

"There is nothing more rewarding than bringing an idea to life in a way that serves health in the world, and it means a lot to me to have the work of our team recognized in this way."

YOUNG ENTREPRENEUR

In Morrisville, the next town over, a very different business also won an award from the Small Business Administration.

Caleb Magoon, 32, owner of PowerPlay Sports in Morrisville, was named 2015 young entrepreneur of the year.

The annual award is presented to business owners under 35 who have had success in sales, profits, increasing jobs, having innovative business methods and demonstrating entrepreneurial potential necessary for economic growth.

PowerPlay Sports was founded in 1995 by John Connell and Rob Maynard. After bouncing around several downtown locations, the store eventually landed at 35 Portland St.

Magoon began working at the store at 17. After graduating from Boston University, where he studied theater design, Magoon and a few friends established a theater company in Boston, produced shows, and won the Elliot Norton Awards for best production three years in a row.

However, as a native of Hyde Park, who grew up hiking, biking and skiing in the Green Mountains, his passion for sports led him back to Vermont in 2010. He managed PowerPlay for a year, then bought the business from Maynard.

Magoon said working in theater helped him learn how to run a business. He and his friends each worked on different aspects within their theater company, including advertising, producing and financing, and learned from each other.

"If you can do that, business is easy. We learned to be business people," Magoon said.

Last year, Magoon moved his embroidery and screen-printing business—which was in an adjacent building—into the same location as his sports gear. He also opened a new store, Waterbury Sports, with two business partners in Waterbury.

WOMAN-OWNED BUSINESS

A Hyde Park business also received an award from the Small Business Administration.

Chef Debbie Burritt, owner and founder of Sweet Crunch Bakery and Catering Co., was selected as the Woman-Owned Business of the Year.

The bakeshop portion of the company provides desserts and wedding cakes to restaurants, resorts and the public. For catering, the company's goal is making every event unique and unforgettable.

Burritt has a staff to assist with all the details of event planning, and will customize menus to meet the individual needs of clients.

Burritt completed her culinary degree at Newbury College in Brookline, Mass., in 1987, and worked in Boston and Virginia before moving back to her native state, Vermont. After working at Stowe Lake Resort and Trapp Family Lodge, both in Stowe, Burritt decided to venture out on her own in 2001.

RECOGNIZING BORDER AIR LTD.

Mr. LEAHY. Mr. President, you don't have to look too far in Vermont to find any number of unique businesses. One such business is Border Air Ltd., led by its owner Cliff Coy. Cliff is the airport manager and unofficial "aviation ambassador" at the Franklin County State Airport in Swanton, VT. He also owns and runs Border Air Ltd., a main-

tenance and restoration company. He purchased Border Air Ltd. in 2007 from his father, George, who founded the company in 1989. Border Air specializes in restoring Soviet-era aircraft and is one of only five companies in the country with the qualifications to sell, maintain, and inspect them.

In addition to providing many services for the aviation enthusiasts who call Franklin County home, Border Air imports and exports planes to and from former Soviet nations, a practice that began after the senior Mr. Coy took a trip to Lithuania in 1989. George Coy heard of an Antonov An-2, the largest single-engine biplane ever built, which had just been restored and was listed for sale. In spite of a major malfunction while crossing the Black Sea with the An-2, the Coys were hooked on the idea of importing similar aircraft and selling them to American pilots.

Since then, over 300 planes have passed through Border Air's hangars, some purchased by customers as far as Chicago. Through their work with pilots and aviation enthusiasts across the world, the Coy family has brought business to Swanton and helps to keep citizens safe by inspecting planes once a year to ensure they are up to Federal Aviation Administration safety codes. Though safety is most important, Cliff Coy also aims to inspire a love of flying in children and adults across the country by bringing students from nearby Missisquoi Valley Union High School to the airport to watch air show practices or speaking with anyone interested in planes from flying to skydiving.

The Coys represent an entrepreneurial spirit that is at the heart of Vermont. In Cliff Coy, we see a true commitment to and leadership with the community.

