

dedication to others, jovial nature and innate leadership capabilities were evident in all facets of his life. Whether serving his Nation for 26 years as a combat-proven Naval Aviator, decorated Fighter Pilot, experienced Test Pilot, respected Astronaut and Space Shuttle Pilot, esteemed Dean of Students at the U.S. Naval Postgraduate School or, for nearly 30 years, living out his enduring love and respect for his wife—Lisa—and his steadfast devotion to his beloved sons—Zachary and Samuel—“Dex” made a profound difference on our world that will never fade away.

Born on November 5, 1961 in Pasadena, CA, Alan Poindexter grew up in Rockville, MD and Coronado, CA. As a youngster, he served in the Cub Scouts and Boy Scouts and fulfilled his interest in aviation by playing with model aircrafts and watching the Apollo flights. Following his graduation from Coronado High School in 1979, Alan attended junior colleges in both California and Florida.

While in Florida in 1981, Alan met Lisa A. Pfeiffer of Pensacola, FL. They married on December 23, 1983 while Alan was a midshipman in the Georgia Institute of Technology Navy ROTC program. Their son, Zach, was born on August 9, 1985. Alan earned a Bachelor of Aerospace Engineering degree in 1986, graduating with highest honors.

Following his commissioning in the U.S. Navy, and eventual designation as a Naval Aviator in 1988, Alan reported to Fighter Squadron 124 located at Naval Air Station Miramar, CA, for transition to the F-14 Tomcat. Following his initial training, Alan—whose call-sign was now “Dex”—was assigned to Fighter Squadron 211, also at Miramar, and made two deployments to the Arabian Gulf during Operations Desert Storm and Southern Watch. During this time, Alan, his wife, Lisa, and their son, Zach, welcomed a second son, Samuel, on October 30, 1989.

While on his second deployment in 1993, Dex was selected to attend the Naval Postgraduate School/U.S. Naval Test Pilot School Cooperative Program. Following graduation in December 1995, he was assigned as a Test Pilot and Project Officer at the Naval Strike Aircraft Test Squadron (NSATS), Naval Air Station Patuxent River, MD. Dex was with Fighter Squadron 32, NAS Oceana, VA, when he was selected for Astronaut training in June 1998. As a Naval Aviator, Dex logged over 4,000 hours in more than 30 aircraft types with over 450 carrier landings.

Alan reported for Astronaut training in August 1998 and initially served in the Astronaut Office Shuttle Operations Branch performing duties as the lead support astronaut at Kennedy Space Center. He later served as a Capsule Communicator (CAPCOM) for several missions and was a veteran of two space flights—he served as Pilot on STS-122 aboard Atlantis from February 7–20, 2008 and from April 5–20, 2010 he was the Commander of STS-131 aboard Discovery. During his NASA career, Alan logged over 669 hours in space. After his retirement from NASA in December 2010, Dex returned to the Navy and was assigned to the Naval Postgraduate School as the Dean of Students until his untimely death.

Alan's many decorations include the Defense Meritorious Service Medal, two Legions of Merit, NASA Outstanding Leadership Award, NASA Aviation Safety Award, Navy and Marine Corps Commendation Medal with

Combat V and various other service awards. Always active, Alan's recreational interests included motorcycling, cycling, photography, running, weightlifting, boating, hunting, fishing, and spending quality time with family and friends.

But a man is not measured alone by the awards he earned or the medals he wore, nor even for his personal interests, sense of humor and honor, his courage and compassion. It is all of that and more.

Alan's wife, Lisa, and his two loving sons, Zach and Sam, will always remember Alan for his unflinching willingness to be the one who “slept on the rock” at the campsite, so that they could take the more comfortable places. He became fondly, and gratefully, known to them over the years as the “guy who slept on the rock.” Nothing greater could be said, with more love, of any man.

Mr. Speaker, I know that I speak on behalf of the entire House, when I offer the Nation's deepest sympathies to Alan's wife, Lisa, his sons Zach and Sam, and to their entire extended family. Captain Alan Poindexter, loving husband and father, fighter pilot, astronaut, and friend, demonstrated for all of us the qualities that characterize the greatness of America.

