

Mr. Speaker, it is my distinct pleasure to ask my colleagues to join with me in saluting Hebrew Union College—Jewish Institute of Religion on this historic event and in congratulating the first class of Reform Rabbis to be ordained on the West Coast.

TRIBUTE TO REV. DR. LOUIS
RAWLS

HON. BOBBY L. RUSH

OF ILLINOIS

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 2, 2002

Mr. RUSH. Mr. Speaker, it is with a heavy heart that I rise today to pay tribute to a dear friend, an extraordinary man, and a great pastor of great pastors—Rev. Dr. Louis Rawls, who passed away on Friday, April 26 of pneumonia. Rev. Rawls is truly one of Chicago's unsung heroes. His death will leave a deep void in our community.

Rev. Louis Rawls dedicated his 97 years of life to his family, his church and service to his community. Born and raised in Johns, Mississippi, he was ordained and became pastor of Canaan Baptist Church in Chicago. In 1941, Rev. Rawls built the Tabernacle Missionary Baptist Church on the South Side of Chicago where he was pastor until his death.

Rev. Rawls was a learned man, a visionary who believed that the church must play an active role in community development. As an active civic leader and trailblazer, Rev. Rawls sought to enhance his community by bringing to it goods and services. He founded the Willa Rawls Manor, a 121-unit living center for senior citizens and operated the Tabernacle Community Hospital and Health Center, the first black-owned hospital at the time.

Rev. Rawls also established the Brown-Rawls Funeral Home, a grocery store, a real estate and mortgage corporation, and a printing and publishing company. Rev. Rawls sat on the boards of a number of community and national groups, including the National Association of Evangelicals, Channel 38, Chicago Baptist Institute and Morehouse College in Atlanta.

Rev. Rawls is survived by his wife, Willa, affectionately known as "Baby Rawls", his sons Julius and Samuel, his foster son, Grammy award-winning singer Lou Rawls, and Donald and Jerry Poston, two boys who he raised and considered his sons.

My fellow colleagues, please join me in honoring the memory of Rev. Dr. Louis Rawls, a true beacon of our Nation.

"The righteous cries out, and the Lord hears them; he delivers them from all their troubles. The Lord is close to the broken hearted and saves those who are crushed in spirit." (Psalm 34:17-18)

INTRODUCTION OF THE AERONAUTICS RESEARCH AND DEVELOPMENT REVITALIZATION ACT

HON. JOHN B. LARSON

OF CONNECTICUT

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 2, 2002

Mr. LARSON of Connecticut. Mr. Speaker, I rise today in the month in which we celebrate

the 75th anniversary of Charles Lindbergh's historic flight across the Atlantic to introduce bi-partisan legislation designed to revitalize an industry that is essential to maintaining this country's economic growth, technological superiority, and military might. Since Lindbergh's flight, aviation technology in the United States has reached a level of success and development unparalleled in world history. The overall success of our economy and our armed forces is strongly linked to the strength of the U.S. aerospace industrial base. However, despite the historical strength of this industry, it is clear that the United States is involved in a difficult struggle to maintain our preeminence in the aerospace field, both commercially and militarily.

In January of 2001, the European Union unveiled its plan for gaining dominance in the global aerospace market entitled, European Aeronautics: A Vision for 2020. This plan lays out an ambitious, \$93 billion, 20-year agenda for winning global leadership in aeronautics and aviation. In stark contrast to the vision set by the Europeans, the U.S. has cut by half its expenditures on aerospace research & development (R&D) over the past two decades. This downward trend has coincided with a similar trend in the U.S. share of the world aerospace market, which declined from about 70% of the global market to less than 50% now. Furthermore, the Administration has proposed to further cut aeronautics research by \$58 million at NASA and \$20 million at FAA for next year.

As a result of these negative trends and the importance for the long-term economic and security interest of the United States, I joined with a bipartisan group of my colleagues to introduce the Aeronautics Research and Development Revitalization Act. This legislation establishes a broad-based agenda to reinvigorate America's aeronautics and aviation R&D enterprise and maintain America's competitive leadership in aviation by:

Reversing the trend of declining Federal investments in aeronautics and aviation R&D by doubling funding over five years. Funding is increased to \$900 million in 2005 (approximately the level they were in 1998), and \$1.15 billion in 2007.

Following the recommendations of the FAA's Research, Engineering and Development Advisory Committee, doubling funding over 5 years to \$550 million in 2007.

Establishing a focal point for aeronautics R&D by re-establishing an Office of Aeronautics reporting directly to the NASA Administrator.

Establishing an R&D initiative to develop technologies within a decade to build commercial no-noise, low-emissions, and be highly-energy efficient. The goals would challenge NASA, industry, and academia to come up with revolutionary approaches to the propulsion, structures, avionics, and other technologies needed for such an initiative to succeed. Such technologies would be developed on a more ambitious timetable than is envisioned by the Europeans in their Vision 2020 plan.

Establishing an R&D initiative directed at reinvigorating the nation's rotorcraft R&D that will address the nation's civil and military needs for decades to come.

