

GRANGER and Mr. CAPUANO for their leadership.

Mr. HUIZENGA of Michigan. Mr. Speaker, I am prepared to close and reserve the balance of my time.

Mr. CAPUANO. Mr. Speaker, I yield myself such time as I may consume.

I would like to thank Ms. GRANGER in particular for bringing this bill forward. I was proud to be a small part in supporting this and trying to help push it forward. I am glad we are here today.

I want to be real clear. A lot of people think of war as nothing more than destruction, which that is the main function is to destroy your enemy. They don't think sometimes what it is all about, particularly in the case of World War II. In the case of World War II, it was about a way of life. It was about a whole set of societal values. One set valued art and culture, even the art and culture we may not understand. I am not understanding of many of the fine works of art, but I appreciate how difficult they are, and I appreciate others appreciating.

In a war, it would be the easiest thing in the world to simply destroy everything, steal everything, and just move forward. In this particular case, the United States of America took the lead, but we weren't alone. The Monuments Men was made up of people from 13 different countries simply trying to preserve a piece of our culture, our shared culture.

The Monuments Men was not made up of warriors, yet they became warriors. They were made up of artists; they were made up of museum directors; they were made up of curators—people who had been taught the value and understood the value of fine art. They went to war to protect and preserve it, because without that continuing link of culture, you would have to ask: Wouldn't we be a little less than who we are today?

Their memory today is very important, particularly those who still survive. The mention has already been made about how many pieces of art—5 million pieces of art. They weren't just pictures on a wall. They were also figurines. There were religious artifacts, across the board. Five million pieces protected, kept for future generations, recovered from people who would otherwise steal them for their own personal use, probably would have destroyed them when they saw the end of their own culture.

I want to speak today of the one American who served in what I think is a pretty typical story of who these people were. The one American who was killed in action in this particular unit, his name was Walter Huchthausen. He was born in Perry, Oklahoma, educated at the University of Minnesota and Harvard University, where he earned a master's degree in architecture in 1930. He wasn't ROTC. He wasn't militarily trained. He was an instructor at RPI in Troy, New York, and then director of the department of design at the School of the Museum of Fine Arts, Boston, in

my own district, from 1935 to 1939. Then he went to the faculty at the University of Minnesota until he enlisted in 1942—not got drafted, enlisted—yes, to protect America, but also to take his special expertise, to do something special in a difficult situation. He was killed in action when he was caught in a firefight. As usual, in many military actions, it wasn't supposed to happen then and there.

I think that tells you something about who these people were. They were there trying to help the next generation and generations to come maintain that line of connection, and they did it. For that, they deserve this honor; they deserve our undying gratitude.

With that, I want to add my thanks for their actions, my thanks to Representative GRANGER for allowing us to do this, and I yield back the balance of my time.

□ 1715

Mr. HUIZENGA of Michigan. Mr. Speaker, I appreciate my friend sharing that story and personalizing it. I had a chance to tour much of Europe and Eastern Europe back when I was in school, and seeing the devastation that hit cities like St. Petersburg and Leningrad; Warsaw, which was completely leveled; Prague; Budapest; Berlin, it is amazing that there was really almost anything that was preserved. I think we are better for it as a world and as a culture to have that.

With that, I urge passage of the bill, and I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Michigan (Mr. HUIZENGA) that the House suspend the rules and pass the bill, H.R. 3658.

The question was taken; and (two-thirds being in the affirmative) the rules were suspended and the bill was passed.

A motion to reconsider was laid on the table.

AWARDING CONGRESSIONAL GOLD MEDAL TO WORLD WAR II MEMBERS OF THE DOOLITTLE TOKYO RAIDERS

Mr. HUIZENGA of Michigan. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 1209) to award a Congressional Gold Medal to the World War II members of the “Doolittle Tokyo Raiders”, for outstanding heroism, valor, skill, and service to the United States in conducting the bombings of Tokyo.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 1209

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

SECTION 1. FINDINGS.

