

7 a.m. Under the capable control of Commander John W. Young and pilot Robert L. Crippen, the STS-1 mission showed that a safe launch into orbit and safe return of the orbiter and crew was possible. In performing the test flight, Space Shuttle *Columbia* traveled over 1 million miles at an orbital altitude of 166 nautical miles. This was the first of over 130 shuttle missions over a period of 30 years during which astronauts recovered and repaired satellites including the Hubble Space Telescope, conducted cutting-edge research, and built and supported the largest structure in space, the International Space Station.

Mr. Speaker, on this 30th anniversary of the first flight of the Space Shuttle, we are also on the verge of retiring the Space Shuttle fleet. It is appropriate to honor the brave individuals who have paid the ultimate price so that the Nation could pursue its goals, vision, and leadership in human spaceflight and exploration and to recognize the bravery and heroism of all astronauts who have flown on the Space Shuttle. It is also appropriate to acknowledge the tireless and dedicated work of the men and women of the National Aeronautics and Space Administration ("NASA"), its field centers, and its contractors without whom these achievements would not have been possible.

The Space Shuttle has been a source of pride and inspiration for the American people. It sparked interest in many fields of engineering and science which benefitted the United States economy, inspired successive generations, and contributed to our leadership in science and technology. We must continue to provide our children and grandchildren with a similar source of inspiration. As the chapter on the Space Shuttle closes later this year, a new chapter in the book of human exploration begins.

Today, unlike 30 years ago, our leadership in space is being contested by many other nations. Mr. Speaker, I urge my colleagues to join me in reaffirming our support for NASA and in committing to a robust national program of human space flight and exploration. That will be the best way to mark this historic anniversary.

HONORING SHRINERS HOSPITAL
FOR CHILDREN—CHICAGO

HON. MIKE QUIGLEY

OF ILLINOIS

IN THE HOUSE OF REPRESENTATIVES

Friday, April 15, 2011

Mr. QUIGLEY. Mr. Speaker, on the 85th anniversary of its founding, I rise today to honor and recognize the outstanding impact that the Shriners Hospital for Children has had on the lives of children in Chicago. It is their mission to provide the highest quality health care to all children with orthopedic and neuromusculoskeletal conditions.

The Shriners founded their first children's hospital in Shreveport, Louisiana in 1922, and since then, their network has grown to include 21 more hospitals. The Chicago facility was founded on March 20, 1926 in the historic Oak Park District. Here, children are treated for a host of orthopedic and neuromusculoskeletal conditions, spinal cord injuries, as well as cleft lip and palate. Not only do they provide for the needs of the children, the hospital takes into

account the needs of the whole family throughout all phases of the child's injury and recuperation, including free transportation to and from the hospital if necessary. Once children are accepted for treatment, they become part of the Shriners Hospital System and are provided treatment for all facets of their condition.

All care is provided by an interdisciplinary team which works together to integrate the expertise of all appropriate healthcare disciplines in one center. In addition to providing treatment for these conditions, all Shriners Hospitals for Children are dedicated to continuing research in their specific fields and discovering new knowledge to better improve the quality of the lives of their patients and their families.

Mr. Speaker, I would like to recognize the Shriners Hospital for Children in Chicago for its dedication to providing healthcare to suffering children without regard to religion, race, nationality, disability, or ability of the family to pay. This organization provides an invaluable service to the city and has improved the lives of countless Chicago children. I thank them once again for their 85 years of exceptional services to children in need and their families.

PROCLAMATION FOR DR. JOHN
LOGAN CASHIN, JR.

HON. TERRI A. SEWELL

OF ALABAMA

IN THE HOUSE OF REPRESENTATIVES

Friday, April 15, 2011

Ms. SEWELL. Mr. Speaker, I rise to recognize a great American, Dr. John Logan Cashin, Jr., a visionary civil rights leader and extraordinary Alabamian.