I ask unanimous consent that the April 14, 2016, article from Seven Days entitled "Border Air in Swanton Keeps Imported Planes Alive," which chronicles the Coys' history with Border Air Ltd., be printed in the RECORD.

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

[From Seven Days, Apr. 14, 2016]

BORDER AIR IN SWANTON KEEPS IMPORTED PLANES ALIVE (By Ken Picard)

A stiff snow squall swirls around the main building at Franklin County State Airport in Swanton as a large, twin-engine turboprop prepares to roll out of the hangar. Airport manager Cliff Coy watches silently as the King Air B200 revs its engines with a high-pitched whine and slowly inches its way onto the tarmac.

The plane's wingtips are upturned for improved aerodynamics and fuel efficiency. It's just a fringe benefit that the design also allows the plane to squeeze through the hangar door.

"That's a 58-foot wingspan going through a 60-foot opening," Coy notes with a bemused smile. Once the wings clear the sides, he flashes a quick thumbs-up to his mechanic, Dan Marcotte, who's directing the pilot from the tarmac.

Unlike busy commercial hubs, such as Burlington International Airport, Franklin

County State Airport doesn't have its own air traffic control tower. Many planes that use this runway lack radios, lights or on-board electrical systems.

The 46-year-old Coy wears many hats at this small, state-owned airstrip that's just a hop from the Canadian border. Besides managing the airport, he's the owner of Border Air Ltd., which was founded by his father, George Coy. As an FBO, or fixed-base operator, Border Air performs various functions for the flying public: fueling, inspection, maintenance, flight training, and providing hangar and tie-down space for parking aircraft. Coy calls its headquarters "a cross between a boat launch and a state park—and I'm the guy wearing the green shirt and the hat."

Beyond Coy's official duties, he's the airport's unofficial "aviation ambassador," which involves more than just greeting white-knuckled travelers when they land safely in inclement weather. Coy is Franklin County's go-to guy for anyone who's interested in learning more about airplanes, whether that means fixing them, flying them, building them or jumping out of them with parachutes.

And, with fuel prices at historic lows, interest in aviation is soaring. That's not readily apparent on the morning I visit: Aside from the departing turboprop, about the only thing moving on the airfield is a semierect orange wind sock. But, according to Coy, KFSO—the airport's Federal Aviation Administration abbreviation—is usually more active.

"This is the busiest airport in Vermont for general aviation," he says, referring to non-commercial and nonmilitary air traffic. "Come out here in six weeks on a Saturday, and this place will be humming with airplanes."

Those planes aren't just local flyers. In recent years, Coy has carved out a unique niche for himself in the wider world of aviation: He imports and exports planes to and from Russia and other former Soviet-bloc countries. One of only five companies in the country with the expertise to sell, service and inspect Soviet-era planes, Border Air also maintains, repairs and modifies them—an unusual specialty that Coy fell into almost by accident.

Coy got his degree in mechanical engineering from Vermont Technical College and studied computer science and physics at the University of New Mexico. Then, as he puts it, he faced an important life choice: "Am I going to spend the rest of my life in front of a computer screen, under bad fluorescent lighting? Or am I going to solve problems out in the field and get dirty?"

Coy began answering that question in 1988. That year, his uncle Bob, who was working on a sister-city exchange program, offered Coy a chance to travel to the Soviet Union after an injury forced a student in the program to drop out at the last minute.

Coy jumped at the opportunity—and not merely to see the Soviet Union as it began to open up to the West. Coy's father, George, himself a pilot and flight mechanic, was keenly interested in a Russian-built aircraft called the Antonov An-2. The 1,000-horsepower, 12-passenger plane is the world's largest single-engine biplane ever built. As Coy recalls, his father "became infatuated with it and absolutely had to have one."

While that trip offered the chance to see an An-2 firsthand, the Coys wouldn't get their hands on one until 1989, when George Coy learned that a company in Lithuania had a freshly overhauled An-2 for sale. As the Soviet Union neared its collapse, the Eastern Bloc countries were becoming like the Wild West, Cliff Coy recalls, with everything being sold off at bargain-basement prices.