Congress finds that—

(1) on April 18, 1942, the brave men of the 17th Bombardment Group (Medium) became

known as the “Doolittle Tokyo Raiders” for outstanding heroism, valor, skill, and service to the United States in conducting the bombings of Tokyo;

(2) 80 brave American aircraft crewmen, led by Lieutenant Colonel James Doolittle, volunteered for an “extremely hazardous mission”, without knowing the target, location, or assignment, and willingly put their lives in harm's way, risking death, capture, and torture;

(3) the conduct of medium bomber operations from a Navy aircraft carrier under combat conditions had never before been attempted;

(4) after the discovery of the USS Hornet by Japanese picket ships 170 miles further away from the prearranged launch point, the Doolittle Tokyo Raiders proceeded to take off 670 miles from the coast of Japan;

(5) by launching more than 100 miles beyond the distance considered to be minimally safe for the mission, the Doolittle Tokyo Raiders deliberately accepted the risk that the B-25s might not have enough fuel to reach the designated air-fields in China on return;

(6) the additional launch distance greatly increased the risk of crash landing in Japanese occupied China, exposing the crews to higher probability of death, injury, or capture;

(7) because of that deliberate choice, after bombing their targets in Japan, low on fuel and in setting night and deteriorating weather, none of the 16 airplanes reached the prearranged Chinese airfields;

(8) of the 80 Doolittle Tokyo Raiders who launched on the raid, 8 were captured, 2 died in the crash, and 70 returned to the United States;

(9) of the 8 captured Doolittle Tokyo Raiders, 3 were executed and 1 died of disease; and

(10) there were only 5 surviving members of the Doolittle Tokyo Raiders as of February 2013.

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 17th Bombardment Group (Medium) who became known as the “Doolittle Tokyo Raiders”, in recognition of their military service 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) NATIONAL MUSEUM OF THE UNITED STATES AIR FORCE.—

(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 17th Bombardment Group (Medium), who became known as the “Doolittle Tokyo Raiders”, the gold medal shall be given to the National Museum of the United States Air Force, where it shall be available for display with the Doolittle Tokyo Raiders Goblets, as appropriate, and made available for research.

(B) SENSE OF CONGRESS.—It is the sense of Congress that the National Museum of the United States Air Force should make the gold medal received under this Act available for display elsewhere, particularly at other locations and events associated with the Doolittle Tokyo Raiders.

(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, dies, 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.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Michigan (Mr. HUIZENGA) and the gentleman from Massachusetts (Mr. CAPUANO) each will control 20 minutes.

The Chair recognizes the gentleman from Michigan.

GENERAL LEAVE

Mr. HUIZENGA of Michigan. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks and submit extraneous materials for the RECORD on H.R. 1209, currently under consideration.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Michigan?

There was no objection.

Mr. HUIZENGA of Michigan. Mr. Speaker, I yield myself such time as I may consume.

I rise today in support of H.R. 1209, a bill to award the Congressional Gold Medal to the brave airmen known as the Doolittle Tokyo Raiders for outstanding heroism, valor, skill, and service to the United States in conducting the bombings of Tokyo, introduced by the gentleman from Texas (Mr. OLSON). This bill authorizes the minting and award of a single gold medal, collectively, in honor of the mission that was one of the catalysts of Allied Powers' victory in the Pacific in World War II. After its award, the medal would be given to the National Museum of the United States Air Force, where it will be displayed with other Doolittle Raid memorabilia, including the famed "Doolittle Goblets," and be available for loan as appropriate.

Mr. Speaker, the valor of the 80 men we now call the Doolittle Raiders is beyond most people's imagination. They all volunteered for an extremely hazardous—some would say impossible—mission, as if flying huge bombers during the war wasn't already extremely hazardous, and when a major element of their mission was jeopardized, they went ahead with the raid anyway, knowing it would drastically increase the chances that they would be either killed or captured.

Under the command of the tough and visionary Colonel James Doolittle, these men from the 17th Bombardment Group—medium size—ended up flying the first ever mission in which medium bombers took off from a carrier in combat conditions. Because the USS Hornet had been discovered by the enemy, the raiders ended up taking off for a mission that, at 670 miles, was at least 100 miles longer than had been predicted and planned for—enough further to virtually guarantee they would crash land or be forced down in the sea

or in Japanese-controlled China rather than on Allied airstrips deeper into China.

Mr. Speaker, that is what happened. Two died in crashes, and of the eight captured, three were executed and a fourth died of disease. But considering the daring nature of their mission and the morale-booster it was for the U.S. soldiers and civilians, that 70 returned to the United States is a miracle. Importantly, the raids on April 18, 1942, proved to the Japanese that their homeland was vulnerable to attack, which led to the recall of several top fighter squadrons for homeland defense and prompted other repositioning of Japanese assets that many believe led to the crushing American victory in the Battle of Midway in early June of that year, just 6 months after the attack on Pearl Harbor.