RECOGNIZING AMTRAK AND ITS
IMPORTANT ROLE ON SEP-
TEMBER 11, 2001

HON. CORRINE BROWN

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, September 11, 2012

Ms. BROWN of Florida. Mr. Speaker, on this day of remembrance of the tragic events of September 11, 2001, I would like to take this opportunity to thank Amtrak and its employees for its efforts in the minutes, days and weeks following the attacks.

On this very day 11 years ago, Amtrak and its employees worked around the clock to provide one of the only travel options in many parts of this country. Within minutes of the incident, Amtrak jumped into action. It mobilized and established a command center; evacuated a number of stations for inspections of trains and infrastructure; and dispatched police officers and staff throughout Amtrak facilities to patrol and conduct ongoing inspections.

On the Northeast Corridor, Amtrak added about 30 percent more seating capacity to fill the travel gap. Over 1,600 daily seats were added to long-distance trains and another 300 seats to West Coast trains.

Amtrak also provided transportation to New York City for families and friends of victims, firefighters, police, medical teams, military and other public officials, and even airline crew members. In partnership with the American Red Cross, Amtrak transported thousands of emergency relief kits to New York City. In fact, with the airlines grounded, the U.S. Postal Service turned to Amtrak to carry mail.

Mr. Speaker, on the anniversary of September 11, it is important we reflect on the important role of Amtrak and its employees and it is essential that we maintain our vigilance of the security of all modes of transportation.

LAMENTING THE FACT THAT H.R.
2362 DID NOT PASS

HON. JAMES P. MORAN

OF VIRGINIA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, September 11, 2012

Mr. MORAN. Mr. Speaker, I wanted to submit an article printed in the July 27th issue of *The Hill* that came to my attention. Entitled “Native American tribal leaders: Indian Country shouldn't be hostage to far-off conflicts” and written by Native American tribal leaders Eric Bruguier and Lloyd Irvine, the authors lament the fact that the Indian Tribal Trade and Investment Demonstration Project Act (H.R. 2362) failed to secure the necessary votes to pass under a suspension of the rules.

As a cosponsor of this measure, I am also disappointed this measure failed to pass. With the unemployment rate on American Indian reservations averaging between 40 percent and 50 percent, with poverty that transcends generations and incomes and educational attainment all well below the national average, this bill would have enabled foreign investors to partner with Native Americans on reservations to create new businesses and generate income where little to none exists today.

NATIVE AMERICAN TRIBAL LEADERS: INDIAN
COUNTRY SHOULDN'T BE HOSTAGE TO FAR-
OFF CONFLICTS

(By Eric Bruguier and Lloyd Irvine)

Being able to conduct business easily internationally is the lifeblood of the American economy. Trade provides new markets for American products and know-how, providing choices to foreign consumers and growth and prosperity at home. Yet apparently Congress does not feel that Native Americans deserve to participate.

This week, the House voted on H.R. 2362, a simple yet important piece of legislation that would have allowed Native Americans to do business with foreign companies from any of the 155 countries that are members of the World Trade Organization.

Despite earning the support of 58 percent of House members—and the backing of the National American Indian Housing Council, the National Congress of American Indians, and the National Center for American Indian Enterprise Development—the bill failed to meet the two-thirds majority needed to pass under the expedited process known as suspension. It failed not because of any substantive arguments against the bill's merits but because of pressure from two ethnic lobbies with a history of grievances against Turkey. And once again, Native Americans are left to suffer.

Current regulations and red tape prevent Native Americans from taking control of their own economic development. If a business wants to lease property to open a store or a factory, that business must first go through a multilayer, multiyear review process required by the Bureau of Indian Affairs, a process that can take up to six years—six years to complete paperwork that takes a week to complete in the rest of the country. Business cannot operate under these conditions. This bill would have changed that.

Rep. Tom Cole (R-Okla.), the only Native American member of Congress, introduced this legislation with the sole intention of creating economic sovereignty for Native Americans. He has firsthand experience of the challenges faced by tribes. Native Americans suffer from the highest poverty and unemployment rates in the country. Compared with the rest of the United States, they are