

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 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 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

below the surface, which limited their operating speed and maneuverability and reduced their ability to detect and attack shipping, because attacks against shipping were conducted while the submarines were surfaced.

(22) It immediately 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 several instances when the military could not respond in a timely manner, 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 for costs incurred, their patrols were accomplished at a great economic cost to many CAP members 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 the beginning 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—

(A) 2 submarines possibly damaged or destroyed;

(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 as aerial escorts for Navy ships;

(L) 86,685 total missions flown;

(M) 244,600 total flight hours logged; and

(N) more than 24,000,000 total miles flown.

(28) It is believed that at least one high-level German Navy Officer credited CAP as one reason that submarine attacks moved away from the United States when he concluded 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 CAP to stand down.

(30) While the Coastal Patrol was ongoing, 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, among others—

(A) border patrol;

(B) forest and fire patrols;

(C) military courier flights for mail, repair and replacement parts, and urgent military deliveries;

(D) emergency transportation of military 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) air and ground search and rescue for missing aircraft and personnel;

(H) radar and aircraft warning system training flights;

(I) aerial inspections of camouflaged military and civilian facilities;

(J) aerial inspections of city and town blackout conditions;

(K) simulated bombing attacks on cities and facilities to test air defenses and early warning;

(L) aerial searches for scrap metal materials;

(M) river and lake patrols, including aerial surveys for ice in the Great Lakes;

(N) support of war bond drives;

(O) management and guard duties at hundreds of airports;

(P) support for State and local emergencies such as natural and manmade disasters;

(Q) predator control;

(R) rescue of livestock during floods and blizzards;

(S) recruiting for the Army Air Force;

(T) initial flight screening and orientation flights for potential military recruits;

(U) mercy missions, including the airlift of plasma to central blood banks;

(V) nationwide emergency communications services; and

(W) a cadet youth program which provided aviation and military training for tens of thousands.

(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 patrol flying more than 30,000 hours and reporting 7,000 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 rescued 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 pilots joined military women's units including the Women's Air Force Service Pilots (WASP) program.

(34) Many members of the WASP 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 and pilot training and discipline, and the organization of the CAP, by the end of the war a total of only 64 CAP members had died in service and only 150 aircraft had been lost (including its Coastal Patrol losses from early in the war).

(36) It is estimated that up to 100,000 civilians (including youth in its cadet program) participated in the CAP in a wide range of staff and operational positions, and that CAP aircrews flew a total of approximately 750,000 hours during the war, most of which were in their personal aircraft and often at 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 Representa-

tives and the President thanking CAP for its service.

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

(39) Despite some misguided efforts to end the CAP at the end of the war, the organization had proved its capabilities to the Nation 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 made the CAP an 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.

(42) The CAP's wartime service was highly unusual and extraordinary, due to the unpaid civilian status of its members, the use of privately owned aircraft and personal funds by many of its members, the myriad of humanitarian and national missions flown for the Nation, and the fact that for 18 months, during a time of great need for the United States, the CAP flew combat-related missions in support of military operations off the Atlantic and Gulf of Mexico coasts.

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 all of its 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, dies, use of machinery, and overhead expenses, and amounts received from the sale of such duplicates shall be deposited in the United States Mint Public Enterprise Fund.

(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 Washington (Mr. HECK) 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 have 5 legislative days within which to revise and extend their remarks and submit extraneous materials for the RECORD on S. 309, 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 S. 309, a bill to award a Congressional Gold Medal to the World War II members of the Civil Air Patrol, introduced by the gentleman from Iowa, Mr. HARKIN.

This bill authorizes the minting and award of a single gold medal in honor of their outstanding and largely unrecognized work. The medal would be given to the Smithsonian Institution, where it would be available for display or loan, as appropriate.

The unpaid volunteer members of the Civil Air Patrol during World War II provided extraordinary humanitarian and combat services during a critical time of need for the Nation.

The CAP, as it was known, was established initially as a part of the Office of Civil Defense, by American citizens, on December 1 of 1941—one week short of the surprise attack on Pearl Harbor—out of the desire of civil airmen and the country to be mobilized with their personal equipment in the defense of the country.

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

From the beginning, CAP leaders urged the military to use its services to patrol coastal waters, but it was met with great resistance because of the nonmilitary status of CAP civilian pilots.

