

TRIBUTE TO ROBERTS FIELD-
REDMOND MUNICIPAL AIRPORT

HON. GREG WALDEN

OF OREGON

IN THE HOUSE OF REPRESENTATIVES

Friday, August 3, 2007

Mr. WALDEN of Oregon. Madam Speaker, I rise today to share with you the storied tradition and history that led to the establishment of Roberts Field-Redmond Municipal Airport in Redmond, Oregon. The same strong community support that led to the construction and completion of the airfield still exists today as the City of Redmond embarks on a terminal construction project to further expand air services in the beautiful region of central Oregon.

The origins of the airport date back to the 1920s, when local farmers and merchants made a monthly chore of collecting and clearing debris from the roads. In the neighboring towns of Alfalfa and Powell Butte, farmers did the same until the men met in the middle and the roads could once again facilitate trade.

Madam Speaker, in 1928 discussions of creating an air strip grew serious. Members of the Ray Johnson Post of the American Legion in Redmond formed an aviation committee and work on an air strip began. The September 6, 1928 Redmond Spokesman reported:

"A fine, level spot two miles east of town on the Ochoco Highway will be cleared immediately of trees and sagebrush . . . the post had funds to begin an aviation program that will ultimately develop into an up-to-date place for airplanes to land and take off."

In 1933, the Department of the Interior decided to lease approximately 640 acres southeast of Redmond to the Ray Johnson Post, giving them the exclusive rights to develop an airfield there. The Post leased the land for \$10 a year for 20 years. By 1936 the landing was listed as an airfield on most federal maps. The Works Progress Administration (WPA) provided critical funding toward rock removal to ensure that Roberts Field was safe for take off and landing procedures. At the beginning of 1941, the WPA was approached by the War Administration with an inquiry on the cost of building a Class III airport in Redmond. J.R. Roberts, a local resident and community leader, noted at the time that a Class III airport would provide substantial improvements to the airport and grant the construction of lights, paved runways, hangars, buildings and shops. That message was relayed to the WPA and consequently the War Administration and the powers in Washington, DC.

Madam Speaker and fellow colleagues, I can only imagine the surprise and the excitement of many residents in Redmond when they awoke one morning in February of 1941 to read the following in the Redmond Spokesman:

"Roosevelt Slaps OK on Airport and reported \$717,000 in WPA funds approved."

In June of 1941 the airport was named after J.R. Roberts as a tribute to all of his work and leadership that led to the establishment of the airport. Meanwhile, improvements to the airport continued. In October of the same year, \$318,000 of defense funding was allocated for the construction of two runways at Roberts Field. In 1942, the city leased the airport back to the government and allowed for the construction of a bomber base. When World War

II ended, commercial air service was established at Roberts Field as J.R. Roberts worked diligently to negotiate the return of the airport to city control.

Madam Speaker, the town's population remained relatively static from the 1950s until the 1980s. The building that currently sits on the airport site was constructed in 1981 and was 8,000 square feet in size. But in the 1990s, Redmond and Deschutes County began to grow. That growth exploded from 2000 to 2006, when Redmond's population increased by a stunning 74.3 percent, making it Oregon's fastest-growing city and one of the fastest-growing communities in the country.

Under the exceptional guidance and leadership of the current airport manager, Carrie Novick, along with Redmond Mayor Alan Unger, the Redmond City Council and Redmond City Manager Mike Patterson, Roberts Field has kept pace with the rapid growth the region has experienced. In 2003 the airport was expanded by 16,000 square feet to a total size of 24,000 square feet. Once constructed, the new terminal will be 140,000 square feet and utilize energy efficient measures to achieve its goal of constructing a state-of-the-art building to serve the residents of central Oregon for many years to come.

