

The B-29s bombed the enemy's transportation system and industrial facilities throughout North Korea. Following a November campaign against the bridges over the Yalu River into Manchuria, the B-29s bombed interdiction targets, communication and supply centers, and supported United Nations ground forces by hitting gun emplacements and troop concentrations.

For the next few months the wing's bombers participated in FEAF's bridge-busting campaign, flying numerous missions against key bridge spans, and helped U.N. ground forces blunt a communist spring offensive. On May 23rd, the 307th provided nighttime close-in support, shredding enemy positions along the entire battlefield with Loran Radar guided and aimed fragmentation bombs.

The 307th was integral in the war effort until the truce was signed in July 1953. As the truce talks were concluding, the 307th helped disrupt and spoil an enemy ground offensive, earning it a Distinguished Unit Citation. At the end of the hostilities, the 307th had flown more than 5,800 combat missions.

In 1954, the wing returned to the United States and was assigned to Lincoln Air Force Base in Nebraska. The B-29s were retired and the unit became a B-47 wing, ending an era.

Madam Speaker, most of the surviving veterans of the 307th Bomb Group/Wing who flew over Korea are in their 80s—including my friend Cy Johnson of Camarillo—and every reunion brings fewer of them together. I believe my colleagues will agree, however, that it's important to remember the 307th's role in bringing peace to the Korean Peninsula and fighting back the initial push of communist aggression. I therefore ask my colleagues to join with them and with me in commemorating their earned and rightful place in our American history.

RECOGNIZING LAWRENCE HOSPITAL CENTER FOR 100 YEARS OF SERVICE

HON. NITA M. LOWEY

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Monday, April 27, 2009

Mrs. LOWEY. Madam Speaker, I rise today to pay tribute to the 100 years of quality health care provided by Lawrence Hospital Center in Bronxville, New York.

Lawrence Hospital Center first opened its doors in 1909 to care for residents of Southern Westchester County and beyond, and it continues providing high-quality health care today. It was founded by William Van Duzer Lawrence, who recognized the need for high-quality and timely care for residents of New York City suburbs after his son, Dudley, nearly died en route to a hospital in New York City.

In its first year of operation, Lawrence had thirty beds and treated a total of 278 patients. Today, Lawrence Hospital Center has grown into a 291 bed acute-care facility that treats thousands of patients annually.

Lawrence has a strong history of leadership in health care and local medical excellence. In 2006 Lawrence became a leader in stroke care when the hospital became a designated New York State Stroke Center. Lawrence's Cancer Care program has also been accredited

by the American College of Surgeons with Commendation.

Employing more than 400 physicians, Lawrence Hospital Center provides expertise in virtually every area of medical specialty. It is recognized for its professional excellence in bariatric surgery, cardiology, obstetrics, orthopedics, and oncology.

Committed to health care excellence, Lawrence Hospital Center has recently expanded and renovated its facilities in order to continue serving the growing population of Westchester County and surrounding areas. Recently, the hospital opened a state-of-the-art maternity center, expanded and improved its emergency department, and finalized plans for a future sleep center.

I am proud to recognize and thank Lawrence Hospital Center for providing 100 years of outstanding health care to residents of the New York Metropolitan Area, and I look forward to working with Lawrence Hospital Center to strengthen the health care system in the lower Hudson Valley.

A TRIBUTE TO ATHLETIC DIRECTOR RONNIE CHAVIS

HON. MIKE MCINTYRE

OF NORTH CAROLINA

IN THE HOUSE OF REPRESENTATIVES

Monday, April 27, 2009

Mr. MCINTYRE. Madam Speaker, as co-chairman and co-founder of the Congressional Caucus on Youth Sports, I rise today to extend my most sincere congratulations to Robeson County Athletic Director Ronnie Chavis, who was honored by the National Association for Sport and Physical Education (NASPE) as 2009 National Athletic Director of the Year. Mr. Chavis, who has served the Public Schools of Robeson County for over 17 years as director of athletics, driver education, health, and physical education, was honored as Southern District Athletic Director of the Year on January 5, 2009. It was at the organization's national convention in Tampa, Florida, held during the first week of April, that Mr. Chavis was named NASPE's 34th Athletic Director of the Year.

