

□ 1650

Mr. BLUMENAUER. It is an all-time record for today.

Mr. COHEN. I figured it was, and it's just unbelievable. And last week it was cold. I mean, I had my winter suit when I went home, and I brought my summer stuff here today.

The heat does have effects, and you brought up some of the other issues. It's not just the polar bears. I'm a big fan of the polar bears, but they're going to be eliminated because they're going to lose their ability to survive in their natural climate. Also, the flora and the fauna are at risk.

What Mr. BLUMENAUER mentioned about defense made me think of a long time ago when I was in college. There was a man I thought a lot of named Don Wolfson. He was a smart man from a family that had knowledge of power in this country. We were talking about who was the most powerful person in the country and what were the most powerful interests. I had said something about the military industrial complex and how President Eisenhower had warned us in his last address about the military industrial complex. What he warned us about really was the impact they would have on the budget and all those things. But what Don Wolfson told me was the military industrial complex is all tied to one thing: oil. That's what it's about.

The military runs on oil. And as Mr. BLUMENAUER so well pointed out, they're the most consuming user of oil, and they also at the same time are spending much of their efforts defending the trade routes to get oil. That's why the 5th Fleet is over there in Bahrain, and it is defending the Strait of Hormuz and why Iran has particular significance in the Middle East.

It's amazing what President Eisenhower warned us about, and I don't know if that was part of his warning, but maybe there was more truth to what he said and we probably should spend a part of each day reflecting on President Eisenhower's warning about the military industrial complex and what it has done to our Nation, because that's where the budget has really got a great problem, and that all goes back to our dependence on foreign oil.

Ms. BONAMICI. If I may add, too, that it calls out for continued investment in alternative technologies and energy from electric vehicles to hybrid vehicles to alternative fuels, solar power, wind power, and bicycles. We need to continue that research and investment in those alternative technologies to decrease our dependence on foreign fuel.

One of the things that I want to mention too and what we have debated here on the floor is how much we're going to spend to clean up after disasters. That is something that we have debated here on the floor.

I want to point out that a recent GAO report for the first time lists climate change as a significant financial risk to the Federal Government. We're

not well positioned to address the fiscal exposure presented by climate change.

As a Nation, we've become too familiar with the consequences of waiting until the 11th hour to develop solutions. The time is now to work together, to begin to reverse these changes, to develop alternative technologies, to come up with policies that will begin to take on this very serious problem and build our economy at the same time.

And even for those who dispute or ignore the scientific evidence of climate change, we can still discuss the economic gains we can make by investing in a clean-energy economy and modernizing our infrastructure and seeking energy independence, which is also a national security issue, as you had mentioned, as well.

Mr. BLUMENAUER. Absolutely.

Those 11 weather disasters last year cost us over \$60 billion. It's also creating uncertainty in agriculture and in the business of insurance where it's more difficult for them to be able to calculate what they're doing. It places more burden on the Federal Government because in many cases there aren't private alternatives available. That's why we had to create flood insurance. You're touching on an area that has profound economic consequences because of this environmental instability.

Mr. COHEN. Mr. BLUMENAUER, let me ask you this—and we've worked together on the Keystone XL issue—When people come to you and say that it's going to create all these jobs, we need jobs and they can get this oil, these tar sands to China if they need to by going to the West, what do you tell folks about those jobs and the effect it will have on the future?

Mr. BLUMENAUER. It's very important for us to take a step back and evaluate exactly what the economic employment opportunities are because things that we do to rebuild and renew America in a sustainable way—Keystone has a few thousand temporary construction jobs and maybe a handful—I've heard various estimates—a few dozen, a couple hundred permanent jobs and has, as you pointed out, significant environmental consequences.

But when we're investing in wind, solar, geothermal, these are areas that are producing far more jobs already and that they are using a sustainable source of energy that pays a continuing dividend over time. This wind is American. This geothermal energy is American. It's renewable, and it doesn't cost us anything.