Madam Speaker, Roberts Field today provides non-stop service to Eugene, Las Vegas, Los Angeles, Portland, Salt Lake City, San Francisco, and Seattle through Allegiant Airlines, Horizon Air and United Airlines and Delta Air Lines through services operated by SkyWest Airlines. It is the fourth largest commercial service airport in Oregon, operating approximately 44 arriving and departing flights daily. In 1997, 111,450 passengers boarded flights at Roberts Field; last year, 215,163 passengers departed from Redmond.

Madam Speaker, today's growth and activity at the airport is a testament to the farmers, ranchers and merchants who fulfilled the vision described in the Redmond Spokesman nearly 80 years ago. On August 15, 2007, I will join residents in Redmond to celebrate the great success that Roberts Field has enjoyed since it was established. That morning we will break ground on a terminal expansion that will further enhance the legacy of the Roberts Field-Redmond Municipal Airport. It will be an historic event that the next generation will look back on as a key step in the region's smart and successful growth.

THE EMERGENCY CONTRACEPTION
EDUCATION ACT

HON. LOUISE McINTOSH SLAUGHTER

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Friday, August 3, 2007

Ms. SLAUGHTER. Madam Speaker, today I am proud to reintroduce the Emergency Contraception Education Act. By improving education among the public and health professionals about emergency contraception (EC), my bill will help protect women's reproductive health, reduce unintended pregnancies, and prevent abortions.

Each year in the U.S., 3 million women face an unintended pregnancy, MORE than any industrialized nation. One in four of these end in abortion. Widespread and correct use of emergency contraception could prevent a signifi-

cant number of unintended pregnancies, reducing the number of abortions in this country.

Emergency contraception is simply a concentrated form of the daily birth control pills taken by millions of women in the U.S. It does not cause abortion, but instead stops the release of an egg from the ovary. EC is a safe and effective means of preventing pregnancy—it has low toxicity and no potential for overdose or addiction; and because there are no important drug interactions, there is no need for medical screening, allowing for self-identification of the need. Furthermore, EC will not harm an established pregnancy. If taken within 72 hours after unprotected sex or contraceptive failure, EC can reduce the risk of pregnancy by as much as 89 percent. But because of the narrow window of effectiveness, timely access to EC is critical.

In light of its safety and efficacy, the American Medical Association and the American College of Obstetricians and Gynecologists have supported more widespread availability of EC. The Food and Drug Administration has approved over-the-counter access to the emergency contraceptive Plan B for adults. Yet, many patients and health care providers remain uninformed about this important contraception option. Only 1 in 3 women of reproductive age in the U.S. are aware of EC. In 2003, the Kaiser Foundation conducted a survey to examine teens' and adults' knowledge and opinions of EC in California. What they found was very disconcerting—nearly 40 percent did not know that EC was available in the U.S., and half of adult women who had heard of EC, mistakenly thought that it was the "abortion pill," also known as RU-486. Only 7 percent of adults who have heard of EC learned about it from their health care professional. Even women who had a gynecologic exam in the last year were no more likely to have learned about EC from their doctor.

Unfortunately, lack of knowledge and the failure to provide patients with information on EC is a familiar trend throughout this country. Only one in four ob/gyns in the U.S. routinely discuss emergency contraception with their patients. Less than 18 percent of hospitals provide emergency contraception at a woman's request without restrictions. And, tragically nearly 50 percent of hospitals do not provide EC to a woman who has been sexually assaulted, even though it is often the only contraceptive option for the 300,000 women who are raped each year.

Healthy People 2010, published by the Office of the Surgeon General, establishes a 10-year national public health goal of increasing the proportion of health care providers who provide emergency contraception to their patients. My bill will move us much closer toward achieving this goal. The Emergency Contraception Education Act will initiate a large-scale education campaign to better inform women and health care providers about emergency contraception. Specifically, this bill will direct the Secretary of Health and Human Services to develop and disseminate information on EC to health care providers, including recommendations on the use of EC in appropriate cases, and how to obtain copies of information developed by HHS for distribution to patients. The Secretary will also be required to develop and disseminate information on EC to the American public.

EC could help women prevent unintended pregnancies and therefore reduce the need for