Mr. Chavis is a long-time resident of Robeson County, which is my home county. He graduated from Prospect High School in 1968 and attended the University of North Carolina at Pembroke where, as pitcher, he led his baseball team to the College World Series with a 9-3 record. Mr. Chavis graduated from UNC—Pembroke with a degree in education in 1972, and began teaching and coaching at a local high school. Mr. Chavis later earned two master's of education degrees from Campbell University, one in physical education, and the other in administration and supervision. In 1989, he was named Athletic Director of the Public Schools of Robeson County.

Among his many accomplishments, Mr. Chavis used funds from a physical education grant to build fitness centers, complete with new conditioning and physical education equipment, for each of the seven high schools within his district. Furthermore, Mr. Chavis ensured that all 35 elementary and middle schools were furnished with adequate physical education supplies, equipment, and software. Mr. Chavis also partnered with the Public

Schools of Robeson County to provide funds for the lighting of all baseball and softball fields, and two football fields. Finally, Mr. Chavis established the Robeson County Coaches Golf Tournament, which has raised over \$15,000 to assist coaches and athletes that have experienced hardships.

Mr. Chavis is recognized by his colleagues as a highly dedicated professional who is able to motivate both students and coaches. His impact on the children of Robeson County and its youth sports community is evident. While a number of Robeson County athletes have gone on to play at the collegiate and/or professional level, many of Mr. Chavis' former students have emerged as doctors, lawyers, and coaches. Teaching discipline and perseverance, Mr. Chavis continues to inspire the lives of our children, molding individuals who will make many useful contributions to society. On behalf of the U.S. Congress, I extend congratulations to Mr. Chavis for his recognition as 2009 National Athletic Director of the Year.

HONORING THE BICENTENNIAL OF THE BIRTH OF ABRAHAM LINCOLN

HON. DANNY K. DAVIS

OF ILLINOIS

IN THE HOUSE OF REPRESENTATIVES

Monday, April 27, 2009

Mr. DAVIS of Illinois. Madam Speaker, I wish to take a moment to honor Abraham Lincoln's legacy as we commemorate the bicentennial of his birth this year. President Lincoln had a tremendous impact on the progression of our nation. The 16th President of the United States successfully led the country through its greatest internal crisis, the American Civil War, preserving the Union and ending slavery with the signing of the Emancipation Proclamation. As a young man, Abraham Lincoln feared not achieving anything that would make men remember him. With hard work, dedication, and determination, today, Abraham Lincoln tops the list, for many, as one of the most influential—and most revered—Americans.

The spirit that guided him was clearly that of his Second Inaugural Address, now inscribed on one wall of the Lincoln Memorial in Washington, DC: "With malice toward none; with charity for all; with firmness in the right, as God gives us to see the right, let us strive on to finish the work we are in; to bind up the nation's wounds . . ." Indeed, Lincoln's legacy is most alive in our continuous search for freedom, equality, and opportunity. I feel that it is only right for my fellow colleagues and I to pay homage to a great leader who helped pave the way for so many and who continues to inspire people today, two hundred years later.

As our newly elected 44th President of the United States, Barack Obama, also from Illinois, begins his first term in office, the wounds of the nation and the world will begin to heal as he is guided and inspired by the former President Lincoln. Illinois is the state where Lincoln spent more than a quarter century of his life, serving as a lawyer and politician, leaving his mark in many towns and cities throughout the state. Long before being elected president in 1860, he served four terms in the state legislature and one in Congress. The state of Illinois honors Lincoln's legacy in a variety of ways including: The Abraham Lincoln Presidential Library and Museum, the Lincoln

Memorial Garden, Lincoln's Journey of Remembrance, The Lincoln Home National Historic site, and the city of Lincoln. In addition, The U.S. Mint will introduce four newly-designed Lincoln pennies throughout 2009, the first being released on his birthday. A Lincoln commemorative silver dollar will also be released later this year.