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.

While the Navy initially rejected this suggestion, the Army decided it had merit, and the Civil Air Patrol's coastal patrol began in March of 1942. Eventually, 21 bases, ranging from Bar Harbor, Maine, to Brownsville, Texas, were set up for the CAP to patrol the Atlantic and gulf coasts, with 40,000 volunteers eventually participating.

Their initial purpose was to spot submarines, report their positions to the military, and force them to dive below the service, which limited their operating speed and maneuverability and reduced their ability to detect and attack shipping, because their attacks against unguarded merchant shipping were conducted while the submarines were surfaced.

Immediately, it became apparent that there were opportunities for these CAP pilots to attack the submarines, such as in Florida, when they came across a submarine which had stranded itself on a sandbar.

Finally, after several instances when the military could not respond in a timely manner, the decision was made by the military to arm the CAP aircraft with 50- and 100-pound bombs and to arm some larger twin-engine aircraft with 325-pound depth charges.

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

At the conclusion of the 18-month coastal patrol, the heroic CAP aircrews would be credited with the following: two submarines damaged or destroyed; 57 submarines attacked; 82 bombs dropped against those submarines; 173 radio reports of submarine positions, with a number of credited assists for kills made by military units; 86,685 total missions flown; and over 244,000 total flight hours and 24 million miles flown.

This extraordinary national service set the stage for the postwar 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.

Mr. Speaker, this honor is richly deserved. Senator HARKIN has pursued this effort for several Congresses, and this bill passed the other body exactly a year ago, with 81 cosponsors. The House version, introduced by the gentleman from Texas (Mr. McCAUL), has 353 cosponsors, so I ask for the immediate approval of this bill.

I reserve the balance of my time.

Mr. HECK of Washington. Mr. Speaker, I yield such time as he may consume to the gentleman from the 28th Congressional District of Texas (Mr. CUELLAR), my friend.

Mr. CUELLAR. Thank you for yielding to me.

I certainly want to thank my friend, MIKE McCAUL, as both of us have been working with Senator HARKIN on this, and it is a very important bill.

Mr. Speaker, I rise to honor the contributions of the World War II members of the Civil Air Patrol, CAP. Today, we are considering S. 309, a bill to award CAP members a Congressional Gold Medal in honor of their service to our Nation during World War II.

The Civil Air Patrol was comprised of more than 150,000 volunteers who banded together on December 1, 1941, to create a volunteer air patrol to defend our country.

After the attack on Pearl Harbor, it became clear that the establishment of the air patrol was invaluable to the United States, and they were assigned to the War Department under the jurisdiction of the Army Air Corps.

During World War II, the CAP logged more than 750,000 flying hours. The CAP aircrews flew in their own personal planes—and I emphasize in their own personal aircraft—in coastal patrols, performing reconnaissance and search and rescue missions.

During this time, the CAP reported on 173 submarines sighted, summoned assistance for 91 ships and 363 survivors of submarine attacks in distress, and sank two enemy submarines. These CAP volunteer aircrews risked their lives to protect our freedoms, and 64 members of the Civil Air Patrol died while in service during World War II.

On July 1, 1946, in recognition of their service, President Harry Truman signed Public Law 476, incorporating the Civil Air Patrol as a benevolent, nonprofit organization.

Two years later, on May 26, Congress passed Public Law 557, permanently establishing the Civil Air Patrol as the auxiliary of the United States Air Force.

Today, the Civil Air Patrol's primary missions include aerospace education, cadet programs, and emergency services. CAP volunteers continue to serve our Nation through disaster relief, search and rescue, humanitarian assistance, Air Force support, and counterdrug missions.

Mr. Speaker, I am honored to have had this time to recognize the Civil Air Patrol for their contributions and their service to our country during World War II.

Again, Congressman MICHAEL McCAUL and I urge our colleagues to support S. 309. This Congressional Gold Medal recognition is long overdue, and it is well-deserved. I thank you for your consideration.

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

Mr. HUIZENGA of Michigan. Mr. Speaker, I thank Chairman McCAUL for his work on this bill.

I yield back the balance of my time.

