

I want to thank Chairman BUCK MCKEON and Ranking Member ADAM SMITH. They allowed language to be in the NDAA bill that basically says they hope that the Marine Corps will work to clear the names of these two pilots.

And, Mr. Speaker, I want to thank the press that has taken on this effort also. Voltaire said, and I quote Voltaire, We owe the living our respect. We owe the dead the truth. And that's all this effort has ever been about is trying to call on the Marine Corps, who the American people respect, I respect, to issue the letter to Trish Brow and Connie Gruber.

Mr. Speaker, all the lawsuits are over, and I look at this letter from Mike Morgan, and I don't read it because the first sentence is about me. But it says:

I applaud and fully support the extraordinary effort you have undertaken in support of John Brow and Brooks Gruber and the families who lost loved ones in the tragic crash of Nighthawk 72.

Let me read just a couple more, and then I'm going to close, Mr. Speaker. This is from Phil Stackhouse. Again, this is one of the three investigators. He said:

I do not believe that it would be a surprise to anyone that it is my opinion the mishap was not a result of pilot error, but was the result of a perfect storm of circumstances.

Mr. Speaker, that's what I'm talking about. They did not understand vortex ring state. The manufacturer didn't understand it. The Marine Corps didn't understand it, so they couldn't train the pilots to understand it. That's what Major Stackhouse meant by a perfect storm of circumstances.

During the conduct of this investigation, we collected some 20 binders of evidence, including, among other things, maintenance records, training records, telemetry records, operational and testing records, and dozens of photographs. He further states this includes, for example, compressed testing and evaluation created by deadlines, funding, and maintenance.

Mr. Speaker, that's what he's talking about—at that particular time, when this plane was up and going to Arizona, they were cutting programs to test the plane. You had Secretary of Defense Dick Cheney trying to kill the program. They did everything they could.

I don't blame the Marine Corps for trying to save the program. They believed that this was the helicopter of the present and the future.

But he further stated:

The actions of the lead aircraft in the section, and lack of understanding how vortex ring state/power settling would actually affect the Osprey in the real world, was part of the problem. I do not feel that our investigation reflects that the mishap was a result of pilot error, and if the investigation was interpreted that way, it was misinterpreted.

Mr. Speaker, this is one of the three investigators. They all wrote about the same letter. And Major Phil Stackhouse closed by saying this:

For any record that reflects the mishap was a result of pilot error, it should be cor-

rected. For any publication that reflects the mishap was a result of pilot error, it should be corrected and recanted.

Mr. Speaker, I've had the privilege and the pleasure to meet Major Brooks Gruber's daddy and mom. They live in Florida. One time after the accident they came to Jacksonville, North Carolina, and Connie Gruber invited me to the First Baptist Church of Jacksonville. And it's one of those falls where they have reunions. And I never will forget, after the church service, Connie said, I want you to meet my father-in-law.

□ 2010

I went out and met Mr. Gruber. Mr. Speaker. He was a marine who fought for this country in Korea. We were in the vestibule of the First Baptist Church in Jacksonville.

He said, I want to shake your hand.

With tears in his eyes, he said, Congressman, I cannot thank you enough for trying to clear my son's name.

Mr. Speaker, I've stayed in touch with Mr. Gruber from time to time to let him know we're making progress. No, we're not there yet, but we keep beating this drum, the drum saying, Clear their names; clear their names; clear their names.

I called Trish Brow last week to tell her that WTVJ wanted to come up and interview her about the accident. It happened to be a tough day, Mr. Speaker, because her father-in-law, who is 80 years old, was having surgery. I am pleased to report that the surgery went well.

I want Mr. Brow, Sr., and his family and I want Mr. Gruber, Sr., and his family to see the letter that we are asking the Marine Corps to send to the two wives. Both men are in their eighties.

I will read it one more time before closing:

For any record that reflects the mishap was a result of pilot error, it should be corrected. For any publication that reflects the mishap was a result of pilot error, it should be corrected and recanted.

The three investigators—Colonel Mike Morgan, Colonel Ron Radich, Major Phil Stackhouse—have all written me letters and have said the same thing, that our JAGMAN report says the pilots were not at fault.

Mr. Speaker, we are going to keep battling this thing for the families. I will say we're getting closer because I have such faith in God Almighty that I know that it's God's will that these two pilots who are dead and their families who are living deserve to have their names cleared. I just call on the Marine Corps to do what's right for their marines.

Do what's right for the marines. Forget the Congressman. He just happens to be the foot soldier. Do what's right for the two marines who are dead. Do what's right for the 17 marines who were in the back of the plane who are dead, and do what's right for the families of the pilot and co-pilot.

Mr. Speaker, with that, I want to thank you and the staff. You stayed here tonight to give me this chance to share my concern, my heart.

I will ask God to please touch the hearts of those in the United States Marine Corps, to look at the face of Colonel John Brow, pilot, and at the face of Major Brooks Gruber, co-pilot, and call on the Marine Corps to write the letters to the families and to publicly say that the JAGMAN report has cleared these two pilots' names and that we, the Marine Corps, could have 8 years ago issued a press release to the Nation saying that these two pilots were not at fault.

Had they done that, I would not be on the floor tonight.

Mr. Speaker, I close, as I always do, from the bottom of my heart for all of those fighting in Afghanistan: God, please bless the families of our men and women in uniform. Please, God, bless those who are serving our Nation. Those who have lost loved ones in Afghanistan and Iraq, hold them in your arms, dear God. Give them comfort.

God, please bless the House and Senate that we will do what is right in the eyes of God. Please bless President Obama that he will do what is right in the eyes of God for God's people.

And three times I will say in closing: God, please, God, please, God, please, continue to bless America.

I yield back the balance of my time.

LEAVE OF ABSENCE

By unanimous consent, leave of absence was granted to:

Mr. GRIFFIN of Arkansas (at the request of Mr. CANTOR) for today on account of illness.

Mr. SCHILLING (at the request of Mr. CANTOR) for today on account of attending the visitation of a fallen soldier.

ADJOURNMENT

Mr. JONES. Mr. Speaker, I move that the House do now adjourn.

The motion was agreed to; accordingly (at 8 o'clock and 15 minutes p.m.), under its previous order, the House adjourned until tomorrow, Tuesday, June 19, 2012, at 10 a.m. for morning-hour debate.

EXECUTIVE COMMUNICATIONS, ETC.

Under clause 2 of rule XIV, executive communications were taken from the Speaker's table and referred as follows:

6456. A letter from the Acting Under Secretary, Department of Defense, transmitting the Department's report on the amount of purchases from foreign entities in Fiscal Year 2011, pursuant to Public Law 104-201, section 827 (110 Stat. 2611); to the Committee on Armed Services.

6457. A letter from the Assistant General Counsel for Legislation, Regulation and Energy Efficiency, Department of Energy, transmitting the Department's final rule —