We have come a long way since the Lincoln days, but we still have a long way to go. The bicentennial of Abraham Lincoln is a great time to honor his legacy, as well as re-examine the American Dream and what it means to be an American today. It is a time of opportunity to bring together a divided nation in order to work together to fulfill Lincoln's goal of finding unity in our diversity. With a newly-elected President who shares many of the same ideals as Lincoln, there is not a better time to start this transformation, create change, and finish the work that we started so long ago. President Obama, similar to Lincoln, faces many great challenges ahead, but with hard work, dedication and determination these challenges we shall too, overcome.

HONORING THE LOUISIANA
HONORAIR VETERANS

HON. JOHN FLEMING

OF LOUISIANA

IN THE HOUSE OF REPRESENTATIVES

Monday, April 27, 2009

Mr. FLEMING. Madam Speaker, I rise today to recognize and honor a very special group from Northwest Louisiana.

On April 11, 2009 a group of 104 veterans and their guardians flew to Washington with a very special program. Louisiana HonorAir is providing the opportunity for these Louisiana veterans to visit Washington, DC on a chartered flight, free of charge. For many, this will be the first and only opportunity to visit the memorials created in their honor. These brave men and women, from my home state of Louisiana, deserve the thanks of a grateful nation for everything they have sacrificed for our freedom.

Today I ask my colleagues to join me in honoring these great Americans and thank them for their unselfish service.

Maurice E. Alston, Sr., Albert S. Austin, Norman W. Bale, Kenneth R. Barns, Paul Bauer, James W. Beck, Wayne Belshe, Clyde W. Benson, Chet J. Boudreaux, Wilfred Boullion, William E. Brashear, William O. Budwah, Pleasant Nathaniel Burns, James L. Bush, James H. Butler, William T. Cagle, Richard H. Canterbury, Lamore J. Carter, William H. Carter, Lundy E. Cavender, Marcus R. Chapman, Jr., Allen G. Clements, William Y. Cobb, Rollin H. Cochran, Addison A. Daigle, Arthur J. DeLaune, Jr., Steven L. dePyssler, Homer C. Doty, Jr., James C. Epps, Clyde Lee Estes, Jesse Fenton, Carl D. Ferguson, Jr., Joe E. Floyd, Frank H. Ford, Jr., Lucian W. Furr, William Gately, Ellsworth Gauntz, Jack E. Giles, Wesley D. Glassell, Hersey Goodwin, James B. Grant, James D. Guffey, Ralph A. Hair, Adron W. Hallman, John E. Hamburg, John W. Hamilton, Jesse W. Hammett, Raymond E. Harper, Harold B. Hayden, John Allen Head, Raymond L. Heck, James A. Holdcroft, William J. Hood, Verle L. Hulse, John B. Humphrey, Robert P. Hunter, Richard L. Ingram, Taylor P. Isom, Dewey W. Jenkins, Sr., Edwin

E. Jones, George V. Keith, Charles M. Kendrick, James F. King, Stanley F. Kolniak, John J. Langdon, Powell A. Layton, Harry A. Lazarus, Jr., Darion D. Leach, Rosa R. LeJeune, Sam F. Loeb, George A. Love, Charles W. Luther, Joseph F. Lytle, Joseph A. Malec, Floyd L. Marlatt, Joseph A. Marsala, Frank H. McArdle, Jefferson P. McBride, Jr., Joe H. McDaniel, William R. McDaniel, Sam W. McDonald, John Ivy Miles, Mitchell S. Miletello, Jesse W. Moore, Jr., Calvin W. Morgan, Franklin P. Moritz, Alfred J. Procell, John H. Pruett, Jr., Kearney L. Pruett, Earl L. Raley, Robert V. Rayner, Robert Bruce Rivet, Thomas O. Roberts, Billy B. Robertson, James E. Robison, Mike Romanos, Charles H. Rose, Jr., Gerald J. Roussel, E.H. Scoggins, James E. Still, Charles W. Tebow, Ralph D. Tinsley, Loyd H. Wilkins, and Lawrence R. Yeager.

WE MUST ENSURE SAFE ROADS
AND BRIDGES!

HON. BOB FILNER

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Monday, April 27, 2009

Mr. FILNER. Madam Speaker, I rise today to introduce the Safety, Efficiency and Accountability in Transportation Projects through Public Inspection Act of 2009 (H.R. 2104).

This bill would require public employees to perform the inspection and related essential public functions on all state and local transportation projects. My bill is intended to ensure that public safety is protected, transportation funds are not wasted and projects are delivered in a timely manner.

On transportation projects, the construction inspector is the eyes, ears and voice of the public. Inspectors ensure that construction and seismic standards are met, that projects meet safety requirements and that the materials used will stand the test of time. In short, inspectors are there to ensure that the motoring public gets what they pay for and public safety and the public interest are protected.

When the construction inspection function is outsourced to a private company, there is no longer a representative of the public on the job site. In this circumstance, one private company is charged with the task of inspecting the work of another private company. This creates multiple conflicts for the private inspector. First, the private inspectors' primary obligation and responsibility is not to the public, but to the success and profitability of his company. Because the private construction company whose work they are inspecting on one project may be a business partner on a future project, private inspectors may also feel pressure from the private contractor to take steps that ensure larger profits for both firms. I am concerned that these conflicts have led private inspectors to cut corners and overlook problems that threaten public safety, increase costs and delay projects.

There are many examples in which public safety has been threatened by the use of private inspectors, including Boston's "Big Dig" (where a concrete slab from a tunnel ceiling fell and killed a woman), the L.A. Redline subway (Hollywood Blvd. collapsed), the 8-805 Interchange in San Diego (10,000 defective welds on a seismic retrofit), the Connecticut I-84 project (hundreds of drains that lead nowhere).

Contracting out public inspection work also does not save money! Defective work requires extensive repairs, and inevitably, the taxpayer gets stuck with the bill. Comparative studies have also found that contracting-out engineering, design, and inspection costs more than to do this work in-house, and none of these studies found that consultant engineers were less expensive. Factors that contribute to consultants' excessive costs include the lack of competitive bidding, cost-plus provisions in contracts, salary differentials between the private and public sectors, profit margins of from 10 percent to 15 percent, and additional costs connected with selecting and supervising consultants.

Failure to have public construction inspectors has also delayed projects in the past and will undoubtedly do so in the future. One such example is the privately inspected \$12 million carpool bridge connecting the San Diego (405) and the Costa Mesa (55) Freeways. The project was to have been completed in April 2003. However, work was halted in August 2002 when chunks of concrete were falling from the structure and many cracks were noticed. Contractor and private inspector errors were later discovered and the carpool ramp did not open until January 2005.

The Public and the federal government understand what's at stake. In a 2006 California public opinion poll, 71% of those surveyed said they want state engineers to inspect the construction of state highways; and 20% found private firms acceptable for the task. David M. Walker, the Comptroller General of the United States, said in a recent interview: "There's something civil servants have that the private sector doesn't, and that is the duty of loyalty to the greater good—the duty of loyalty to the collective best interest of all rather than the interest of a few. Companies have duties of loyalty to their shareholders, not to the country."

SENATE COMMITTEE MEETINGS

Title IV of Senate Resolution 4, agreed to by the Senate on February 4, 1977, calls for establishment of a system for a computerized schedule of all meetings and hearings of Senate committees, subcommittees, joint committees, and committees of conference. This title requires all such committees to notify the Office of the Senate Daily Digest—designated by the Rules Committee—of the time, place, and purpose of the meetings, when scheduled, and any cancellations or changes in the meetings as they occur.

As an additional procedure along with the computerization of this information, the Office of the Senate Daily Digest will prepare this information for printing in the Extensions of Remarks section of the CONGRESSIONAL RECORD on Monday and Wednesday of each week.

Meetings scheduled for Tuesday, April 28, 2009 may be found in the Daily Digest of today's RECORD.

MEETINGS SCHEDULED

APRIL 29

9:30 a.m.

Foreign Relations

To hold hearings to examine the nominations of Johnnie Carson, of Illinois, to