Mr. COHEN. Memphis borders Arkansas, and there was some kind of a pipeline problem over there recently. I think it might have been Exxon. They had a leak. That's kind of an expensive process. That's similar to the Keystone pipeline; isn't it? It gives us kind of a warning of what could occur.

Mr. BLUMENAUER. Well, energy transmission is something that is a part of the broader equation.

Pipeline reliability is something that we all need to be concerned about. More fundamentally, we need to deal with the sources of energy, what is driving them, how we reduce carbon emissions, not sort of how we shift the pieces around. The priority, I think, ought to be sustainable energy, more economic investment, reducing greenhouse gas emissions, not cooking the planet.

I recently had my first two grandchildren in a course of a few months. It was interesting to me—some of these dry debates that we have that talk about by 2100, sea levels may rise 3 or 4—that always seemed kind of remote to me until I realized that these two young men, if they live as long as their great-grandmother, will be alive in the year 2100, and what we do as a Congress helps shape the world that they inherit.

That's our responsibility. That's why I deeply appreciate both of you being a part of this discussion this evening and why I hope that our Republican friends will join us in an actual debate of these policies, practices, what the choices are. Hopefully, it may actually lead to action in the floor of the House for a more sustainable future.

Ms. BONAMICI. I know we join you in that.

I also wanted to mention, while you're talking about renewable energy, the great promise of wave energy as well with the coast.

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore. The gentlewoman will suspend.

Members are reminded to address their remarks to the Chair and not to others in the second person.

The gentlewoman may continue.

Ms. BONAMICI. Thank you, Mr. Speaker.

I know that Mr. BLUMENAUER has grandchildren. I don't yet. We owe it not only to the current generation, but to future generations to take action on these important issues.

Mr. BLUMENAUER. I'm prepared to yield back, unless my friend from Memphis wants any concluding comment.

Mr. COHEN. I just want to thank you for your leadership, and it's been an honor to join you today on the floor on this issue. It's important to be addressed.

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

CLEARING THE NAMES OF JOHN BROW AND BROOKS GRUBER

The SPEAKER pro tempore. Under the Speaker's announced policy of January 3, 2013, the gentleman from North Carolina (Mr. JONES) is recognized for 60 minutes as the designee of the majority leader.

Mr. JONES. Mr. Speaker, on April 8, which was 2 days ago, 13 years ago, 19 marines crashed and burned in Marana, Arizona. It was a very tragic time.

The Osprey, Mr. Speaker, is the plane that goes from a helicopter mode to a plane mode. At the time of the accident, it was actually in an experimental phase.

Two years after the accident—I was here at the time the accident took place—I received a letter from the wife of Brooks Gruber. He's on my far left. He was the copilot. At the time of the accident, Colonel John Brow was flying the plane. The sad thing about it is why they had 19 marines on the back. The families do not know. And quite frankly, the former commandant of the Marine Corps during the time of this accident, General Jim Jones, not a relation to me, but I think the world of him, he said to me, I don't know why in the world they did not have sacks of weight in the back instead of those 17 marines sitting back there.

□ 1700

Mr. Speaker, the problem is the lawsuits are over. I've spoken to the lawyer in Texas, Jim Furman, himself a helicopter pilot during the Vietnam war, and he represented the families of Connie Gruber and Trish Brow. In addition, Brian Alexander of New York represented 17 families. Mr. Speaker, I always believe this—I might be wrong because I'm not an attorney—that when a substantial settlement is made, then somebody was seen as being at fault.

The press release has created the problem. On July 27 of the year 2000, in the release, they make reference to a combination of human factors that caused the April 8 accident. Further stated by Marine Corps Commandant General James Jones:

The tragedy is that these were all good marines joined in a challenging mission. Unfortunately, the pilots' drive to accomplish that mission appears to have been the fatal factor.

What the family and myself have been battling for since the year 2000 is that the experts have said that the pilots did not understand vortex ring state and how it impacts the V-22. Vortex ring state is understood in most helicopters, but the V-22 was new, and they had not done any testing at all.

