

Sanford	Speier	Walberg
Scalise	Stewart	Walden
Schakowsky	Stivers	Walorski
Schiff	Stockman	Walz
Schneider	Stutzman	Wasserman
Schock	Swalwell (CA)	Schultz
Schrader	Takano	Waters
Schwartz	Terry	Watt
Schweikert	Thompson (CA)	Waxman
Scott (VA)	Thompson (MS)	Weber (TX)
Scott, Austin	Thompson (PA)	Webster (FL)
Scott, David	Thornberry	Welch
Sensenbrenner	Tiberi	Wenstrup
Serrano	Tierney	Westmoreland
Sessions	Tipton	Whitfield
Sewell (AL)	Titus	Williams
Shea-Porter	Tonko	Wilson (FL)
Sherman	Tsongas	Wilson (SC)
Shimkus	Turner	Wittman
Simpson	Upton	Wolf
Sinema	Valadao	Womack
Sires	Van Hollen	Woodall
Slaughter	Vargas	Yarmuth
Smith (NE)	Veasey	Yoder
Smith (NJ)	Vela	Yoho
Smith (TX)	Velázquez	Young (IN)
Smith (WA)	Visclosky	
Southerland	Wagner	

NOT VOTING—20

Brady (PA)	Hastings (FL)	Mullin
Bridenstine	Herrera Beutler	Sarbanes
Clyburn	Hudson	Shuster
Cole	Lankford	Young (AK)
Diaz-Balart	Lucas	Young (FL)
Engel	Lujan, Ben Ray	
Graves (GA)	(NM)	
Hartzler	Markey	

□ 1513

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

The result of the vote was announced as above recorded.

A motion to reconsider was laid on the table.

Stated for:

Mr. COLE. Mr. Speaker, on rollcall No. 166, (H.R. 1344—Helping Heroes Fly Act, as amended) had I been present, I would have voted “yea.”

GENERAL LEAVE

Mr. LAMALFA. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks and include extraneous material on H.R. 1412, as amended.

The SPEAKER pro tempore (Mr. ROTHFUS). Is there objection to the request of the gentleman from California?

There was no objection.

THE GOVERNMENT MAY BE READING THE PEOPLE'S EMAILS

(Mr. POE of Texas asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. POE of Texas. Mr. Speaker, big, snoop government agencies can read emails that are over 180 days old without a person's knowledge or consent. That is just wrong. It takes a warrant to eavesdrop phone conversations, but no warrant required to peruse a person's email?

If Peeping Tom-crats can't listen to phones without a warrant, they shouldn't be able to read emails. That's why Congresswoman LOFGREN, Con-

gresswoman DELBENE, and I introduced the Online Communications and Geolocation Protection Act. It would require a search warrant to seize a person's email.

When a person mails a letter, the government cannot open the mail from the time it is placed in the mailbox, travels throughout the fruited plain, and ends up in another mailbox. The law protects the privacy of this snail mail.

When a person sends an email through cyberspace, the government should not be allowed to seize the content without a search warrant. At a time when we see more and more government invasion of privacy, Congress should ensure that government does not press the delete button and eliminate the Constitution.

And that's just the way it is.

ONLINE SALES TAX

(Ms. KUSTER asked and was given permission to address the House for 1 minute and to revise and extend her remarks.)

Ms. KUSTER. Mr. Speaker, innovative small businesses all across New Hampshire are using the Internet to reach new markets, create good jobs, and grow our economy.

Congress should be working to create an environment that helps these companies expand and hire, not adding new bureaucratic barriers and red tape that will impede growth. But that's exactly what the so-called Marketplace Fairness Act would do.

This legislation would force online retailers to collect sales taxes on behalf of over 9,000 taxing jurisdictions nationwide, creating a web of bureaucracy that would stifle small businesses.

Later this week, I will return home to New Hampshire to hear how this tax would impact Granite State entrepreneurs. I urge my colleagues to do the same in their States and to stand up for small businesses by opposing this misguided legislation.

□ 1520

IN MEMORY OF CHRISTOPHER LOREK AND STEPHEN SHAW

(Mr. COLLINS of Georgia asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. COLLINS of Georgia. Mr. Speaker, I rise to honor two brave Federal law enforcement officers who lost their lives during a training accident last Friday.