"So he strapped a pile of cash to a belt and flew out to Lithuania to go look at an airplane," says Cliff.

Since George didn't speak Lithuanian, and all the instrumentation was in Russian, the sellers taught him how to fly the plane. Convinced it was worth the investment, the Coys hired a Russian pilot and a farmer from Shelburne to help fly the An-2 back to Vermont.

Like many aviation adventures, Cliff Coy says, theirs began with a mechanical malfunction: The plane lost all of its oil above the clouds during a night crossing of the North Sea.* As he recalls, "The Russian pilot knew very few words of English, and two of them were 'Very bad!'"

The An-2 managed to run for another half hour without oil before landing safely. Despite the mishap, the trip stoked the Coys' interest in importing more Russian and Eastern European planes—such as two aerobatic trainer planes called Yakovlev Yak-52s that they'd seen in Lithuania. Sensing a business opportunity, the Coys began importing Russian and Eastern Bloc planes to the U.S. for American buyers.

Since 1989, Border Air has imported more than 300 such aircraft, including a Yak-55, which is currently under repair in the hangar in Swanton. With only about 250 Yak-52s still actively flying in the United States, Coy has loyal clients who fly to Swanton from as far west as Chicago to get their planes serviced.

What's the plane's appeal? For one thing, Coy points out, Yak-52s closely resemble World War II fighter planes. And, given the Soviets' efficient engineering, he adds, "You're basically able to maintain it out in a farmer's field with a flathead screwdriver and a wrench. So they're incredibly rugged and inexpensive."

The Coys pretty much stopped importing Russian aircraft in 2005, when the dollar-to-Euro exchange rate made them prohibitively expensive. The sale price of the Yak-52, for example, jumped from \$120,000 to \$380,000.

In 2007, Coy bought Border Air from his father. These days, much of his business has reversed direction—it involves moving planes and pilots from the U.S. to Russia instead of vice versa.

In the Soviet era, the only Russians who flew planes were military pilots; when the country opened up civil aviation, many Russians became interested in flying American aircraft. Until the Russian ruble crashed last year, Border Air was exporting about two containers of American-made planes to Russia every three months.

Recent changes overseas have brought a whole new crop of flyers to Swanton. In 2011, a wave of bad aviation accidents in Russia killed scores of people. Putting the blame on pilots who had obtained their licenses fraudulently, the Russian government closed flight schools across the country.

The virtual shutdown of civil aviation in Russia could have sent Coy's business into a tailspin. But then Russians began coming to the United States—including the flight school in Swanton—to obtain pilot's licenses. Apparently placing greater trust in American flight schools than in its own, the Russian government converts U.S. pilots' licenses into Russian ones, Coy says.

Just as Coy is explaining the process, two Russian men with crew cuts and black coats pass en route to a small trainer plane to begin their flight lessons. According to Coy, they're former Russian fighter pilots who are logging flight time and learning to fly in U.S. airspace. "There's a bit of a mind shift when you go from flying something at 300 miles per hour to flying something at 60 miles per hour," he says.

Of course, not all of Coy's work involves Russians and Russian planes. As an FAA-li-

censed inspector, he ensures that the aircraft he encounters are flightworthy. By law, every aircraft, from a commercial Boeing 777 to the one-seat Ultralight hanging from the hangar rafters, must be inspected annually.

"I've seen things where you wonder how these people even made it here alive," Coy says. "Unbelievably scary stuff."

For example, he recalls encountering a pilot who reported that his plane was flying funny. When Coy checked it out, he noticed that the bottom of the fuselage was blue—from the dye used to identify aircraft fuel. Coy instantly spotted the problem: The fuel line wasn't hooked up. When he went to adjust the propeller control, it broke off in his hand. Next, he discovered that the starboard engine wasn't bolted onto the frame and the landing gear wasn't installed correctly. The result: a 60-page report to the FAA.