Dr. Cashin was born in Huntsville, AL on April 16, 1928 to John Logan Sr., a dentist, and the former Grace Brandon, a school principal. His parents were active in social justice and civil rights work. His paternal grandfather, Herschel V. Cashin, served in the Alabama Legislature during Reconstruction. Dr. Cashin received his B.A. degree from Fisk University and D.D.S. degree from Meharry Medical College in Nashville, Tennessee and joined his father in dental practice. He was a devoted member of the Omega Psi Phi Fraternity, Inc. Dr. John L. Cashin, Jr. was drafted into the U.S. Army, where he was made a first lieutenant and Chief of dental services for soldiers stationed near Fontainebleau, France. Dr. Cashin Jr.'s wife of 39 years, Joan Carpenter Cashin, died in 1997. They are survived by their children, Sheryll Cashin Esq., Professor of Law at Georgetown University, John M. Cashin of Lagos, Nigeria and Carroll L. Cashin of Huntsville, Alabama. Dr. Cashin has five grand-children: Winton, Etalvia, Jasmine, Langston and Logan. He is also survived by his wife, the former Dr. Louise R. White of Washington, D.C. whom he married in 1998.

As a visionary leader in the struggle for social justice and equal rights for African Americans, Dr. John L. Cashin, Jr. founded the National Democratic Party of Alabama in 1968 and served as its Chairman until it disbanded in 1976.

Under the leadership of Dr. John L. Cashin, Jr., the National Democratic Party of Alabama changed the face of local political leaders in office throughout the state. In November of 1968, seventeen of the party's candidates won

local offices in Alabama's Black Belt region, comprising seventeen counties in the central and western part of the state.

In 1970, Dr. John L. Cashin Jr., ran for Governor of the State of Alabama as the first African American candidate since Reconstruction. His courage paved the way for numerous African American candidates to win and hold elected offices. Dr. John L. Cashin, Jr. passed away on March 21, 2011 at the age of 82 in Washington, D.C.

Therefore I, Terri A. Sewell, Representative to the United States Congress from the 7th District of Alabama, do hereby recognize Dr. John Logan Cashin, Jr. for his numerous contributions to the region, state, and nation. I do hereby extend deepest sympathy to the family of Dr. John L. Cashin, Jr., a visionary leader for the Civil Rights movement who never forgot his roots, and who fought for equalities for all mankind. I stand on the shoulders of Dr. John L. Cashin, Jr. and for that I am eternally grateful.

STATEMENT ON H.R. 658, THE FAA
REAUTHORIZATION AND REFORM
ACT OF 2011

HON. RODNEY P. FRELINGHUYSEN

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

Friday, April 15, 2011

Mr. FRELINGHUYSEN. Mr. Speaker, I rise today in strong support of the amendment offered by my colleagues Messrs. Garret, Engel, Andrews, and Himes.

Since the publication of the Federal Aviation Administration's (FAA) "preferred alternative" for the New York/New Jersey/Philadelphia Metropolitan Airspace Redesign project, I have sponsored and cosponsored several similar amendments that have sought to rectify this deeply flawed project that will increase aircraft noise over Northern New Jersey.

Throughout my tenure in Congress and the New Jersey legislature, I have been a staunch advocate for reducing aircraft noise. I have attended dozens of public hearings, had meetings with officials from the FAA, and responded to thousands of calls from constituents whose lives have been affected by existing air traffic patterns and related noise.

While the safety of passengers is paramount, and the vitality of the air transport system is important, people on the ground have a right to a quality of life with a minimum exposure to aircraft noise overhead.

I understand the need for improving the efficiency of our Nation's aviation infrastructure to better accommodate the high demand for flights.

However, the FAA has continually turned a "deaf ear" to the issue of aircraft noise, which affects all citizens on the ground, regardless of whether they travel by plane or not.

Again, I have long fought against such noise increases. In particular, I strongly opposed the FAA's original redesign proposal in 2005, which would have had substantial noise increases throughout the New Jersey and New York metropolitan areas.

The FAA's amended plan included some noise reductions from their original proposal, but did not go far enough.

Now, despite strong opposition from Members of Congress and citizens throughout the