

full responsibility for the actions that they have perpetrated here.

So I am a supporter of diplomatic immunity. I believe it is a very important tool for us. But I believe also when you look at the tragic loss of Jovian Waldrich and the countless other victims of those who have been victims of those who have used diplomatic immunity to free themselves of responsibility, that this is a step towards addressing that.

So I again thank my colleagues, and I believe this is a very important measure, and urge my colleagues to support it.

Mr. GILMAN. Madam Speaker, I yield myself such time as I may consume.

Madam Speaker, I thank the gentleman from California for his very persuasive arguments on behalf of the bill. It is worthy legislation, and I hope our colleagues will join with him in support of this measure.

Madam Speaker, I yield such time as he may consume to the gentleman from Tennessee (Mr. DUNCAN), the chairman of the Subcommittee on Aviation, who is a cosponsor, along with the gentleman from California, of the House counterpart of this bill.

Mr. DUNCAN. Madam Speaker, I would like first to thank the gentleman from New York (Chairman GILMAN) and other members of the committee for bringing this important legislation to the floor today, which is almost identical to a bill that the gentleman from California (Mr. DREIER) and myself introduced in the House early last year.

I would also like to thank Senator COVERDELL, a senior member of the Senate Foreign Relations Committee, for introducing the same legislation in the Senate.

This language, the language in this bill, will encourage the State Department to hold diplomats accountable for crimes committed in the United States, and it is the first time that we have had legislation that will attempt to accomplish this.

Specifically, the bill urges the State Department to pursue waivers of diplomatic immunity when foreign diplomats commit serious crimes in the United States. In addition, if a foreign government of a diplomat who commits a crime will not agree to waive immunity, that government will be encouraged to prosecute the criminal for the same offense in their own courts.

Madam Speaker, this problem was brought to the forefront last year in Washington when a 16 year old girl was killed by a diplomat who was driving while drunk. This diplomat could have avoided prosecution under diplomatic immunity.

I believe this case and others have shown us that we need to take a serious look at how the current system operates. In fact, it has been reported that there has been on average one death a year over the last 10 years in which a diplomat has been involved

when the perpetrator was not charged. We need to make foreign representatives in this country know that they will be held accountable when they commit terrible crimes. I welcome all people, all of us welcome all people of all nationalities into this country, but, at the same time, I do not think diplomats should have the right to come here and kill or commit other serious crimes against U.S. citizens without expecting punishment.

Again, Madam Speaker, I would like to thank the chairman and the other members of the Committee on International Relations for recognizing this problem and for moving on this legislation to attempt to correct this problem.

Mr. HAMILTON. Madam Speaker, I am pleased to yield three minutes to the distinguished gentleman from Wisconsin (Mr. OBEY).

Mr. OBEY. Madam Speaker, I want to take this time to say something that has absolutely nothing to do with this bill. I do simply want to say that when the gentleman from Indiana (Mr. HAMILTON) retires, this institution will have lost one of the most thoughtful human beings who has ever walked the floor of this House.

Of all of the relationships that I have had through the years in this House, it is hard for me to think of one that has made me feel more rewarded than the relationship I have had with the gentleman from Indiana (Mr. HAMILTON) in dealing with our mutual responsibilities in the area of international affairs.

When Congresses deal with foreign affairs, usually we are dealing with issues that are not very well understood by our constituents and, frankly, often not very well understood by a number of our colleagues as well.

Often in dealing with international affairs, the right thing for our country is to do something which may not be, for the moment, very popular. That has never stopped the gentleman from Indiana from doing exactly what he has thought was right for this country on each and every occasion that I have ever dealt with him, whether the issue is seeing to it that we have a constructive policy in the Middle East, or whether it is searching for ways to open up lines of assistance to the newly emerging democracies that were behind the Iron Curtain, or whether it is dealing with the economic problems that we face in Asia on each and every issue, the gentleman from Indiana has simply asked what is in the best long-term interests of the United States. He has stood on principle, and yet he has not been afraid to look for reasonable compromises that did not compromise those principles.

I, for one, will very much miss him, and I am certain that every thoughtful Member of this House would share my views and say that the country is experiencing a major loss with his departure from this institution. But I know that in his next work, he will also be

contributing to the long-term interests of this country.

Mr. HAMILTON. Madam Speaker, will the gentleman yield?

Mr. OBEY. I yield to the gentleman from Indiana.

Mr. HAMILTON. Madam Speaker, let me just say I appreciate very deeply the comments the gentleman from Wisconsin has made. He and I have had an opportunity to work on a great many foreign policy issues over a period of years, and everything you have said about me I return in spades for you. It has been a great pleasure to work with you. I thank you for your kind and generous remarks.