Getting people passionate and up in the air is Coy's mission. And, notwithstanding the back issues of Cigar Aficionado in the airport waiting room, he says he meets a diverse cross-section of people who are aviation enthusiasts.

Granted, it's not a cheap hobby: The costs of purchasing and maintaining airplanes may seem daunting enough to dissuade anyone without a seven-figure trust fund. But, Coy points out, most people who fly these days rent their planes. (Coy himself doesn't own one.) And enthusiasts who decide to take the next step can buy a plane for as little as \$15,000, on par with the price of a boat.

Coy does a lot of outreach to local schools, hoping to get the next generation interested in flying. Sometimes that means showing the kids his various "museum pieces"—the historic aircraft parked in various hangars on the airfield. Or he'll invite students from nearby Missisquoi Valley Union High School to watch his mechanic, Marcotte, practice his air-show maneuvers during his lunch hour. (Burlingtonians know Marcotte as the pilot who flies acrobatic stunts over the waterfront before the annual July 3 fireworks show.)

"Look, if you have any interest in flying, we'll take you for a ride in an airplane," Coy says. "That's what we do, because we want to get people interested in flying."

Correction, April 14, 2016: An earlier version of this story misreported Coy's age—it is 46. The body of water over which Coy's plane experienced engine trouble was the North Sea, not the Black Sea. Additionally, aviation enthusiasts can buy a plane for \$15,000, not the higher number originally reported.

(At the request of Mr. REID, the following statement was ordered to be printed in the RECORD.)

VOTE EXPLANATION

• Mr. BOOKER. Mr. President, today I was unable to vote on the motion to invoke cloture on the substitute to H.R. 2028, the Energy and Water Development Appropriations bill, due to a funeral I attended for a neighbor in Newark, NJ. Had I been present in the Senate today, I would have voted against cloture.●

ZIKA VIRUS

Mrs. FEINSTEIN. Mr. President, today I wish to speak about the urgent need for Congress to approve emergency funds to fight the Zika virus.

The Zika virus is a rapidly growing public health threat, and the stakes for

women are particularly high. The virus is carried by two species of mosquito. They are found in 40 States in this country.

There have been 388 travel-related cases in the United States—meaning an individual was infected during a trip to Latin America, South America, or the Caribbean, where the virus is widespread. There have not yet been any reported cases of local transmission in the continental United States, although more than 500 cases have been reported in Puerto Rico. It is a matter of when, not if, that happens—particularly as we approach the summer season when mosquitos are most active.

Scientists are still working to understand the effects of the Zika virus, but we do know that Zika causes severe, brain-related birth defects in babies when women are infected during pregnancy.

Microcephaly, one of the most serious effects of Zika, causes babies' heads to be much smaller than normal. In severe cases, you will also see seizures, developmental delays, intellectual disabilities, feeding problems, hearing loss, and vision problems.

The CDC continues to research the virus, and it could be several years before the full-range of health effects is known.

One of the most concerning gaps in our scientific knowledge is how the disease is transmitted from person to person. The most common way people contract the disease is through mosquito bites, but there have been documented cases of the virus being spread from men to women through sexual contact.

Zika symptoms are mild—fever, rash, and joint pain—meaning that many people may become infected and spread with disease without knowing they have it. Unless we act now, we could end up with a significant number of Zika carriers who don't know they are infected.

The administration has asked Congress for \$1.9 billion in emergency funding to stop the spread of the Zika virus. I fully support this funding request. The Federal Government needs this money for a number of reasons, including controlling mosquito populations, researching the virus, educating the public, and developing a vaccine.

As the weather warms, Zika will spread faster, particularly in States with persistent mosquito issues. We simply can't ignore public health threats of this magnitude, hoping they will go away.

In closing, Congress cannot afford to delay. I strongly urge the Senate to approve the administration's sensible request to fight this growing public health threat.

NATIONAL PRESCRIPTION DRUG TAKE BACK DAY

Mr. GRASSLEY. Mr. President, this Saturday, April 30, from 10 a.m. to 2 p.m., the Drug Enforcement Administration, DEA, is coordinating the latest National Prescription Drug Take