Mr. Speaker, the men who risked—and lost—their lives in the Doolittle Raid are legendary heroes, and the raid itself is one of the premier military exploits of our still young Nation. This medal is well-earned and long overdue. The bill has 309 cosponsors in the House, and a companion bill introduced by Senator BROWN of Ohio had 78 cosponsors when it passed the other body in November.

I ask for unanimous approval of this bill, and I reserve the balance of my time.

Mr. CAPUANO. Mr. Speaker, I yield myself such time as I may consume.

To be perfectly honest, I am shocked that Congress hasn't already done this—absolutely shocked. This should have been done in 1943.

The Doolittle Raid was the most important military event of its time. For those of you who don't understand it, right after Pearl Harbor, being attacked, at the time, by the strongest military in the world at the top of their game, they did catch us by surprise and destroyed our Pacific fleet.

We were sitting back trying to regroup, trying to get it going, trying to get troops going. How do we hit back? How do we prove that we can do this? The Doolittle Raid was all about that.

As you heard, a previous speaker said "volunteers." Now, they were professional military, but they volunteered for this mission. Why were they asked to volunteer? Because everyone saw this as a death sentence. Nobody really thought they would ever come back. Why? Because the planes they flew were bombers, heavy bombers for those days—small compared to what we have today—flying off of aircraft carriers that, again, in today's Navy wouldn't be anything. Small aircraft carriers.

No one had ever taken a bomber off of an aircraft carrier prior to this raid. No one had ever done it. No one thought it could be done. They got within a certain mileage of Japan beyond where they were supposed to go. They were told bomb Japan, land in China. Not enough fuel to get back.

Any mission, like anything else, especially in days before good naviga-

tional tools, a lot of fuel was burned that wasn't planned on. None of them made it to their fields. Most of them crash-landed. As you heard, several of them died.

That raid took all of America and lifted our spirits. Well documented. That is why I am shocked that we are here today. Well documented. It took the entire country and made us feel like, we can do this, we can do it now, even when we are unprepared. If we can do this now, imagine what we can do when we get prepared.

The Doolittle Raid gave us the courage and the commitment to win that war. Those men were true heroes in every sense of the word. The fact that we are here today is an honor for me, but honestly, I think it is something that is well long overdue.

For those who are still living, I want to add my thanks to their bravery. Without them, I think it would have been a much longer war and a much more disheartening year or so before we really engaged in a military action that we could win.

With that, I thank the sponsor of this legislation, and I reserve the balance of my time.

Mr. HUIZENGA of Michigan. Mr. Speaker, I yield as much time as he may consume to the gentleman from Texas (Mr. OLSON), the sponsor of this legislation.

Mr. OLSON. Mr. Speaker, I thank my friend from Michigan and my colleague from Massachusetts for their kind words.

Sir, this is overdue. I agree completely. That is why I rise today with great pride. Soon, the House will join the Senate in passing a bill to give the Congressional Gold Medal to the Doolittle Raiders of World War II. These heroes planted the seeds to win World War II. Without their attack on Japan, America might have lost the war.

The war started on December 7, 1941, when Japanese aircraft attacked Pearl Harbor without warning. All eight of our battleships were damaged, four were sunk. Americans were scared. Japan controlled the whole Pacific.

Sometime in 1942, Americans expected Japanese bombs to hit San Diego, Los Angeles, San Francisco, Portland, and Seattle. President Roosevelt knew we must strike Japan to show all Americans that we could and would win this war. He had one problem: no American airplane had the range or payload to bomb Japan from American-controlled soil. It would be a suicide mission.

That solution came up from Navy Captain Francis Low, who thought, maybe, maybe we can have Army bombers take off from an aircraft carrier. On February 3, they tried that out, with two B-25s loaded on the Hornet outside of Norfolk taking off, and proved it was possible. The Army again chose the B-25 as the bomber of choice. They picked the Hornet to take the B-25s to Japan and bomb Japan.

But the most important decision was the leader: Colonel Jimmy Doolittle.

Colonel Doolittle assembled the flight crews in Eglin Field in Florida in late February of 1942. These weren't experienced pilots. They were chosen because they could fly a new plane—the B-25. Colonel Doolittle told these men they had a secret special mission: they were going to bomb Japan with B-25s. They had 1 month—1 month—to learn how to take a B-25 off the deck of an aircraft carrier. But they were never trained on the Hornet, another carrier. They were trained on the ground, a runway painted to model the flight deck of the Hornet.