Mr. Speaker, I want to read the paragraph from Connie Gruber when she asked me to look into this. This was dated December 10 of 2002:

With so many wrongs in the world we cannot make right, I ask that you prayerfully consider an injustice that you can help make right. I realize you alone may not be able to amend the report, but you can certainly support my efforts to permanently remove this black mark from my husband's honorable military service record. Military leaders continue to refuse to amend this report, but I am certain there must be other means of making this change. 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.

When I received that letter from Mrs. Gruber, I called and told her that I am a strong man of faith, and there was some reason that God put my name in

her letter and that I would do everything I could to clear the names of Colonel John Brow and Major Brooks Gruber.

I'm not a pilot, Mr. Speaker—and I don't know—but I cannot really understand being a pilot or a copilot in a situation where you have not been trained, where you didn't understand the vortex ring state and how it would impact the V-22 and what you should do. That's the fault of the United States Marine Corps, and that's the fault of Bell-Boeing. Again, the lawsuits are settled, and Bell-Boeing settled for big bucks, if I can say it that way.

I want to give you just another idea. I have talked to so many people in 10 years that sometimes it gets confusing; but I think what I'm going to read, Mr. Speaker, probably tells the story as well as anything. It's from a publication called "V-22: Wonder Weapon or Widow Maker." I'll read:

That the tests addressing flying qualities and a phenomenon called "vortex ring state" were reduced from 103 mandated test conditions to the 33 actually flown represents a cancellation of almost 68 percent of the tests in this key area, including the crucial two at 20 and 40 knots at high gross weight specifically applicable in this accident.

This article further states:

That aircrews were tasked with participating in that April 8 night operation without benefit of such highly relevant test results and experience represents real—and what some might label criminal—negligence on the part of those NAVAIR and Marine Corps leaders who knew both the parameters of the missing tests and the nature of this nighttime exercise. Without this prior testing experience, data and subsequent analysis, these pilots should not have been flying such a mission.

Mr. Speaker, what makes this so ironic is that, as I've shared with you, I'm in my 12th year of trying to get a letter from the United States Marine Corps that clearly states—and the facts support this—that Colonel John Brow, pilot, and Major Brooks Gruber, copilot, were not prepared to handle vortex ring state in the V-22 Osprey. That's all the wives want. You would think that we were going to be sued or something. I've got letters from the lawyers who say, No more suits. It's over.

Trish has two young boys, Michael and Matthew, and Connie has a little girl who is just as precious as she can be. It's just one of those things that, as a man of faith, you just wonder: Where is the guilt of those who ordered that mission that night? It made no sense. Dick Cheney was opposed to the Osprey, and he was really trying to scrap the program. He was Secretary of Defense at the time. So the Marine Corps ordered a mission where these three planes would go to Marana, Arizona, and they would play that they were going to recapture some Americans being held by terrorists. Really, sometimes you just wonder: Where is the heart? Where is the feeling? These gentlemen, truthfully, were known as two of the best Osprey pilots that the Marine Corps had at that time.

By the way, Mr. Speaker, I actually contacted the three marine investigators for the JAGMAN report. That is the official evaluation of the accident. Major Phil Stackhouse, Colonel Ron Radish, and Colonel Mike Morgan have all given me letters in the last year. Each one clearly states that nothing in the JAGMAN report should indicate that the pilots did anything in a deliberate way, because the pilots had not been trained.

Bell-Boeing, after being sued, hired an experimental test pilot, Tom MacDonald, who is pretty well known in the area of planes. Tom MacDonald spent 700 hours studying one issue: What happens when the V-22 gets in the vortex ring state? In 700 hours, he discovered how they should handle it, and he received a national award known as the Kincheloe.

I've talked to a lot of people in the 12 years on this issue, and the one thing that God has allowed me to understand is that His children deserve to be cleared. I am hopeful. We have back and forth sent a letter that the Marine Corps is reviewing and that the two wives have said they would be satisfied with, and our hope is that sometime in the next few weeks we will get that letter. I will go to the Secretary of Defense, Chuck Hagel, whom I know and have a friendship with, and I will ask him to assign someone on his immediate staff to work with me on this issue.

I hope that the Marine Corps understands that I do not want to do that, because it would bring more peace to Trish and Connie if the Marine Corps writes the letter. Again, we're probably talking about at most three sentences. Trish has said, for the public, I do not want my children, Michael and Matthew, to go on Google and read that pilot error was the cause of this accident on April 8 of 2000.

□ 1710

Quite frankly, Mr. Speaker, that is what would happen if any of us on this floor tonight Googled "Osprey" and "April 8," you would see that. It indicates it was pilot error.

Sometimes I have some kids in my office, as I did today from my district, some 4-Hers, and they were asking about the things that a Member of Congress gets involved in. And I said not everything we get involved in should be or needs to be in the press. Some things that we get involved in, it's simply because our heart tells us that if you don't do it, who is going to do it? Who's going to do it if you, Congressman WALTER JONES, don't take it up?

I hope and pray that John Brow and Brooks Gruber and the 17 marines in the back will be able to rest in peace, Mr. Speaker.

Voltaire said:

We owe the living respect; we owe the dead the truth.

That's all we're asking, is that these two marines can rest in peace.

Mr. Speaker, I have said if this comes to be a reality, that I want to go to the

graves—John is buried in Arlington—with his wife and their two boys, and say, Colonel Brow, it's over. Then with Major Gruber, with his wife and little girl—he's buried in Jacksonville—is to go with them and say, Sleep, you're not at fault. Sleep.

Mr. Speaker, I apologize for getting emotional, but I just feel so passionate about this.

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

HONORING GENERAL JAMES MATTIS

The SPEAKER pro tempore. Under the Speaker's announced policy of January 3, 2013, the gentleman from California (Mr. HUNTER) is recognized for the remainder of the hour as the designee of the majority leader.

Mr. HUNTER. Mr. Speaker, how much time remains?

The SPEAKER pro tempore. Twenty-two minutes.

Mr. HUNTER. Thank you, Mr. Speaker.

And this is probably appropriate coming after Mr. JONES speaking about the United States Marine Corps. I come before you today, Mr. Speaker, to talk about a great marine, a marine who was just in charge of Central Command and has retired and resigned after decades of service to this Nation, and let me start at the point where I was able to meet him.

Ten years ago today, the war in Iraq was under way. Nineteen days after the invasion, marines and soldiers had dismantled Saddam Hussein's regime. The takedown of Baghdad and Iraq was precise and supremely coordinated, much to the credit of Marine General James Mattis, who led the 1st Marine Division in Baghdad, and just recently completed his tour as the commander of Central Command.

On March 20, 2003, Mattis led the 1st Marine Division to the borders of Iraq. The marines' success and effectiveness, sustaining light casualties, was due to the intellect and the skill of one of the most cerebral warfighters of our lifetime, General Mattis. General Mattis is a tough man, exactly what you would expect from a United States Marine. He's practical in combat while laser-focused on securing the objective.

Let me give you an example, Mr. Speaker. On the march to Baghdad, General Mattis landed C-130s on the highway to keep vehicles and tanks moving. Mattis' marines outsmarted and overpowered Saddam's forces. In the aftermath, Mattis took a totally different tactic. It was harder to win the peace in Iraq to a certain extent than it was to win the war, but that is when Mattis let his intelligence and his outside-of-the-box thinking show through. In the aftermath, General Mattis and his commanders, working to build trust, establish alliances, and support projects that were important to the Iraqi people, befriended what some thought were the worst people in

Iraq in the Anbar province where the bloody battles of Fallujah and Ramadi roared.

General Mattis was able to make friends with those sheiks and with those elders and brought about the awakening where those local tribes realized that al Qaeda was their enemy and not the Americans, and they then turned on al Qaeda in Iraq and that was able to precipitate the surge and the drawdown from Iraq where we won, largely as a testament to General Mattis' leadership.

