

extensive disenfranchisement taking place throughout the country. The anniversary of the enactment of this historic law provides an opportunity to acknowledge these activists. Most notably, their tremendous dedication and uncompromising pursuit of equality took the form of peaceful marches from Selma to Montgomery that were met with vicious attacks by state and local police forces. These events caught the attention of the President and Congress, contributing to a commitment to new civil rights legislation to counter the resistance and discrimination laws within the states. The enactment of the Voting Rights Act in 1965 allowed African-Americans across the country to finally have a say in the functioning of the country. Today, I celebrate the anniversary of this law as a reflection of what our country represents: a nation pledged to representing the views, values, and beliefs of all the people it serves.

TRIBUTE TO TRINITY UNITED  
METHODIST CHURCH

**HON. DIANA DeGETTE**

OF COLORADO

IN THE HOUSE OF REPRESENTATIVES

*Friday, July 31, 2009*

Ms. DEGETTE. Madam Speaker. I would like to recognize the remarkable history and invaluable contributions of an extraordinary church and congregation in the 1st Congressional District of Colorado. It is fitting that we recognize this outstanding institution for its inspiring history as the City of Denver's "First Church" and for its enduring service to the people of our community and our nation. It is to commend this distinguished organization that I rise to honor the Trinity United Methodist Church on the occasion of its 150th Anniversary.

In the spring of 1859, only months after the mining camps of Auraria and Denver City were precariously settled along the banks of Cherry Creek, the Kansas-Nebraska Conference of the United Methodist Church sent out members to set up churches in the already rowdy mining camps of the newly established Pikes Peak region. On August 2, 1859, frontier minister William H. Goode and 23-year-old Jacob Adriaance established the Auraria and Denver City Methodist Episcopal Mission, known today as Trinity United Methodist Church. In 1864, a new Trinity United Methodist Church was built at 14th and Lawrence Streets to serve a burgeoning congregation.

The "Lawrence Street Church" served the community well. However, after arrival of the railroads to Denver, the City expanded greatly spreading the church's congregation further out into the growing city. By 1888 a new church rose at 18th and Broadway in Denver to accommodate the congregation's growing members. For over a century Trinity United Methodist Church has remained at this location. The church was regarded by its architect, Robert S. Roeschlaub, as the crowning achievement of his extensive career. Built of local sandstone and materials the sanctuaries ornate and carefully considered carvings and architecture are a testament to the commitment of the church to its members and community. Its 184 foot spire was one of the tallest stone towers in 1888 and remains a distinctive feature. Inside reside soaring stain

glass windows and solid brass pulpit along with a custom crafted 4,202 pipe organ which brings parishioners to prayer.

Today under the banner of "We're Here for Good!" over 50,000 church members share in weekly worship. In honor of its 150th Anniversary and in continuation of the church's service to our community and fellow humankind, the congregation has laid out four ambitious missions; planting a new church for those on the margins of society; completing construction of the John Wesley School in Guatemala; partnering to reduce infant, child, and maternal mortality in Liberia; upgrading the interior to be greener, safer, and more welcoming.

Please join me in commending Trinity United Methodist Church for its 150 years of invaluable service to our community and our nation. It is the commitment and dedication that Trinity United Methodist Church and members of its congregation exhibit on a daily basis which continually enhances our lives and builds a better future for all of our people.

TRIBUTE TO LUCILE GOODHUE

**HON. TOM LATHAM**

OF IOWA

IN THE HOUSE OF REPRESENTATIVES

*Friday, July 31, 2009*

Mr. LATHAM. Madam Speaker, I rise today to congratulate Lucile Goodhue on the celebration of her 100th birthday on August 26, 2009.

Lucile was born on what is now a 150-year old farm near Hartford, Iowa in 1909. She became a farm wife when she married her husband Wilbur. Lucile enjoyed traveling with Wilbur and collecting antiques. She has been blessed with numerous children, grandchildren and great grandchildren. Lucile's secrets to a long life are to keep active, take power naps and remain positive. She always followed these directives with a great sense of humor. Lucile currently lives at the Good Same Care Center in Indianola, Iowa.

There have been many changes that have occurred during the past one hundred years. Since Lucile's birth we have revolutionized air travel and walked on the moon. We have invented the television and the Internet. We have fought in wars overseas, seen the rise and fall of Soviet communism and the birth of new democracies. Lucile has lived through eighteen United States Presidents and twenty-two Governors of Iowa. In her lifetime the population of the United States has more than tripled.

I congratulate Lucile Goodhue for reaching this milestone of a birthday. I am extremely honored to represent Lucile in the United States Congress and I wish her happiness and health in her future years.

HONORING THE 75TH ANNIVERSARY OF THE EAST BAY REGIONAL PARK DISTRICT

**HON. FORTNEY PETE STARK**

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

*Friday, July 31, 2009*

Mr. STARK. Madam Speaker, I rise today to pay tribute to the 75th Anniversary of the East

Bay Regional Park District, headquartered in Oakland, California. The story of the EBRPD is an inspirational one in which citizens, during the toughest of economic times, had a mission. In the late 1920s, thousands of acres of surplus watershed land were available for development. Far-sighted civic leaders sought to preserve this land and retain a balance of recreational and wilderness features.