Christopher Lorek and Stephen Shaw were both members of the FBI's Hostage Rescue Team. This elite unit has taken part in more than 800 hostage situations over the last two decades. Members of the Hostage Rescue Team dedicate their lives to training for critical terrorist, hostage, and criminal situations. Most recently, the team successfully rescued a 5-year-old boy

held hostage by a 65-year-old man in Alabama.

Both Christopher Lorek and Stephen Shaw spent many years serving their Nation by putting themselves at risk for others who were in danger. Tragically, they died during a maritime counterterrorism exercise their team was performing off the coast of Virginia Beach.

Both these men leave behind young families, and our thoughts and prayers are with their loved ones during this difficult time.

CENTENNIAL ANNIVERSARY OF CARROLLTON, TEXAS

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

Mr. MARCHANT. Mr. Speaker, I rise today to recognize and celebrate the centennial of the city of Carrollton, Texas.

The city of Carrollton was incorporated 100 years ago, on June 14, 1913. Carrollton has truly blossomed into a prosperous and exemplary city. From a population of 1,610 in 1950, it has grown now to over 130,000 residents and is home to thousands of successful businesses.

I'm proud to say that my family has been able to be part of this great history. It was my privilege to serve as mayor of Carrollton from 1984 to 1986. My brother Ronnie served for years as a city council member. Currently, my son Matthew has the honor of being the city's mayor.

Mr. Speaker, on behalf of the 24th Congressional District of Texas, I ask all my distinguished colleagues to join me in recognizing the 100th anniversary of the incorporation of the city of Carrollton, Texas.

HONORING OUR VETERANS

(Mr. YODER asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. YODER. Mr. Speaker, Memorial Day is a day our grateful Nation devotes to observing the extraordinary sacrifices paid by so many brave military men and women. Those who served so honorably died to protect the values and ideals on which our country was built, and we will never forget them.

Mr. Speaker, while we continue to work on behalf of the American people here in Washington, let us remember we work for people outside the beltway, many of whom are still searching for employment. With the unemployment rate for post-9/11 veterans at 9.2 percent, I'm heartbroken when reminded of veterans who come back from deployments abroad and cannot find work back home.

This Memorial Day weekend, let us remember to always honor those so devoted to their country that they gave their lives; and let us honor those veterans who defend us on the front lines

abroad by putting these brave men and women first in line at home to find a job, provide for their families, and to realize the American Dream.

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, 13 years ago, on April 8, 2000, 19 marines lost their lives in a tragic plane crash at Marana Regional Airport in Arizona. The Marine Corps attributed partial blame for the crash to error on the part of the pilot, Lieutenant Colonel John Brow, and the copilot, Major Brooks Gruber. The Corps' decision to assign blame to the pilots has been a point of controversy ever since the year 2000.

Mr. Speaker, 2 years after the accident, I received a letter from Major Gruber's wife, Connie, who actually lives in the district that I represent, the home of Camp Lejeune Marine Base and New River Air Station. I will quote from her letter to me that I received in 2000:

I contacted you in hopes that leaders of integrity, free of bias, would have both the intelligence and the courage it takes to decide the facts for themselves. If you do that, you will agree the "human factor/pilot error" findings should not stand as it is in military history. Again, I respectfully ask you for your support. Please do not simply pass this matter along to General Jones without offering the support my husband and his comrades deserve. Please remember, these 19 marines can no longer speak for themselves. I certainly am not afraid to speak for them, and I believe someone 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.

Mr. Speaker, she further stated:

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 that 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 also by supporting it.

Mr. Speaker, I hold up now a photograph of the V-22 Osprey. The Osprey is a very unique plane. At the time of this accident in the year 2000, it was an experimental plane. These two pilots, John Brow and Brooks Gruber, were not experimental pilots. They had no training in flying an experimental plane. This plane itself should never have been asked to do what was done that night. In fact, Secretary of Defense Dick Cheney was trying to eliminate the V-22 program. I was in Con-

gress at the time, and I remember vividly that it was a major fight here in Congress as to whether we were going to fund the V-22 program or not fund the program.

Again, Secretary of Defense Cheney wanted to scrap the program. The Marine Corps wanted the V-22. They were convinced this was a plane that they needed desperately. There were two pilots, one of Nighthawk 71, which was the lead plane that actually landed without too much trouble, even though it did have a hard landing, and in the second plane behind them was Nighthawk 72. That was the plane that crashed and killed 19 marines.