There were a lot of other great generals—General Odierno, General Petraeus, General McChrystal, General Kelly, General Dunford, who's now in Afghanistan in charge of the International Security Assistance Force, a lot of great generals. But General Mattis stands out to me, and I would like to relay a quick experience.

When I got to Iraq in 2003, I was driving north to join the 1st Marine Division, and we got ambushed. My marine that was on the Mark 19 in the gun turret got shot in the arm. And at that point as a lieutenant, we were taught to drive out of an ambush as quick as possible and link up and go back and prosecute the enemy if we were able to. We weren't able to at this point. It was 2003. There was no radio communication at this point in time. We couldn't talk with higher headquarters. So me being the highest ranking officer in this convoy, and I was brand new in Iraq and, frankly, didn't know much about anything, we continued north to where the 1st Marine Division was headquartered in a little place called Diwaniyah.

General Mattis happened to be in the command operations center when I got there and dressed me down for not prosecuting the enemy that had ambushed my convoy. He was angry not that a marine was shot or not that we had escaped; he was angry because we didn't get after the guy that got after us. That's a real trait of General Mattis. But for a lieutenant like me who had been in country for a few hours, it was a stark awakening to, hey, you're in the war, and you have to live up to the expectations and the presence and the example set by people like Jim Mattis.

I got to meet General Mattis again in 2004 when I returned to Iraq in the battle of Fallujah. We would call General Mattis "Chaos." That was his call sign because not only was he the cerebral and intellectual architect regarding a lot of what the Marine Corps did in the Anbar province, but he was also fearless. He would drive alone and unafraid by himself in his own light-armored vehicle, and he would show up anywhere he wanted to, day or night, in any kind of situation, whether there was a fire fight going on or not. And I tell you, he earned the respect, rightfully so, of every single marine and every single soldier who saw him on the front lines during those wars.

General Mattis is now CENTCOM commander. Through his leadership,

CENTCOM has overseen the Afghan war with a level of confidence and strategy that is indicative of General Mattis' touch. Aspiring leaders would be smart to take a lesson from General Mattis. He well served the United States Marine Corps and America for more than 40 years.

I would argue, Mr. Speaker, that this administration with this Commander in Chief likes military leaders who agree with it, military leaders that give this administration the answers that they like to get about the way that the world is today. And they are opposed, frankly, to military leaders who give their honest opinions, regardless of who is Commander in Chief.

General Mattis is the type of person that our military needs now more than ever before. And as he prepares to leave CENTCOM, for reasons that appear to possibly hinge on politics and this administration and General Mattis' take on Iran, I can say that I speak for the marines who have served under Mattis that a leader of his kind is near impossible to replace.

I would like to read a couple of quotes. This book is called "Victory in Iraq: How America Won."

□ 1720

The opening page, General Mattis is featured speaking to his Marines, the 1st Marine Division, in Iraq, or in Kuwait before the invasion. Here's what he said:

When I give you the word, we will cross the line into Iraq. For the mission's sake, our country's sake, and the sake of the men who carried the division's colors in past battles, who fought for life and never lost their nerve, carry out your mission and keep your honor clean. Demonstrate to the world that there is no better friend, no worse enemy than a United States Marine.

I would like to give General Mattis the appreciation of the entire United States House of Representatives and every single Marine, past, present and future, and every single American that owes, at least partly, the safety of this Nation to people like him and to him, literally and explicitly, for what he's done for this Nation.

Semper Fi, General Mattis. We hope that retirement treats you as well as your Marine Corps did.

I yield back the balance of my time.

REPORT ON RESOLUTION PROVIDING FOR CONSIDERATION OF H.R. 1120, PREVENTING GREATER UNCERTAINTY IN LABOR-MANAGEMENT RELATIONS ACT

Ms. FOXX, from the Committee on Rules, submitted a privileged report (Rept. No. 113-32) on the resolution (H. Res. 146) providing for consideration of the bill (H.R. 1120) to prohibit the National Labor Relations Board from taking any action that requires a quorum of the members of the Board until such time as Board constituting a quorum