With 65 parks, over 1,100 miles of trails, campgrounds, visitor centers, historic sites, lakes and shorelines, the mission of the East Bay Regional Park District is to provide recreational opportunities, ensure the natural beauty and cultural history of the land, and protect wildlife habitat.

In 1934, during the depths of the Great Depression, members of a grassroots land preservation movement placed a measure on the ballot. It passed by a resounding 71% and the first regional park agency in the nation, the East Bay Regional Park District, was created.

At the outset, the Park District included only seven Alameda County communities and no parks. By 1936, it was able to purchase enough land to create three parks. The first three parks were opened with great fanfare on October 18, 1936. The opening of Redwood Regional Park in 1939 soon followed.

In the 1940s, Pearl Harbor and the start of World War II halted the District's growth. Much of Tilden Regional Park was turned over to the U.S. Army Defense Command. At the end of the war, the District began an era of prudent growth as people returned to the parks seeking family recreation. Concessions such as Tilden Regional Park's steam train, carousel, and pony ride were added. This growth continued into the 1950s with Roberts Regional Park's swimming pool, baseball field, and picnic areas.

Between 1968 and 1987, the District added 32 new regional parks and preserved 43,000 acres of the East Bay's most scenic parkland. During the period 1988–2008, the District added 15 new regional parks and an additional 34,000 acres of open space. There were increased volunteer opportunities and expanded communication tools, such as the District's website. District staff also built and opened Camp Arroyo, a state-of-the-art environmental education and youth camp.

The Park District describes itself as a work in progress as it struggles to acquire and operate regional parks and trails to serve the Bay Area population. Regardless of future challenges and opportunities, the East Bay Regional Park District is committed to providing East Bay residents with recreational opportunities and open space reserves close to home.

I join the community in celebrating the East Bay Regional Park's 75th Anniversary and send best wishes for many more successful years of service.

IN TRIBUTE TO CHARLES HOBBY STRIPLING, SR.

**HON. JIM MARSHALL**

OF GEORGIA

IN THE HOUSE OF REPRESENTATIVES

*Friday, July 31, 2009*

Mr. MARSHALL. Madam Speaker, it is with great pleasure I rise today not only to honor Hobby Stripling for his continuing contributions

to the State of Georgia and the United States of America, but also to congratulate him on the next chapter in his career as he joins the U.S. Department of Agriculture's Farm Service Agency as the State Executive Director for Georgia.

As many of you know, Hobby most recently served as my District Director. There aren't many people in Georgia politics who don't recognize Hobby's name. His longstanding relationships with civic and political leaders throughout the state are nothing short of legendary. His wealth of knowledge has helped many Georgians improve their communities and his wise counsel has untangled many seemingly insoluble problems. Hobby reminds me of those old E F Hutton ads. When he speaks, I listen and almost always follow his advice. Georgia's farmers and rural communities will be well served by Hobby. My loss is their gain.

Madam Speaker, prior to joining my staff in 2002, Hobby was District Director for Congressman SANFORD BISHOP and ran the campaign for former Ambassador, Mayor, Congressman and Civil Rights activist Andy Young in his 1990 bid to become Georgia's governor.

Hobby also worked for many years as a local business owner, Mayor and Municipal Court Judge in Vienna, Georgia. He has served on and chaired numerous state boards including the Georgia Municipal Association, the Georgia Department of Labor Middle Flint Employment and Training Council, the State Bar of Georgia Disciplinary Board and the Board of Directors of Crisp/Dooly County Joint Development Authority.

Madam Speaker, I am confident my colleagues will join me in recognizing the accomplishments of this great Georgian and great American and in congratulating him as he starts this next chapter of his career.

## RECOGNIZING GENERAL AVIATION

SPEECH OF

### HON. ELEANOR HOLMES NORTON

OF THE DISTRICT OF COLUMBIA

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, July 28, 2009*

Ms. NORTON. Mr. Speaker, H. Res. 508 recognizes the contributions of general aviation and encourages general aviation activities. General aviation is a little recognized, major sector of the airline industry, which contributes \$150 billion to United States direct and indirect economic output. I also want to mention the Transportation Security Administration Reauthorization Act of 2009, which included an important section setting up a general aviation working group within the Aviation Security Advisory Committee, to advise the Transportation Security Administration (TSA) on security issues in general aviation. This advisory group was established after the TSA began rulemaking on the Large Aircraft Security Program that threatened to swallow general aviation amidst burdensome and unnecessary regulations, suited for large commercial aircraft. Longstanding unattended issues and insufficient attention to the nation's important General Aviation sector are finally getting the attention they deserve. Along with other members of the House Committee on Homeland Security, I intend to see that General Aviation security issues are treated uniquely for the sector to administer.