Mr. McCAUL. Mr. Speaker, one week from today, Americans all across this country will celebrate Memorial Day to pay tribute to the brave men and women of our armed forces who died defending our freedom. I will join in honoring our fallen and I will especially remember people like my father, James Addington McCaul, a World War II veteran who served as a Bombardier on a B-17 known as the Flying Fortresses.

Airmen like my father have been glorified in movies and are the subject of countless books and stories familiar to the American people. Yet one group of Americans critical to the war fighting effort has long been overlooked: the World War II members of the Civil Air Patrol (or "CAP"). Today this House will finally bestow upon them the recognition they deserve for their valiant efforts to save Americans and protect our coastlines—a service they still provide in defense of our homeland. The bill before us, S. 309, which passed the Senate unanimously, will award a Congressional Gold Medal to the World War II members of the Civil Air Patrol, the highest civilian honor. I am proud to be the sponsor of H.R. 755, the House companion bill, which is cosponsored

by more than 350 members of the House of Representatives from all fifty states.

CAP's World War II story is unique and not well known across the nation. It is also reflective of the volunteer spirit that has been a hallmark of the nation since its founding days.

The Civil Air Patrol was officially established on December 1, 1941 just one week before the attack on Pearl Harbor. During World War II these unpaid volunteers provided extraordinary humanitarian and combat services during a critical time of need for the nation. CAP members used their own aircraft to perform a myriad of essential tasks including attacks on enemy submarines off the Atlantic coast and along the Gulf of Mexico.

The success of the coastal patrol service spawned other missions on behalf of the war effort. These included nighttime tracking missions for searchlights. Along the Rio Grande, CAP aircraft flew 30,000 hours to prevent illegal border crossings and report unusual activities. CAP's courier service carried over 3.5 million pounds of cargo, flying more than 20,000 miles daily. Its search and rescue service helped locate lost military aircraft in isolated mountains and forested terrain. Fire patrols, disaster relief, medevac, and observation flights to check the effectiveness of blackouts, were but a handful of the other operations completed by CAP.

During the war, over 200,000 Americans served in CAP. Notably, the Civil Air Patrol served as a pioneering opportunity for the nation's women to serve the nation in uniform. Countless women received flight training, representing a catalyst for increasing female participation in civil aviation. By war's end CAP volunteers had flown more than 750,000 hours with a total loss of 65 members and 150 aircraft.

Postwar, CAP became a valuable nonprofit, public service organization chartered by Congress. Today it is the auxiliary of the U.S. Air Force, charged with providing essential emergency, operational and public services to communities nationwide and the military.

More than seventy years after CAP's founding, I am proud that Congress is taking this step to recognize the invaluable service CAP provided to the nation during World War II. I especially want to recognize Senator TOM HARKIN from Iowa, the sponsor of the bill before us, who has been a tireless champion for the Civil Air Patrol. Senator HARKIN has been a member of CAP for 30 years and is a commander of the Congressional Squadron.

I urge my colleagues to support S. 309 and join me in honoring the Civil Air Patrol.

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, S. 309.

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.

AMERICAN FIGHTER ACES CONGRESSIONAL GOLD MEDAL ACT

Mr. HUIZENGA of Michigan. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 685) to award a Congressional Gold Medal to the Amer-

ican Fighter Aces, collectively, in recognition of their heroic military service and defense of our country's freedom throughout the history of aviation warfare, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 685

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

SECTION 1. SHORT TITLE.

This Act may be cited as the "American Fighter Aces Congressional Gold Medal Act".

SEC. 2. FINDINGS.

The Congress finds the following:

(1) An American Fighter Ace is a fighter pilot who has served honorably in a United States military service and who has destroyed 5 or more confirmed enemy aircraft in aerial combat during a war or conflict in which American armed forces have participated.

(2) Beginning with World War I, and the first use of airplanes in warfare, military services have maintained official records of individual aerial victory credits during every major conflict. Of more than 60,000 United States military fighter pilots that have taken to the air, less than 1,500 have become Fighter Aces.

(3) Americans became Fighter Aces in the Spanish Civil War, Sino-Japanese War, Russian Civil War, Arab-Israeli War, and others. Additionally, American military groups recruited United States military pilots to form the American Volunteer Group, Eagle Squadron, and others that produced American-born Fighter Aces fighting against axis powers prior to Pearl Harbor.

