about these people. The general aviation industry produces aircraft that are a tool—a tool—that increases productivity and ultimately contributes to the success of businesses all across our country. It's about helping a parts supplier, a fellow named Jim who wrote a story to me from Plainwell, Michigan. It helps him deliver parts all across the country so not only can his company succeed and grow jobs, but all of the folks that Jim's company serves.

It's about getting a daughter to a hospital who is very ill on an Angel Flight—a wonderful nonprofit organization that uses excess capacity on small planes all around the country to meet the medical needs of people all across our Nation.

It's about the town of Fort Morgan, Colorado, whose local industries rely heavily on general aviation and which is an absolute lifeline for this small town's continuing success.

It's about a fellow named William in Mobile, Alabama, who wrote me and said:

I work for a manufacturer. We build jet engines for the general aviation industry. We've seen firsthand how President Obama's rhetoric hurts our industry. We lose sales. Why would a President attack an industry that provides hundreds of thousands of good, union jobs when he says that his entire focus is those jobs? I wish the President would encourage general aviation, and not attack it.

I think William has it exactly right. Many in my hometown of Wichita, Kansas, which is the headquarters for Beechcraft, Learjet and Cessna, know these stories all too well, also.

For the third time now in the President's budget, he's called for user fees on every flight of every general aviation aircraft and has set up a system whereby it will become more expensive through the Tax Code to purchase these aircraft—these American-built aircraft. But it impacts lots of folks in different places, not just the manufacturers.

Chris from Los Angeles wrote me and said:

My little flight school employs five full-time workers and three part-time employees. Up through now, I've been able to weather the economic storms. Unfortunately, despite the claims that piston aircraft will be exempt, these user fees will hurt us, Mr. President. I'll be forced to shut my doors, thereby laying off my employees.

Madam Speaker, this is not about fat-cat corporate jet owners in the cor-

ner office. This is about the livelihood of those eight people in California who depend on this industry to put food on the table for their families.

Carl from Plano, Texas, wrote me and said:

Like others have said, a large percentage of people who use business aircraft do it as a productivity tool. I wish Washington would recognize that an airplane is a tool just like production machinery and a delivery truck.

The whole time the President is criticizing the aircraft flying industry, he flies around in one of the great jets built in Kansas—Air Force One. His Cabinet members and senior staff fly on airplanes all across the world, and I'm proud of that. But, unfortunately, the President doesn't see the value in general aviation except for when it's his own. I've invited the President multiple times to come to Wichita, Kansas, to see the workers who build these great planes. And yet it continues: the President tries to destroy an industry that employs over 1 million people.

This is not leadership. This is division and envy, and I wish the President would cease to do so. It's a travesty, it's not good for jobs in America, and it's not good for our general aviation industry.

#### NATIONAL ENGINEERS WEEK

The SPEAKER pro tempore. The Chair recognizes the gentleman from Illinois (Mr. LIPINSKI) for 5 minutes.

Mr. LIPINSKI. Madam Speaker, as one of only a handful of engineers in Congress, I'm proud to once again sponsor a resolution honoring our Nation's engineers during National Engineers Week. Next week will mark the 61st annual Engineers Week and the 8th year I have introduced this resolution. I would like to thank the gentleman from Illinois (Mr. MANZULLO) for joining me in leading this bipartisan effort for the second consecutive year.

The central goal of Engineers Week—attracting new students to engineering careers—has never been more important.

□ 1050

As a 2010 National Academies report explained:

While only 4 percent of the Nation's workforce is composed of scientists and engineers, this group disproportionately creates jobs for the other 96 percent.

Engineers drive our economy by designing and building everyday products, including bridges, airplanes, roads, computers, medical devices, cars, power plants—just to name a few. America's 2.5 million engineers have helped make our country great by solving problems and turning dreams into reality, and America's future depends on them.

In these uncertain times, as we look for ways to promote job creation, educating America's youth about engineering and science needs to be a national priority. Each year, National Engineers Week seeks to do just this through events aimed at inspiring students and fostering public awareness of vital contributions made by engineers.

These events, including the Future City Competition, Introduce a Girl to Engineering Day, and Discover Engineering Family Day, all impart an appreciation of the wonders of engineering to children of all backgrounds. The importance of these events is underscored by a 2012 survey by the Intel Corporation that found American teenagers are more likely to consider a degree in engineering after learning about what engineers do.

This year's theme is "7 Billion People; 7 Billion Dreams; 7 Billion Chances for Engineers to Turn Dreams Into Reality." This theme emphasizes the potential for growth among the community of engineers worldwide. It also highlights a challenge to our position as a global leader in engineering.

Last month, the latest Science and Engineering Indicators released by the National Science Board showed that the number of students obtaining engineering degrees in the United States continues to rise, but our production of new engineering degrees has been dramatically eclipsed by China, where 30 percent of all undergraduate degrees are in engineering, as compared to 4 percent in the United States. Inspiring bright young minds to consider careers in engineering is more important than ever for our economic competitiveness.