Since receiving Connie Gruber's letter, I have done everything in my power over the last 12 years to clear the names of Lieutenant Colonel John Brow and Major Brooks Gruber. What has frustrated me was the Marine Corps will not acknowledge that these pilots could not be and should not be held at fault because they had no training in the V-22.

There was an issue known as vortex ring state. Mr. Speaker, anyone that flies, particularly helicopters, would understand that term, "vortex ring state." But at the time of this accident, Bell-Boeing, who produced this V-22, and the Marine Corps had no idea of how pilots would react to vortex ring state with the V-22.

Mr. Speaker, I have brought a little model to the floor, with the approval of the House, that will show that the plane can go from a helicopter mode to a plane mode, where it flies just like a regular plane. But at this point, again, Bell-Boeing and also the Marine Corps did not understand vortex ring state and how it could impact this plane. When this plane is coming down, following behind, Nighthawk 72, what happened was that the vortex ring state really made this plane just flip over, and the plane crashed and 19 marines were burned to death.

□ 1530

Mr. Speaker, the wives of these two pilots, John Brow and Brooks Gruber, all they're asking—the lawsuits are over. Bell-Boeing has been sued for millions and millions of dollars—it hasn't been disclosed, so no one knows the exact figure. But I can tell you, after talking to the attorney for Connie Gruber and Trish Brow, that the lawsuits are over. I've spoken to Brian Alexander, who handled the lawsuits for 17 of the 19 families in New York. He said the lawsuits are over.

So basically all we're asking the Marine Corps to do is to please just issue a letter to Connie and Trish that clearly states that: Your husband, flying this V-22, was not prepared on how to handle vortex ring state because Bell-Boeing and we, the Marine Corps, did not understand it either, so how can we train pilots if we don't understand what we're trying to train them in.

So, therefore, it's been a very frustrating 10 or 12 years of trying to get

the Marine Corps to bring peace to John Brow and Brooks Gruber.

Mr. Speaker, Rich Whittle, with whom I've had many conversations, wrote the book called "The Dream Machine." It's the history of the V-22 and all the problems it's had along the way and all the fights that we've had in Congress and outside of Congress to make this plane a reality for the Marine Corps. But something I want to read from his book, "The Dream Machine." We're talking about vortex ring state, Mr. Speaker:

Where the actual line existed for the Osprey was something the program's developmental test pilots had not determined, though hundreds of test flights to explore that part of the Osprey's envelope had been planned.

They had planned, Mr. Speaker, to have hundreds of tests, but it further states:

Nolan Schmidt, the Osprey program manager and a Marine Corps colonel at the time, told me years later that those tests were scrapped in 1998 to save time and money. The Navy Department was going to cut the Osprey program's budget for the coming fiscal year by \$100 million, Schmidt said. After consulting with the Boeing engineer in charge of flight-testing, Philip Dunford, Schmidt said, the program managers decided they could save about \$50 million and a lot of time if they didn't do all the tests planned for the Osprey at high rates of descent.

Mr. Speaker, again, these pilots in Nighthawk 72, following behind Nighthawk 71, were descending, and yet no one knew what the parameters were—the pilots did not know the parameters, the Marine Corps did not know the parameters, and neither did Bell-Boeing. So how in the world could these pilots be held responsible? It is absolutely unfair.

I can honestly tell you at the time I knew General McCorkle. He was the general that oversaw marine aviation. His assistant at the time was Brigadier General Amos, who now is the Commandant of the Marine Corps. They knew at the time that the V-22 was under tremendous pressure by Secretary of Defense Cheney to scrap the program.

Sadly I say this—because I know both these gentlemen, they're very fine fellows, but I will say this: that dead men can't talk. These two pilots had no one to speak for them but their wives—Connie Gruber down in Jacksonville, North Carolina, and Trish Brow over in Maryland. And they have children. Trish has two young boys and Connie has a beautiful little girl named Brook.

Mr. Speaker, that's why this has become an obsession with me, quite frankly. I'm not an expert in flying. I know nothing about how to keep a plane in the air to be honest with you. But Mr. Speaker, I have had so many people to join me in this effort, and one of those people is an expert named Rex Rivolo. In fact, he was working with the V-22 program when he was in the Department of Defense, and I want to read his comments, Mr. Speaker, for the RECORD: