

Ashley Shields, and Katie Smith, as well as head coach, Bill Laimbeer, and assistant coaches Rick Mahorn, Cheryl Reeve, and Laura Ramus. I know my colleagues join me in congratulating the Detroit Shock on their third championship in franchise history. The people of Michigan look forward to witnessing the Shock continue to build on this success in the years ahead.

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

DEFENSE AUTHORIZATION

● Ms. MIKULSKI. Madam President, our military is under an unprecedented stress. Over 140,000 American servicemembers are deployed fighting in Iraq and Afghanistan. Many have made multiple deployments. Their families are also fighting on the home front to live normal lives despite repeated absences of a spouse or parent. Our nation owes our servicemembers and their families an enormous debt of gratitude. Congress has a sacred trust to provide for their needs.

The fiscal year 2010 Defense authorization bill passed by the Senate ensures that our servicemembers on the battlefield have what they need to complete their missions come home safely to their families and communities. It provides for advanced armored vehicles to keep them safe from roadside IEDS. It also authorizes an increase of 30,000 additional soldiers for the Army to help reduce the strain of repeated Iraq and Afghanistan deployments.

I commend Chairman LEVIN and Ranking Member MCCAIN for their leadership in crafting this bill. They have carefully balanced many competing priorities. They recommended a bill that looks out for the needs of our men and women while also looking out for their families. They have made hard choices to cut programs that are not working or are no longer needed. This is not an easy task. We should all be grateful for their dedication to our military and to our Nation's security.

This bill really looks out for our military personnel and their families. It includes a 3.4-across-the-board pay raise, half a percentage point more than requested. It increases the supplemental subsistence allowance from \$500 to \$1100 per month to ensure that servicemembers and their families do not have to rely on food stamps. It also authorizes \$30 million in IMPACT aid to help communities educate military kids, including \$10 million for communities hard hit by BRAC, and \$5 million to help educate military kids with severe disabilities. It has been said time and again, that while we recruit the soldier into the military, we must retain the family. This is especially true in this time of great stress on our military. This bill recognizes and responds to this reality.

I am also very glad that once again, the Senate is passing a DOD authorization that looks out for wounded warriors. This bill requires that DOD in-

crease the number of behavioral health specialists to ensure the military has enough doctors trained to identify and prevent suicide and post-traumatic stress disorder. It also directs DOD to devise strategies for electronic medical record exchanges between the military medical and Veterans Administration systems. This is critical to ensuring a smooth transition of care from one medical system to the other, and a timely processing of disability and benefits claims. When a soldier is injured, we incur a 50 year commitment for their care. I am glad that this bill helps ensure that those promises made will be promises kept.

The Senate considered many amendments during our two weeks of debate on this important bill. There are two that I want to discuss in particular.

I am pleased that the Senate supported President Obama, Secretary of Defense Gates, Chairman of Joint Chiefs of Staff ADM Mike Mullen and Air Force leaders in their decision to end the F-22 program. The F-22 will ensure the U.S. Air Force is dominant in future air-to-air conflicts. It is a credit to engineers and technicians who designed and built this great plane. Everyone involved in this program should be proud. However, I agree with the President that the time has come to bring F-22 production to an end so we can channel limited dollars to fielding the Joint Strike Fighter as soon as possible. I support ending the F-22 at 187 planes, and would have voted in support of the McCain-Levin amendment on the Senate floor to accomplish this.

I am also pleased that the Senate voted to reject the amendment proposed by Senator THUNE to allow gun owners to carry concealed weapons across State lines without first getting a permit to do so from the State they are entering. The second amendment guarantees Americans the right to bear arms. However, each state must be able to make reasonable rules to protect residents and public safety officers, and this amendment would have made that impossible. It also would have undermined Congress's long-standing respect for State's rights to enact and enforce their own gun laws. It is no surprise that large city mayors and police chiefs all over the country opposed this amendment. I would have opposed it also, and I believe the Senate did the right thing in defeating the Thune amendment.

In closing, I reiterate my strong support for this bill. It puts our servicemembers and their families first, provides our troops with what they need to accomplish their missions, and it makes wise investments in our Nation's security.●

ADDITIONAL STATEMENTS

WOMEN AIRFORCE SERVICE PILOTS

● Mrs. LINCOLN. Madam President, with Arkansas pride and heartfelt grat-

itude, I would like to thank and honor the brave Arkansans who served as Women Airforce Service Pilots—or WASPs, as they were more commonly called—during World War II.

During the war, women were recruited to fly noncombat missions under the Army Air Corps, so that male pilots could be deployed in combat. They served as test and instructor pilots, towed targets for air-to-air gunnery practice and ground-to-air anti-aircraft practice, ferried and transported personnel and cargo, including parts for the atomic bomb, and simulated combat maneuvers. In short, they flew every type of military aircraft on every type of mission, except direct combat missions.

Between 1942 and 1944, 25,000 young American women volunteered for flight training and service. Of these, 1830 were accepted and 1074 would eventually successfully complete their training. Four of those who received their wings were from Arkansas.

Dorothy Rae Barnes, from Hot Springs, AR, graduated from Hot Springs High School in 1935. She became a WASP, she said, because she had friends who were early WASP recruits and they encouraged her to join. She graduated from flight school in July 1943 and, as a WASP, flew the AT-6, a single-engine advanced trainer aircraft used to train fighter pilots, and the BT-13, a basic trainer flown by most American pilots during World War II. After her wartime experiences, she returned to Hot Springs, where she still lives today.

Geraldine Tribble Vickers Crockett, from Stevens, AR, became interested in flying because of an older brother, who was a flight instructor. He enrolled her in a civilian pilot training program that he was teaching in Little Rock and it was there that she earned her private pilot license. She went into the WASPs in 1944 and, like Dorothy Barnes, flew AT-6 and BT-13 aircraft. After deactivation, she went on to get her instructor and commercial licenses and taught flying to veterans on the G.I. bill. She now lives in Palm Springs, CA.

Betty Fulbright White, from Clarksville, AR, was in the last WASP class to graduate in December 1944. During her shortened service, she pulled targets for gunnery practice and transported cargo. After the war, she returned to Clarksville, where she passed away in 1985.

Thirty-eight women died during their service. They were denied military honors and their families bore all the costs of transporting their bodies home and arranging for their burials. One of those was Lea Ola McDonald. Lea McDonald was born in Hollywood, AR, on October 12, 1921. She entered WASP training in Houston, TX, in January 1943 and graduated in April 1944. She was killed less than 4 months later while flying an A-24 attack bomber on a practice flight at the age of 22.

During their time in service, these women faced overwhelming cultural