(4) The concept of a Fighter Ace is that they fought for freedom and democracy across the globe, flying in the face of the enemy to defend freedom throughout the history of aerial combat. American-born citizens became Fighter Aces flying under the flag of United States allied countries and became some of the highest scoring Fighter Aces of their respective wars.

(5) American Fighter Aces hail from every State in the Union, representing numerous ethnic, religious, and cultural backgrounds.

(6) Fighter Aces possess unique skills that have made them successful in aerial combat. These include courage, judgment, keen marksmanship, concentration, drive, persistence, and split-second thinking that makes an Ace a war fighter with unique and valuable flight driven skills.

(7) The Aces' training, bravery, skills, sacrifice, attention to duty, and innovative spirit illustrate the most celebrated traits of the United States military, including service to country and the protection of freedom and democracy.

(8) American Fighter Aces have led distinguished careers in the military, education, private enterprise, and politics. Many have held the rank of General or Admiral and played leadership roles in multiple war efforts from WWI to Vietnam through many decades. In some cases they became the highest ranking officers for following wars.

(9) The extraordinary heroism of the American Fighter Ace boosted American morale at home and encouraged many men and women to enlist to fight for America and democracy across the globe.

(10) Fighter Aces were among America's most-prized military fighters during wars. When they rotated back to the United States after combat tours, they trained cadets in fighter pilot tactics that they had learned over enemy skies. The teaching of combat dogfighting to young aviators strengthened

our fighter pilots to become more successful in the skies. The net effect of this was to shorten wars and save the lives of young Americans.

(11) Following military service, many Fighter Aces became test pilots due to their superior flying skills and quick thinking abilities.

(12) Richard Bong was America's top Ace of all wars scoring a confirmed 40 enemy victories in WWII. He was from Poplar, Wisconsin, and flew the P-38 Lightning in all his combat sorties flying for the 49th Fighter Group. He was killed in 1945 during a P-80 test flight in which the engine flamed out on takeoff.

(13) The American Fighter Aces are one of the most decorated military groups in American history. Twenty-two Fighter Aces have achieved the rank of Admiral in the Navy. Seventy-nine Fighter Aces have achieved the rank of General in the Army, Marines, and Air Force. Nineteen Medals of Honor have been awarded to individual Fighter Aces.

(14) The American Fighter Aces Association has existed for over 50 years as the primary organization with which the Aces have preserved their history and told their stories to the American public. The Association established and maintains the Outstanding Cadet in Airmanship Award presented annually at the United States Air Force Academy; established and maintains an awards program for outstanding fighter pilot "lead-in" trainee graduates from the Air Force, Navy, and Marine Corps; and sponsors a scholarship program for descendants of American Fighter Aces.

SEC. 3. CONGRESSIONAL GOLD MEDAL.

(a) PRESENTATION AUTHORIZED.—The Speaker of the House of Representatives and the President pro tempore of the Senate shall make appropriate arrangements for the presentation, on behalf of the Congress, of a single gold medal of appropriate design in honor of the American Fighter Aces, collectively, in recognition of their heroic military service and defense of our country's freedom, which has spanned the history of aviation warfare.

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

(c) SMITHSONIAN INSTITUTION.—

(1) IN GENERAL.—Following the award of the gold medal in honor of the American Fighter Aces, the gold medal shall be given to the Smithsonian Institution, where it will be available for display as appropriate and available for research.

(2) SENSE OF THE CONGRESS.—It is the sense of the Congress that the Smithsonian Institution should make the gold medal awarded pursuant to this Act available for display elsewhere, particularly at appropriate locations associated with the American Fighter Aces, and that preference should be given to locations affiliated with the Smithsonian Institution.

SEC. 4. DUPLICATE MEDALS.

The Secretary may strike and sell duplicates in bronze of the gold medal struck pursuant to section 3 under such regulations as the Secretary may prescribe, at a price sufficient to cover the cost thereof, including labor, materials, dies, use of machinery, and overhead expenses, and the cost of the gold medal.

SEC. 5. NATIONAL MEDALS.

The medal struck pursuant to this Act is a national medal for purposes of chapter 51 of title 31, United States Code.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from