Growing up in Chicago, I was fascinated with figuring out how mechanical devices worked. I remember how my high school calculus and physics teachers at St. Ignatius helped mold this fascination into an interest in engineering. These teachers, together with informal experiences at places like the Museum of Science and Industry and the Brookfield Zoo, helped motivate me to pursue an undergraduate degree in mechanical engineering at Northwestern University and then a master's degree in engineering-economic systems from Stanford University. One of the central goals of National Engineers Week is to provide this kind of inspiration for the next generation.

During Engineers Week, I will be attending the Chicago Engineering Awards Benefit, where the Washington Award will be presented to a Chicago native and pioneer of the cell phone, Martin Cooper, and also where students will be honored for their participation in numerous competitions, including the Future City Competition. I am always greatly inspired when I go to this banquet to see one of the great pioneers of engineering talk about the work they've done, and to see the students and the work that they're doing today, and know the future of our country will be great with their help.

Madam Speaker, I'd like to encourage all of my colleagues to cosponsor

this resolution, but more importantly, to go home and participate in Engineers Week celebrations in your districts. This is a great opportunity for us to thank the engineers who contribute so much to our country and inspire the next generation of engineers that our country needs to stay competitive.

cost is not worth the infinitesimal benefit. Not only has the actual threat been exaggerated, they say, but the great bulk of the post-9/11 measures to contain it are little more than security theater; actions that accomplish nothing but are designed to make the government look like it is on the job. In fact, the continuing expenditure on security may actually have made the United States less safe.

And then a second article by ABC News. Probably, Madam Speaker, the most needless, useless agency in the entire Federal Government is the Air Marshal Service. USA Today once reported that more air marshals had been arrested than were arrests by air marshals. Talk about a soft, easy job. All these people do is ride back and forth on airplanes, back and forth, back and forth, mostly in first class.

A few days ago, ABC News reported that air marshals took taxpayer-paid trips to visit families and to go to vacation spots. One supervisor was even photographed asleep on a flight while carrying a loaded pistol. ABC reported that managers at the Air Marshal Service acted like "a bunch of school yard punks," and that they "repeatedly made fun of blacks, Latinos, and gays," according to agency insiders. I guess they had too much time on their hands and too little to do.

I know, as I said earlier, that it's almost impossible to get Congress to vote against anything that claimed to be for security. But this almost \$1 billion that we give to air marshals each year is a total complete waste. When we go ridiculously overboard, Madam Speaker, on security, we are taking money away from individuals and families who really need it, and taking money away from other good things on which this money could be spent.

After September 11, 2001, what accounts for the vast discrepancy between the terrorist threat facing America and the scale of our response? Why, absent any evidence of a serious domestic terror threat, is the war on terror so enormous, so all encompassing, and still expanding? The fundamental answer is that al Qaeda's most important accomplishment was not to hijack our planes, but to hijack our political system. For a multitude of politicians, interest groups, professional associations, corporations, media organizations, universities, local and State governments, and Federal agency officials, the war on terror is now a major profit center, a funding bonanza, and a set of slogans and sound bites to be inserted into budget, project, grant, and contract proposals. For the country as a whole, however, it has been a maelstrom of waste.

He pointed out an example that even Dunkin' Donuts franchises had received \$22 million in Federal counter-terrorism loans.

Madam Speaker, in addition to that, shortly after 9/11, when every government, department, and agency was requesting more money for security, The Wall Street Journal carried an editorial that said:

Any bill with the word "security" in it should get double the public scrutiny and maybe four times the normal wait, lest all kinds of bad legislation become law under the phony guise of fighting terrorism.

Unfortunately, we haven't followed the guidance of Professor Lustick or The Wall Street Journal. I thought of these writings by Mr. Lustick and The Wall Street Journal when I read two recent articles. On December 20, 2 months ago, Vanity Fair magazine carried an article on its Web site which said:

As you stand in endless lines this holiday season, here's a comforting thought: all those security measures accomplish nothing at enormous costs.

The magazine said since 9/11, the government has spent more than \$1.1 trillion on homeland security. Then the article added this:

To a large number of security analysts, this expenditure makes no sense. The vast

#### STOP MILITARY RAPE

The SPEAKER pro tempore. The Chair recognizes the gentlewoman from California (Ms. SPEIER) for 5 minutes.

Ms. SPEIER. Madam Speaker, I rise again today to highlight the epidemic of rape and sexual assault in the military.

This issue was recently brought up on Fox News by a commentator who ignorantly declared that women who join the military should expect to be raped. Yes, believe it or not, this was what the commentator said. I don't think our women choose to enlist in the military with the expectation that they might get raped.

This morning I'm going to tell you the story of U.S. marine Stephanie Schroeder, who was raped in a public restroom by a fellow marine. He shoved her down, beat her, and forced her on her back. He ripped down her pants and raped her. Then he ejaculated on her inner thigh and spit on her.

Private Schroeder reported the rape to command. Her commander laughed at her and said don't come "blankin'" to me because you had sex and changed your mind.

□ 1100

Don't come "blankin'" to me? That's the response that was given to Private