

see either in reforms or ways to make the bank more transparent or ways to make sure we are focusing on things that are going to help U.S. manufacturers win the day in a very competitive market.

So I say to my colleagues on the other side of the aisle, yes; Mr. BOEHNER and Mr. CANTOR worked out a compromise. So now we can again take more time here and analyze it and see whether you agree with that. I certainly like when the Senate works out agreements, and oftentimes we have asked our House colleagues to vote on them. But we now have the student loan bill that needs to be done, this Export-Import Bank that needs to be done, and many other important economic agenda items we should get to for this country.

I hope when the cloture motion comes forward, my colleagues will realize the only thing people are trying to do now—they can vote no on the program if they don't like it because they are primarily amendments to defund the bank. These are not perfecting amendments to a compromise that has been worked out. They want to express their opposition. They will have a chance to do that.

I hope for the sake of thousands of jobs in the United States, for the sake of U.S. competitiveness in a global market, where these companies are competing with other companies around the globe, my colleagues will realize this is a compromise piece of legislation. Let's get it done next week and onto the President's desk so we can go about winning more jobs in a very competitive global economy. That is what we need to do. Holding out 1 more, 2 more, or 3 more days, or another week just to get an amendment saying you hate the Ex-Im Bank, that is not the way to get things done for America.

I hope my colleagues will support moving ahead so we can get this onto the President's desk.

I yield the floor and suggest the absence of a quorum.

The PRESIDING OFFICER. The clerk will call the roll.

The assistant legislative clerk proceeded to call the roll.

Mr. HARKIN. Mr. President, I ask unanimous consent that the order for the quorum call be rescinded.

The PRESIDING OFFICER. Without objection, it is so ordered.

AWARDING A CONGRESSIONAL GOLD MEDAL TO MEMBERS OF THE CIVIL AIR PATROL

Mr. HARKIN. Mr. President, I ask unanimous consent that the Banking Committee be discharged from further consideration of S. 418 and the Senate proceed to its consideration.

The PRESIDING OFFICER. Without objection, it is so ordered.

The clerk will report the bill by title.

The assistant legislative clerk read as follows:

A bill (S. 418) to award a Congressional Gold Medal to the World War II members of the Civil Air Patrol.

There being no objection, the Senate proceeded to consider the bill.

Mr. HARKIN. Mr. President, I ask unanimous consent that the bill be read the third time and passed; that the motion to reconsider be laid upon the table, with no intervening action or debate; and that any statements related to the bill be printed in the RECORD.

The PRESIDING OFFICER. Without objection, it is so ordered.

The bill (S. 418) was ordered to be engrossed for a third reading, was read the third time, and passed, as follows:

S. 418

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. FINDINGS.

Congress makes the following findings:

(1) The volunteer members of the Civil Air Patrol (hereafter in this Act referred to as the "CAP") during World War II, civilian men and women ranging in age from 18 to 81, provided extraordinary public and combat services during a critical time of need for the Nation.

(2) During the war, CAP members used their own aircraft to perform a myriad of essential tasks for the military and the Nation within the United States, including attacks on enemy submarines off the Atlantic and Gulf of Mexico coasts of the United States.

(3) This extraordinary service set the stage for the post-war CAP to become a valuable nonprofit, public service organization chartered by Congress and the Auxiliary of the United States Air Force that provides essential emergency, operational, and public services to communities, States, the Federal Government, and the military.

(4) The CAP was established, initially as a part of the Office of Civil Defense, by air-minded citizens one week before the surprise attack on Pearl Harbor, Hawaii, on December 1, 1941, "out of the desire of civil airmen of the country to be mobilized with their equipment in the common defense" of the Nation.

(5) Within days of the start of the war, the German Navy started a massive submarine offensive, known as Operation Drumbeat, off the east coast of the United States against oil tankers and other critical shipping that threatened the overall war effort.