Addressing the need for a long-term Federal R&D effort to develop technologies for an environmentally-friendly, commercially-viable supersonic transport capable of flight over land.

Including, independent review mechanisms to ensure that the agency is pursuing technology concepts in a cost-effective manner. The objective of the legislation is for the Federal government to work with industry and academia to achieve challenging aeronautics goals—not to fund "make-work" activities.

Authorizing the establishment of one or more university-based centers for research in aviation training for flight crews and air traffic controllers as new technology and procedures are added to the nation's infrastructures.

Establishing a program of scholarships to help replenish the nation's pool of aeronautical engineers.

Tackling the problem of delays in and unreliability of the air transportations system directly by authorizing funds for NASA to work with NOAA on research to improve significantly the reliability of 2 to 6 hour aviation weather forecasts.

Providing a significant funding to allow increased attention to environment and energy-related projects and for research on increasing the capacity, efficiency and safety of the air traffic system.

The basic premise of the legislation is that the U.S. can best meet the R&D challenge mounted by the Europeans and others through focused R&D investments that will enable future aircraft and rotorcraft technologies that are extremely quiet, fuel-efficient, and low in emissions of carbon dioxide and nitrogen oxides. The development of such aircraft will enable the U.S. aviation industry to dominate anticipated aviation markets, as well as create new markets in cities and regions whose airports have been underutilized because of perceived negative environmental impacts. In addition, the new aviation capabilities could allow innovative approaches to meeting the future demand for travel by the American public, open up new possibilities for the future national air traffic management system, and make aerospace technologies more environmentally friendly.

The legislation is designed to reflect Congress' intent to respond to the challenge laid out in the European Vision 2020, through vigorous and robust increases to the FAA and NASA's aeronautics R&D funding.

Seventy-five years after Charles Lindbergh's ingenuity and bravery began America's almost century-long dominance in aviation, leadership is required to sustain our aeronautics industry to make it as vibrant a symbol of America's might in the 21st century as it was in the 20th. Therefore, I urge my colleagues to support this legislation.

PAYING TRIBUTE TO HILDUR
HOAGLUND ANDERSON

HON. SCOTT McINNIS

OF COLORADO

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 2, 2002

Mr. McINNIS. Mr. Speaker, it is with great sorrow that I take this opportunity to pay tribute to the life and memory of Hildur Hoaglund Anderson. Hildur passed away in February of this year after ninety-four full and joyous years. She was a valued member of the Colorado community since 1907, and served as a teacher, musician, and an early pioneer of Snowmass Village. As family and friends

mourn her loss, I think it is appropriate that we remember Hildur's many contributions to her community, family, and fellow Coloradans throughout her life.

Hildur's life and testament embodies the spirit of Colorado's heritage and Western life-style. Born June 21, 1907, she was the youngest of six children and was raised on the family ranch. She attended school in a one-room schoolhouse and rode on horseback down to the town of Aspen for her piano lessons. In 1937, Hildur married Bill Anderson and together they raised a loving family of four children. Known for her quick wit and considerable wisdom, she was always willing to share her life experiences with others. Her sayings and quotes are known around the town as 'Hildurisms' and will be a part of the folklore in Aspen for years to come.

She began educating children at the age of seventeen, teaching children on the Western Slope the fundamentals of a quality education. She was known throughout the school system for her special attention to each child as well as her mentoring of young teachers in the community. Known for the vitality she displayed throughout her life, she was often found entertaining the community with her musical talents on the accordion and piano alike.

An inductee at the Aspen Hall of Fame, it is clear that Hildur Hoaglund Anderson helped to shape the town of Aspen through her years of teaching, her contributions to the community, and witty bits of advice. It is my honor to be able to bring the contributions and life of Hildur Lillian Hoaglund Anderson to the attention of this body of Congress, and this nation. Thank you Hildur for all that you gave us, you will be greatly missed.

INTRODUCING THE HAITIAN
ADJUSTMENT OF STATUS ACT 2002

HON. ALCEE L. HASTINGS

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 2, 2002

Mr. HASTINGS of Florida. Mr. Speaker, last week, the Immigration Reform and Accountability Act was passed by an overwhelming majority. I rose at that time to express my concerns that the bill did not, as its title suggested, actually reform any of our immigration policies, it simply restructured the INS for the purpose of efficiency—a laudable first step to be sure. But a "first step", and little else.

Countless times, I have risen to express my concerns that more needs to be done to support and assist Haitian aliens in our country. A newspaper article published just last week quotes the Office of the UN's High Commissioner for Refugees saying that our policy on Haitian asylum seekers is "contrary to the norms and principles of international refugee law". As disturbing as that statement is, even more disturbing is the knowledge that the INS policy on Haitian aliens differs from the policy on aliens from other nations.

I am introducing a bill today that will rectify some grievous inequities in the current INS immigration policies. Policies that grant different types of treatment to refugees, based solely on their country of origin.

My bill is specifically focused on Haitian aliens who have been living and working in our country for several years. It enables the

Attorney General to adjust the status of these eligible aliens to that of "permanent resident". Further, my bill also includes provisions for permanent resident status when the alien is the spouse or child of an alien lawfully admitted as permanent resident.