Madam Speaker, I have no further requests for time, and I yield back the balance of my time.

Mr. GILMAN. Madam Speaker, I yield back the balance of my time.

The SPEAKER pro tempore (Mrs. EMERSON). The question is on the motion offered by the gentleman from New York (Mr. GILMAN) that the House suspend the rules and pass the Senate bill, S. 759.

The question was taken.

Mr. HAMILTON. Madam Speaker, I object to the vote on the ground that a quorum is not present and make the point of order that a quorum is not present.

The SPEAKER pro tempore. Pursuant to clause 5, rule I, and the Chair's prior announcement, further proceedings on this motion will be postponed.

The point of no quorum is considered withdrawn.

#### CENTENNIAL OF FLIGHT COMMEMORATION ACT

Mr. PAPPAS. Madam Speaker, I move to suspend the rules and pass the Senate bill (S. 1397) to establish a commission to assist in commemoration of the centennial of powered flight and the achievements of the Wright Brothers.

The Clerk read as follows:

S. 1397

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,*

#### SECTION 1. SHORT TITLE.

This Act may be cited as the "Centennial of Flight Commemoration Act".

#### SEC. 2. FINDINGS.

Congress finds that—

(1) December 17, 2003, is the 100th anniversary of the first successful manned, free, controlled, and sustained flight by a power-driven, heavier-than-air machine;

(2) the first flight by Orville and Wilbur Wright represents the fulfillment of the age-old dream of flying;

(3) the airplane has dramatically changed the course of transportation, commerce, communication, and warfare throughout the world;

(4) the achievement by the Wright brothers stands as a triumph of American ingenuity, inventiveness, and diligence in developing new technologies, and remains an inspiration for all Americans;

(5) it is appropriate to remember and renew the legacy of the Wright brothers at a time when the values of creativity and daring represented by the Wright brothers are critical to the future of the Nation; and

(6) as the Nation approaches the 100th anniversary of powered flight, it is appropriate to celebrate and commemorate the centennial year through local, national, and international observances and activities.

### SEC. 3. ESTABLISHMENT.

There is established a commission to be known as the Centennial of Flight Commission.

### SEC. 4. MEMBERSHIP.

(a) NUMBER AND APPOINTMENT.—The Commission shall be composed of 6 members, as follows:

(1) The Director of the National Air and Space Museum of the Smithsonian Institution or his designee.

(2) The Administrator of the National Aeronautics and Space Administration or his designee.

(3) The chairman of the First Flight Centennial Foundation of North Carolina, or his designee.

(4) The chairman of the 2003 Committee of Ohio, or his designee.

(5) As chosen by the Commission, the president or head of a United States aeronautical society, foundation, or organization of national stature or prominence who will be a person from a State other than Ohio or North Carolina.

(6) The Administrator of the Federal Aviation Administration, or his designee.

(b) VACANCIES.—Any vacancy in the Commission shall be filled in the same manner in which the original designation was made.

(c) COMPENSATION.—

(1) PROHIBITION OF PAY.—Except as provided in paragraph (2), members of the Commission shall serve without pay or compensation.

(2) TRAVEL EXPENSES.—The Commission may adopt a policy, only by unanimous vote, for members of the Commission and related advisory panels to receive travel expenses, including per diem in lieu of subsistence. The policy may not exceed the levels established under sections 5702 and 5703 of title 5, United States Code. Members who are Federal employees shall not receive travel expenses if otherwise reimbursed by the Federal Government.

(d) QUORUM.—Three members of the Commission shall constitute a quorum.

(e) CHAIRPERSON.—The Commission shall select a Chairperson of the Commission from the members designated under subsection (a) (1), (2), or (5). The Chairperson may not vote on matters before the Commission except in the case of a tie vote. The Chairperson may be removed by a vote of a majority of the Commission's members.

(f) ORGANIZATION.—No later than 90 days after the date of enactment of this Act, the Commission shall meet and select a Chairperson, Vice Chairperson, and Executive Director.

### SEC. 5. DUTIES.

(a) IN GENERAL.—The Commission shall—

(1) represent the United States and take a leadership role with other nations in recognizing the importance of aviation history in general and the centennial of powered flight in particular, and promote participation by the United States in such activities;

(2) encourage and promote national and international participation and sponsorships in commemoration of the centennial of powered flight by persons and entities such as—

(A) aerospace manufacturing companies;

(B) aerospace-related military organizations;

(C) workers employed in aerospace-related industries;

(D) commercial aviation companies;

(E) general aviation owners and pilots;

(F) aerospace researchers, instructors, and enthusiasts;

(G) elementary, secondary, and higher educational institutions;

(H) civil, patriotic, educational, sporting, arts, cultural, and historical organizations and technical societies;