On March 25, 1942, they were ready. They flew to Naval Air Station Alameda near San Francisco and saw the Hornet for the first time. On April 2, they sailed for Japan with 16 B-25s locked down on the flight deck. On April 18, their mission almost ended. They were spotted by a Japanese patrol boat. America could not lose the Hornet. She was too precious. So Colonel Doolittle and Captain Mitscher decided to launch the B-25s 10 hours before it was planned. They would not have the fuel to bomb Japan and fly to safety in unoccupied China as part of the plan. They would go down in Japanese territory.

Despite rough seas, all 16 B-25s launched off the Hornet. They bombed Tokyo and other cities. The property damage was small, but the damage to the Japanese morale could not be measured. For the first time in over 1,000 years Japan had been bombed by a foreign nation. Because of that one single raid, Japan pushed to provoke a confrontation with our Navy. They got sloppy. We ambushed them off of Midway on June 4, 1942, sinking four of their aircraft carriers that destroyed our fleet at Pearl Harbor.

Eighty heroes took off from the Hornet. Three died when the aircraft crashed. Eight were captured by the Japanese. Three of those were killed by a firing squad. One died of malnourishment. Four spent the war in captivity as prisoners of our allies—the Russians. Of the 80 heroes who roared down that deck, 73 came home. Only four are with us today: Lieutenant Colonel Robert Hite, copilot, B-25 Number 16, the last one off the deck; Lieutenant Colonel Edward Saylor, engineer, B-25 Number 15, right before Lieutenant Colonel Hite; Staff Sergeant David Thatcher, the gunner, B-25 Number 7; and my friend from Comfort, Texas, Lieutenant Colonel Dick Cole. Dick sat next to Colonel Doolittle on B-25 Number 1 as she roared down the flight deck and took off into history.

□ 1730

That is why this medal is so important.

By passing this bill today and by having President Obama sign it into law, we tell my friend Dick Cole, his three living colleagues, and the 76 heroes who have gone to Heaven that we will never forget that they kept the torch of freedom burning brighter with the raid on Japan.

I ask my colleagues to strongly support H.R. 1209.

Mr. CAPUANO. Mr. Speaker, I yield back the balance of my time.

Mr. HUIZENGA of Michigan. Mr. Speaker, I appreciate my colleague from Texas for sharing that history.

I too share, I think, in the surprise that my colleague from Massachusetts expressed, which is that this hasn't been done already—it certainly should have been—whether it was Jimmy Stewart, who starred in a famous movie back in the day—the whole notion of launching these B-25 Mitchells off the deck was so new, and what would be a simple commute today maxed out the capabilities of these airplanes, and it was very important.

With that, Mr. Speaker, I do ask that we pass this bill, and I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Michigan (Mr. HUIZENGA) that the House suspend the rules and pass the bill, H.R. 1209.

The question was taken; and (two-thirds being in the affirmative) the rules were suspended and the bill was passed.

A motion to reconsider was laid on the table.

AWARDING CONGRESSIONAL GOLD MEDAL TO WORLD WAR II MEMBERS OF THE CIVIL AIR PATROL

Mr. HUIZENGA of Michigan. Mr. Speaker, I move to suspend the rules and pass the bill (S. 309) to award a Congressional Gold Medal to the World War II members of the Civil Air Patrol. The Clerk read the title of the bill.

The text of the bill is as follows:

S. 309

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 unpaid volunteer members of the Civil Air Patrol (hereafter in this Act referred to as the “CAP”) during World War II provided extraordinary humanitarian, combat, and national 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 national service set the stage for the post-war CAP to become a valuable nonprofit, public service organization chartered by Congress and designated 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 on December 1, 1941, initially as a part of the Office of Civil Defense, by air-minded citizens one week before the surprise attack on Pearl Harbor, Hawaii, out of the desire of civil air-men 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 and sunk, often 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 status of CAP civilian 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 3 bases located in Delaware, Florida, and New Jersey, CAP aircrews (ranging in age from 18 to over 80) immediately started to spot enemy submarines as well as lifeboats, bodies, and wreckage.

(14) Within 15 minutes of starting his patrol on the first Coastal Patrol flight, a 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 eventually 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) Most of these aircraft were painted in their civilian prewar colors (red, yellow, or blue, for example) 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 Coastal Patrol was to spot submarines, report their position to the military, and force them to dive