In point of fact, this bill does nothing more than provide fair treatment to aliens who have been living and working in this country for years as good neighbors and dedicated employees.

Study after study has shown that legal immigrants give us more than they take out in the form of benefits. They are asses to our economy and are often successful entrepreneurs who pay taxes and hire employees.

Thus, I continue to believe that legal immigration is one of the sources of America's greatness, as our country has prided itself on the strength of its diversity. We are a Nation of immigrants and those who enter our borders legally should be afforded equal opportunity to excel and prosper.

When we passed the Immigration Reform and Accountability Act last week, we missed an opportunity to take steps to actually "reform" our immigration policies. The bill I introduce today is an essential first step in ensuring "justice for all . . ."

I urge my colleagues to support his legislation.

[From the Miami Herald, Apr. 24, 2002]

MISGUIDED INS POLICY

The U.S. Immigration and Naturalization Service continues to detain Haitian asylum seekers, denying them a fair shot at winning their cases on merit. The policy is discriminatory and wrong. It also is "contrary to the norms and principles of international refugee law," according to the Office of the United Nations High Commissioner for Refugees.

The commission's opinion comes as local immigration advocates have sued for release of the Haitian refugees. The lawsuit, which seeks class-action status, charges that the INS has singled out Haitians for mistreatment because of their race and nationality. It also accuses the INS of constitutional violations.

The INS says the Haitians haven't been officially admitted to the United States, don't have constitutional protections and that releasing them is contrary to "the public interest."

The policy has been in place since Dec. 3, when 165 Haitians were brought ashore from an overcrowded boat that foundered near Miami. Now in INS custody, most have been found to have credible fear of persecution. After passing this hurdle, other nationalities are generally released to pursue their cases.

But the Haitians, who now number more than 240, remain locked up and subjected to expedited asylum proceedings. The situation ensures that most Haitian refugees won't be able to find a lawyer, gather necessary documents or prepare adequately to argue the merits of their asylum petitions.

For those fortunate enough to have obtained pro bono attorneys, contacting them has become increasingly difficult. That's what attorneys say after having to wait hours to see Haitian clients at INS's Krome detention center and in a county jail.

In court documents, the INS says that its policy is designed to deter a Haitian exodus. Federal officials were concerned "that paroling the migrants from the Dec. 3 vessel might cause others to attempt dangerous maritime departures . . . or trigger a mass migration," said Michael Becraft, INS's Acting Deputy Commissioner. Thus, the harsh new policy.

Haitians seeking refuge from threats of death, rape, beatings and other political persecution now get locked up. They remain jailed at taxpayer expense until deported or granted asylum—processes that take months or years.

[From the South Florida Sun-Sentinel, Apr. 24, 2002]

MAKE THE RULES THE SAME

People from nearby island nations who climb on rickety boats or rafts and try to reach Florida should be discouraged. Often, they are putting their lives into the hands of smugglers and thugs. Many have drowned.

But sometimes those flimsy vehicles carry some people who would be harmed or killed if sent home. U.S. laws distinguish between economic refugees and people with a real and credible fear of persecution.

New immigration rules distinguish between Haitian asylum-seekers and those of other immigrant groups. Last December, the Immigration and Naturalization Service changed the rules, mandating no parole for Haitians with credible asylum claims. This means that Haitian asylum-seekers must stay behind bars until the case is heard.

These rules don't apply to asylum-seekers of other nationalities—Cubans, Chinese, South Americans. Unless they are suspected terrorists, these asylum claimants can be released to their relatives or sponsors.

The INS says the rules were changed to discourage Haitians from taking to the seas and becoming the victims of smugglers. As political turmoil has increased in Haiti, so have illegal boat trips.

Illegal immigration is a crime. The United States has the right and the responsibility to protect its borders and enforce its laws.

Yet treating Haitians differently from other immigrant groups isn't the right way to protect them or solve the problem. There are other ways to deter smuggling trips, such as cracking down on smugglers and increasing border patrol.

The INS has begun releasing some of the 240 detained Haitians who are seeking asylum. Among the released are Haitians who have arrived by plane and whose families can prove they have the income to support them. This is a positive step, but it's not enough.

Illegal boat trips should be discouraged. But Haitians who have a real fear of persecution should be treated the same way other immigrant groups are. To do otherwise isn't fair or just. It's discriminatory.

TRIBUTE TO RABBI SAMUEL B.
PRESS OF BETH ABRAHAM SYN-
AGOGUE

HON. TONY P. HALL

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 2, 2002

Mr. HALL of Ohio. Mr. Speaker, I rise to honor Rabbi Samuel B. Press, who is retiring after serving 24 years as spiritual leader of Beth Abraham Synagogue in Dayton, Ohio, within my district. During those years, he has made an enormous difference in the lives of the congregants as well as the citizens of greater Dayton.

The last quarter century has seen a great deal of change in Beth Abraham, Conservative Judaism, and the community. A recent article in the Dayton Jewish Observer noted, "Press rode the sometimes rocky waves of change with moral fortitude."