(6) Neither the Navy nor the Army had enough aircraft, ships, or other resources to adequately patrol and protect the shipping along the Atlantic and Gulf of Mexico coasts of the United States, and many ships were torpedoed within sight of civilians on shore, including 52 tankers sunk between January and March 1942.

(7) At that time General George Marshall remarked that "[t]he losses by submarines off our Atlantic seaboard and in the Caribbean now threaten our entire war effort".

(8) From the beginning CAP leaders urged the military to use its services to patrol coastal waters but met with great resistance because of the nonmilitary training and status of CAP pilots.

(9) Finally, in response to the ever-increasing submarine attacks, the Tanker Committee of the Petroleum Industry War Council urged the Navy Department and the War Department to consider the use of the CAP to help patrol the sea lanes off the coasts of the United States.

(10) While the Navy initially rejected this suggestion, the Army decided it had merit,

and the Civil Air Patrol Coastal Patrol began in March 1942.

(11) Oil companies and other organizations provided funds to help pay for some CAP operations, including vitally needed shore radios that were used to monitor patrol missions.

(12) By late March 1942, the Navy also began to use the services of the CAP.

(13) Starting with three bases located in Delaware, Florida, and New Jersey, CAP aircrews immediately started to spot enemy submarines as well as lifeboats, bodies, and wreckage.

(14) Within 15 minutes of the first Coast Patrol flight, the pilot had sighted a torpedoed tanker and was coordinating rescue operations.

(15) Eventually 21 bases, ranging from Bar Harbor, Maine, to Brownsville, Texas, were set up for the CAP to patrol the Atlantic and Gulf of Mexico coasts of the United States, with 40,000 volunteers participating.

(16) The CAP used a wide range of civilian-owned aircraft, mainly light-weight, single engine aircraft—manufactured by Cessna, Beech, Waco, Fairchild, Stinson, Piper, Taylorcraft, and Sikorsky, among others—as well as some twin engine aircraft such as the Grumman Widgeon.

(17) These aircraft were painted in their civilian prewar colors (red, yellow, blue, etc.) and carried special markings (a blue circle with a white triangle) to identify them as CAP aircraft.

(18) Patrols were conducted up to 100 miles off shore, generally with 2 aircraft flying together, in aircraft often equipped with only a compass for navigation and a single radio for communication.

(19) Due to the critical nature of the situation, CAP operations were conducted in bad weather as well as good, often when the military was unable to fly, and in all seasons (including the winter) when ditching an aircraft in cold water would likely mean certain death to the aircrew.

(20) Personal emergency equipment was often lacking, particularly during early patrols where inner tubes and kapok duck hunter vests were carried as flotation devices since ocean worthy wet suits, life vests, and life rafts were unavailable.

(21) The initial purpose of the CAP was to spot submarines, report their position to the military, and force them to dive below the surface, which limited their operating speed and maneuverability and reduced their ability to detect and attack shipping.

(22) It soon became apparent that there were opportunities for CAP pilots to attack submarines, such as when a Florida CAP aircrew came across a surfaced submarine that quickly stranded itself on a sand bar. However, the aircrew could not get any assistance from armed military aircraft before the submarine freed itself.

(23) Finally, after a number of these instances, a decision was made by the military to arm CAP aircraft with 50 and 100 pound bombs, and to arm some larger twin engine aircraft with 325 pound depth charges.

(24) The arming of CAP aircraft dramatically changed the mission for these civilian aircrews and resulted in more than 57 attacks on enemy submarines.

(25) While CAP volunteers received \$8 a day flight reimbursement, their patrols were accomplished at a great economic cost to many of the members of the CAP who—

(A) used their own aircraft and other equipment in defense of the Nation;

(B) paid for much of their own aircraft maintenance and hangar use; and

(C) often lived in primitive conditions along the coast, including old barns and chicken coops converted for sleeping.

(26) More importantly, the CAP Coastal Patrol service came at the high cost of 26 fatalities, 7 serious injuries, and 90 aircraft lost.

(27) At the conclusion of the 18-month Coastal Patrol, the heroic CAP aircrews would be credited with the following:

- (A) 2 submarines destroyed or damaged.
- (B) 57 submarines attacked.
- (C) 82 bombs dropped against submarines.
- (D) 173 radio reports of submarine positions (with a number of credited assists for kills made by military units).
- (E) 17 floating mines reported.
- (F) 36 dead bodies reported.
- (G) 91 vessels in distress reported.
- (H) 363 survivors in distress reported.
- (I) 836 irregularities noted.
- (J) 1,036 special investigations at sea or along the coast.
- (K) 5,684 convoy missions for the Navy.
- (L) 86,685 missions flown.
- (M) 244,600 total flight hours logged.
- (N) More than 24,000,000 miles flown.

(28) At least one high-level German Navy Officer credited the CAP with being the primary reason that submarine attacks were withdrawn from the Atlantic coast of the United States in 1943, when he said that "[i]t was because of those damned little red and yellow planes!"

(29) The CAP was dismissed from coastal missions with little thanks in August 1943 when the Navy took over the mission completely and ordered the CAP to stand down.

(30) While the Coastal Patrol was ongoing, the CAP was also establishing itself as a vital wartime service to the military, States, and communities nationwide by performing a wide range of missions including—

- (A) border patrol;
- (B) forest fire patrol;
- (C) courier flights for mail, repair and replacement parts, and urgent deliveries;
- (D) emergency transportation of personnel;
- (E) target towing (with live ammunition being fired at the targets and seven lives being lost) and searchlight tracking training missions;
- (F) missing aircraft and personnel searches;
- (G) rescue of aircraft crash survivors;
- (H) radar training flights;
- (I) aerial inspections of camouflaged military and civilian facilities;
- (J) aerial inspections of city and town blackout conditions;
- (K) mock bombing attacks on cities and facilities to test air defenses;
- (L) aerial searches for scrap metal materials;
- (M) support of war bond drives;
- (N) airport guard duties;
- (O) support for State and local emergencies such as natural disasters;
- (P) recruiting for the Army Air Force; and
- (Q) a cadet youth program which provided aviation and military training.

(31) The CAP flew more than 500,000 hours on these additional missions, including—

- (A) 20,500 missions involving target towing (with live ammunition) and gun/searchlight tracking which resulted in 7 deaths, 5 serious injuries, and the loss of 25 aircraft;
- (B) a courier service involving 3 major Air Force Commands over a 2-year period carrying more than 3,500,000 pounds of vital cargo and 543 passengers;
- (C) southern border operations flying more than 30,000 hours, with 7,000 reports of unusual sightings including a vehicle (that was apprehended) with 2 enemy agents attempting to enter the country;
- (D) a week in February 1945 during which CAP units found seven missing Army and Navy pilots; and

(E) a State in which the CAP flew 790 hours on forest fire patrol missions and reported 576 fires to authorities during a single year.

(32) On April 29, 1943, the CAP was transferred to the Army Air Forces, thus beginning its long association with the United States Air Force.

(33) Hundreds of CAP-trained women joined military women's units including the Women's Air Force Service Pilots (WASP) program.

(34) Many members of the Women's Air Force Service Pilots program joined or rejoined the CAP during the post-war period because it provided women opportunities to fly and continue to serve the Nation that were severely lacking elsewhere.

(35) Due to the exceptional emphasis on safety, unit discipline, and pilot discipline, and the organization of the CAP, by the end of the war only 64 members of the CAP had died in service and only 150 aircraft had been lost (including its Coastal Patrol losses from early in the war).

(36) There were more than 60,000 adult civilian members of the CAP in wide range of positions, and CAP aircrews flew a total of approximately 750,000 hours during the war, most of which were in their personal aircraft and often at real risk to their lives.

(37) After the war, at a CAP dinner for Congress, a quorum of both Houses attended with the Speaker of the House of Representatives and the President thanking the CAP for its service.

(38) While air medals were issued for those participating in the Coastal Patrol, little other recognition was forthcoming for those efforts or for the other services the CAP volunteers provided during the war.

(39) Despite efforts to end the organization at the end of the war, the CAP had proved its capabilities and strengthened its ties with the Air Force and Congress.

(40) In 1946, Congress chartered the CAP as a nonprofit, public service organization and in 1948 as the Auxiliary of the United States Air Force.

(41) Today the CAP conducts many of the same missions it performed during World War II, including a vital role in homeland security.

SEC. 2. CONGRESSIONAL GOLD MEDAL.

(a) AWARD.—

(1) AUTHORIZED.—The President pro tempore of the Senate and the Speaker of the House of Representatives shall make appropriate arrangements for the award, on behalf of Congress, of a single gold medal of appropriate design in honor of the World War II members of the Civil Air Patrol collectively, in recognition of the military service and exemplary record of the Civil Air Patrol during World War II.

(2) DESIGN AND STRIKING.—For the purposes of the award referred to in paragraph (1), the Secretary of the Treasury shall strike the gold medal with suitable emblems, devices, and inscriptions, to be determined by the Secretary.

(3) SMITHSONIAN INSTITUTION.—

(A) IN GENERAL.—Following the award of the gold medal referred to in paragraph (1) in honor of the World War II members of the Civil Air Patrol, the gold medal shall be given to the Smithsonian Institution, where it shall be displayed as appropriate and made available for research.

(B) SENSE OF CONGRESS.—It is the sense of Congress that the Smithsonian Institution should make the gold medal received under this paragraph available for display elsewhere, particularly at other locations associated with the Civil Air Patrol.

(b) DUPLICATE MEDALS.—Under such regulations as the Secretary may prescribe, the Secretary may strike and sell duplicates in

bronze of the gold medal struck under this Act, at a price sufficient to cover the costs of the medals, including labor, materials, dyes, use of machinery, and overhead expenses.

(c) NATIONAL MEDALS.—Medals struck pursuant to this Act are national medals for purposes of chapter 51 of title 31, United States Code.

SEC. 3. AUTHORIZATION OF APPROPRIATIONS; PROCEEDS OF SALE.

(a) AUTHORIZATION OF APPROPRIATIONS.—There is authorized to be charged against the United States Mint Public Enterprise Fund, an amount not to exceed \$30,000 to pay for the cost of the medal authorized under section 2.

(b) PROCEEDS OF SALE.—Amounts received from the sale of duplicate bronze medals under section 2(b) shall be deposited in the United States Mint Public Enterprise Fund.

Mr. HARKIN. Mr. President, I will speak about S. 418, which we just passed. I thank all my colleagues for allowing it to go through on a unanimous consent basis.

This bill awards a Congressional Gold Medal to the World War II members of the Civil Air Patrol. I introduced this legislation last year, and it currently has 85 cosponsors.

This legislation will offer long overdue recognition to a small group of people who answered the call to duty at our Nation's time of maximum danger.

Seventy years ago, during the height of World War II, Civil Air Patrol members in small aircraft began searching for German U-boats off the Atlantic Coast. This was a time of great peril for the Nation when over 400 ships were sunk in U.S. waters, many in view of Americans on shore, and the military didn't have enough aircraft and ships to stop this carnage. That is why the Civil Air Patrol answered the call.

Their mission was highly unusual because these pilots were civilian volunteers flying their own airplanes in combat operations, often at their own expense. The mission was for Civil Air Patrol aircraft to force the U-boats below the surface of the water, making their attacks on shipping much more difficult and time consuming. As soon as the Civil Air Patrol pilots took to the air, they spotted so many U-boats that the military quickly armed their aircraft with small bombs and depth charges. From Maine to Texas, Civil Air Patrol aircraft flew these missions in pairs up to 100 miles offshore, in all seasons, often in bad weather. These CAP, as they are known, put themselves at great risk, flying over water at low levels with only a compass, one radio, and minimal survival gear to help if they got into trouble. Many pilots had to ditch in the water. Twenty-six pilots lost their lives and 90 aircraft were lost.

During an 18-month period, the Civil Air Patrol flew over 24 million miles on its antisubmarine coastal patrols. It spotted 173 U-boats, attacked 57, and sank or damaged 2. It also escorted over 5,600 convoys and reported 17 floating mines, 36 bodies, 91 ships in distress, and 363 survivors in the water. Most importantly, CAP's constant

presence over the Atlantic and the Gulf of Mexico was a major factor in pushing enemy operations away from the coast and protecting vital shipping and cargo up and down our coastlines.

In 1943 German U-boat attacks ceased off the Atlantic coast of the United States. One high-level German officer credited the Civil Air Patrol with being the primary reason for withdrawal, saying, "It was because of those damned little red and yellow airplanes."

As the U-boat threat ended, Civil Air Patrol expanded its homeland security and emergency operations to include search and rescue, border patrol, forest fire patrol, and disaster relief in every State in the Nation.

By war's end, nearly 60,000 members had participated in the Civil Air Patrol and flew 75 million miles over 750,000 hours in support of critical homeland missions. Its volunteers ranged in age from 18 to over 80. Many served for the entire war, while others, most of whom later joined the military, served for shorter periods. A substantial number received "belligerent" certificates indicating they had participated in combat-related duty with the Civil Air Patrol.

The individual accounts of Civil Air Patrol pilots' performance and heroism are too numerous to recount, but just a few examples can illustrate the valor with which they served.

For instance, Maj. Hugh Sharp and Lt. Eddie Edwards from Rehoboth, DE, landed their Sikorsky amphibian in high seas to rescue two other CAP airmen who had to ditch their plane. They found one crew member who was badly hurt, but they were unable to take off due to a pontoon damaged during a rough landing in 10-foot seas. They made a decision to taxi the aircraft back to land, but they quickly discovered that the damaged amphibian listed too far to the left and it didn't make much progress. It just sort of went around in circles. So Eddie volunteered to climb to the end of the right wing to keep the plane in balance. The next day, when a Coast Guard ship met the aircraft, Eddie had to be carried from the wing after holding on tightly for 11 hours in freezing and wet conditions. Both pilots were awarded the first Air Medals of the war by President Roosevelt.

Capt. Francis "Mac" McLaughlin flew coastal patrol missions from Daytona Beach, FL, for 17 months. During that time, he, along with Albert Crabtree, ditched a Fairchild 24 aircraft in the Atlantic and floated in a life raft for several hours until the Coast Guard picked them up. They quickly became members of the "Duck Club," an exclusive organization that recognized those who survived a CAP ditching. There would soon be many in that club, as I mentioned. When the coastal patrol ended, Mac went to Massachusetts to tow aerial targets, the CAP's second most dangerous duty after the coastal patrol. Seven CAP pi-

lots and observers would be shot down and killed during gunnery practice. Mac, who served the entire war on Active Duty with the Civil Air Patrol, passed away at the end of 2011.

Another CAP veteran was Lt. Charles Compton, who flew from Coastal Patrol Base 1 at Atlantic City, NJ, on antisubmarine and convoy escort missions. He recently noted:

Convoys could be attacked at any time. We had a war going on and the threat of German submarines off the east coast. Our job was to make it less easy for the German submarines to surface without being detected.

Charles, who lives near Chicago and turned 95 last summer, remembers that during these dangerous missions, pilots often used sunken ships as points of reference to help them navigate when over water. He added that, unfortunately, sunken ships were plentiful at that time. Recently recognized for his service with Civil Air Patrol's Distinguished Service Award, he credits the exceptional efforts of his fellow Atlantic City squadron members for the honor he received.

These are just three stories, but they are illustrative of Civil Air Patrol's many World War II heroes. More importantly, these stories serve as a powerful reminder of the dedication and service that all gave to our Nation.

When the war ended, Civil Air Patrol members received the recognition they deserved. Over time, however, their story was lost to much of the Nation. This Congressional Gold Medal will ensure that this story is told over and over to future generations and recognizes the Civil Air Patrol and its World War II members for their critically important service to our Nation.

Mr. President, I yield the floor, and I suggest the absence of a quorum.

The PRESIDING OFFICER. The clerk will call the roll.

The assistant legislative clerk proceeded to call the roll.

Mr. WHITEHOUSE. Mr. President, I ask unanimous consent that the order for the quorum call be rescinded.

The PRESIDING OFFICER. Without objection, it is so ordered.

CARBON POLLUTION

Mr. WHITEHOUSE. Mr. President, I want to speak about the ongoing and deliberately overlooked problem of carbon pollution and what it is doing to our planet.

In the context of these remarks, I ask unanimous consent to have printed in the RECORD an article entitled "Game Over for the Climate," written by Jim Hansen and published in yesterday's New York Times.

There being no objection, the material was ordered to be printed in the RECORD, as follows:

[From The New York Times, May 9, 2012]

GAME OVER FOR THE CLIMATE

(By James Hansen)

GLOBAL warming isn't a prediction. It is happening. That is why I was so troubled to read a recent interview with President

Obama in Rolling Stone in which he said that Canada would exploit the oil in its vast tar sands reserves "regardless of what we do."

If Canada proceeds, and we do nothing, it will be game over for the climate.

Canada's tar sands, deposits of sand saturated with bitumen, contain twice the amount of carbon dioxide emitted by global oil use in our entire history. If we were to fully exploit this new oil source, and continue to burn our conventional oil, gas and coal supplies, concentrations of carbon dioxide in the atmosphere eventually would reach levels higher than in the Pliocene era, more than 2.5 million years ago, when sea level was at least 50 feet higher than it is now. That level of heat-trapping gases would assure that the disintegration of the ice sheets would accelerate out of control. Sea levels would rise and destroy coastal cities. Global temperatures would become intolerable. Twenty to 50 percent of the planet's species would be driven to extinction. Civilization would be at risk.

That is the long-term outlook. But near-term, things will be bad enough. Over the next several decades, the Western United States and the semi-arid region from North Dakota to Texas will develop semi-permanent drought, with rain, when it does come, occurring in extreme events with heavy flooding. Economic losses would be incalculable. More and more of the Midwest would be a dust bowl. California's Central Valley could no longer be irrigated. Food prices would rise to unprecedented levels.

If this sounds apocalyptic, it is. This is why we need to reduce emissions dramatically. President Obama has the power not only to deny tar sands oil additional access to Gulf Coast refining, which Canada desires in part for export markets, but also to encourage economic incentives to leave tar sands and other dirty fuels in the ground.

The global warming signal is now louder than the noise of random weather, as I predicted would happen by now in the journal Science in 1981. Extremely hot summers have increased noticeably. We can say with high confidence that the recent heat waves in Texas and Russia, and the one in Europe in 2003, which killed tens of thousands, were not natural events—they were caused by human-induced climate change.

We have known since the 1800s that carbon dioxide traps heat in the atmosphere. The right amount keeps the climate conducive to human life. But add too much, as we are doing now, and temperatures will inevitably rise too high. This is not the result of natural variability, as some argue. The earth is currently in the part of its long-term orbit cycle where temperatures would normally be cooling. But they are rising—and it's because we are forcing them higher with fossil fuel emissions.

The concentration of carbon dioxide in the atmosphere has risen from 280 parts per million to 393 p.p.m. over the last 150 years. The tar sands contain enough carbon—240 gigatons—to add 120 p.p.m. Tar shale, a close cousin of tar sands found mainly in the United States, contains at least an additional 300 gigatons of carbon. If we turn to these dirtiest of fuels, instead of finding ways to phase out our addiction to fossil fuels, there is no hope of keeping carbon concentrations below 500 p.p.m.—a level that would, as earth's history shows, leave our children a climate system that is out of their control.

We need to start reducing emissions significantly, not create new ways to increase them. We should impose a gradually rising carbon fee, collected from fossil fuel companies, then distribute 100 percent of the collections to all Americans on a per-capita