However, as most members who have sat in on any hearing with the FAA, TSA, DHS or any other security agency may now know, the District of Columbia's main airport, the Ronald Reagan Washington National Airport (DCA), is uniquely hampered by impossibly restrictive regulations that have destroyed general aviation in the nation's capitol, and arbitrary practices may be spreading to others. In the Homeland Security Committee, we have taken the important first steps to give detailed attention to this major section of the airline industry to the new administration.

After 9/11 the restrictions on General Aviation in the nation's capitol, in particular, became symbolic of arbitrary action against general aviation that could happen anywhere. Even though New York City was the epicenter of 9/11, the nation's capitol is the only location that suffers under unique restrictions that have crippled general aviation here. In fact, there was no general aviation for four years. After joining in my complaints at hearings, the former Chairman of the Transportation and Infrastructure Committee, DON YOUNG, threatened to subpoena any agency that did not comply with a bill that aimed to compel the resumption of general aviation flights at DCA and to hold them in contempt if they refused to appear before the committee to report on progress. As a result, a plan finally was put in place requirements but the DCA Access Standard Security Program (DASSP) was almost worse than no plan at all. Before 9/11, general aviation activity at DCA accounted for 1/3 (approximately 30,000) of the total annual operations at DCA. In contrast, in October 2005 when program DASSP began, operations averaged about one flight per week. Today, activity averages about three to four flights per day, about 1,000 a year. The requirements in the DASSP include:

General aviation operators must adopt a security program, background check flight crews, identify a security coordinator, and train on security procedures.

All DASSP flights must carry an armed security officer (ASO) on board (very few such accredited officers are available).

Flights must depart from one of 27 TSA approved DASSP gateway airports. Full departure screening of crew, passengers, baggage, and aircraft by TSA security inspectors.

Flights must request permission to operate in DCA no sooner than 72 hours in advance of the flight (due to DCA slot requirements) and no later than 24 hours in advance of the flight (for TSA security reviews) for each flight into DCA.

These same screening procedures must be used for flights departing DCA.

Charges of approximately \$230 are assessed to cover TSA's screening costs plus \$15/passenger for screening names against the No-Fly and Selectee lists.

Requirements for an Armed Security Officer and use of a gateway airport are predictably, and we think, deliberately impossible for most operators to meet. TSA has approximately 200 registered operators in the DASSP, making the wait for an ASO intolerable.

However, the Department of Homeland Security has determined "that general aviation presents only limited and mostly hypothetical threats to security . . . (and) that the steps general aviation airport owners and managers have taken to enhance security are positive and effective." DHS goes further in its report on general aviation:

"The current status of [general aviation] operations does not present a serious homeland security vulnerability requiring TSA to increase regulatory oversight of the industry."

"Although [TSA's Office of Intelligence] has identified potential threats, it has concluded that most [general aviation] aircraft are too light to inflict significant damage, and has not identified specific imminent threats from general aviation".

Nevertheless, the nation's capitol has been singled out as the only jurisdiction under particularly onerous, unnecessary and wasteful program restrictions. As the initial approach of TSA to general aviation in general showed, however, the entire general aviation sector was about to be buried by the Large Aircraft Security Program, until our committee said "NO!" The thoughtless creep mission of the TSA into General Aviation, and the total failure to weigh actual security risks against the implications of draconian security measures, was stopped by our Committee on Homeland Security. The District of Columbia general aviation community deserves the same respect and attention.

General aviation at DCA is not the only industry in the District of Columbia that has been wiped out by arbitrary and restrictive airspace regulations. The South Capitol Street Heliport is a commercial heliport that once served east coast cities such as New York, Miami and Boston. It continues to serve the Metropolitan Police Air Support Unit and the U.S. Park Police. The heliport is also the point of evacuation for the Supreme Court and part of the Department of Defense Nightingale program. In fact, on 9/11 this heliport actually became the Air Control Command Tower when DCA was evacuated. Moreover, having shown it was a vital asset, not a liability, for two years after 9/11, under an agreement with the Secret Service—an agreement that was later adopted by the TSA to develop its Civil Aviation Security Rules—the South Capitol Heliport continued to receive corporate commercial clients and news gathering helicopters. Yet, without explanation, beginning in October 2003, commercial operators have been altogether restricted from using the heliport, despite the fact that the heliport owners have been clear that they are willing to comply with any and all security demands.

The nation's capitol has all but lost helicopter service, even for the vital security purposes our heliport has performed. Without corporate commercial clients the South Capitol Heliport cannot generate enough revenue to survive. The owner has submitted the highest level security plans, but the TSA and the Department of Homeland Security have failed to respond. At my request, the Committee on Homeland Security has added heliports specifically to the list of entities on the general aviation working group. This heliport is vital for both security and commercial helicopter operations that the District of Columbia cannot afford to lose. While we pause to recognize the importance of general aviation to the U.S. economy, I use this occasion to remind my colleagues in the Congress and the Administration to recognize the importance of general aviation to the nation's capitol.