(I) aerospace-related museums; and

(J) State and local governments;

(3) plan and develop, in coordination with the First Flight Centennial Commission, the First Flight Centennial Foundation of North Carolina, and the 2003 Committee of Ohio, programs and activities that are appropriate to commemorate the 100th anniversary of powered flight;

(4) maintain, publish, and distribute a calendar or register of national and international programs and projects concerning, and provide a central clearinghouse for, information and coordination regarding, dates, events, and places of historical and commemorative significance regarding aviation history in general and the centennial of powered flight in particular;

(5) provide national coordination for celebration dates to take place throughout the United States during the centennial year;

(6) assist in conducting educational, civic, and commemorative activities relating to the centennial of powered flight throughout the United States, especially activities that occur in the States of North Carolina and Ohio and that highlight the activities of the Wright brothers in such States; and

(7) encourage the publication of popular and scholarly works related to the history of aviation or the anniversary of the centennial of powered flight.

(b) NONDUPLICATION OF ACTIVITIES.—The Commission shall attempt to plan and conduct its activities in such a manner that activities conducted pursuant to this Act enhance, but do not duplicate, traditional and established activities of Ohio's 2003 Committee, North Carolina's First Flight Centennial Commission, the First Flight Centennial Foundation, or any other organization of national stature or prominence.

### SEC. 6. POWERS.

(a) ADVISORY COMMITTEES AND TASK FORCES.—

(1) IN GENERAL.—The Commission may appoint any advisory committee or task force from among the membership of the Advisory Board in section 12.

(2) FEDERAL COOPERATION.—To ensure the overall success of the Commission's efforts, the Commission may call upon various Federal departments and agencies to assist in and give support to the programs of the Commission. The head of the Federal department or agency, where appropriate, shall furnish the information or assistance requested by the Commission, unless prohibited by law.

(3) PROHIBITION OF PAY OTHER THAN TRAVEL EXPENSES.—Members of an advisory committee or task force authorized under paragraph (1) shall not receive pay, but may receive travel expenses pursuant to the policy adopted by the Commission under section 4(c)(2).

(b) POWERS OF MEMBERS AND AGENTS.—Any member or agent of the Commission may, if authorized by the Commission, take any action that the Commission is authorized to take under this Act.

(c) AUTHORITY TO PROCURE AND TO MAKE LEGAL AGREEMENTS.—

(1) IN GENERAL.—Notwithstanding any other provision in this Act, only the Commission may procure supplies, services, and property, and make or enter into leases and other legal agreements in order to carry out this Act.

(2) RESTRICTION.—

(A) IN GENERAL.—A contract, lease, or other legal agreement made or entered into by the Commission may not extend beyond the date of the termination of the Commission.

(B) FEDERAL SUPPORT.—The Commission shall obtain property, equipment, and office space from the General Services Administration or the Smithsonian Institution, unless other office space, property, or equipment is less costly.

(3) SUPPLIES AND PROPERTY POSSESSED BY COMMISSION AT TERMINATION.—Any supplies and property, except historically significant items, that are acquired by the Commission under this Act and remain in the possession of the Commission on the date of the termination of the Commission shall become the property of the General Services Administration upon the date of termination.

(d) MAILS.—The Commission may use the United States mails in the same manner and under the same conditions as any other Federal agency.

### SEC. 7. STAFF AND SUPPORT SERVICES.

(a) EXECUTIVE DIRECTOR.—There shall be an Executive Director appointed by the Commission and chosen from among detailees from the agencies and organizations represented on the Commission. The Executive Director may be paid at a rate not to exceed the maximum rate of basic pay payable for the Senior Executive Service.

(b) STAFF.—The Commission may appoint and fix the pay of any additional personnel that it considers appropriate, except that an individual appointed under this subsection may not receive pay in excess of the maximum rate of basic pay payable for GS-14 of the General Schedule.

(c) INAPPLICABILITY OF CERTAIN CIVIL SERVICE LAWS.—The Executive Director and staff of the Commission may be appointed without regard to the provisions of title 5, United States Code, governing appointments in the competitive service, and may be paid without regard to the provisions of chapter 51 and subchapter III of chapter 53 of such title, relating to classification and General Schedule pay rates, except as provided under subsections (a) and (b) of this section.

(d) MERIT SYSTEM PRINCIPLES.—The appointment of the Executive Director or any personnel of the Commission under subsection (a) or (b) shall be made consistent with the merit system principles under section 2301 of title 5, United States Code.

(e) STAFF OF FEDERAL AGENCIES.—Upon request by the Chairperson of the Commission, the head of any Federal department or agency may detail, on either a nonreimbursable or reimbursable basis, any of the personnel of the department or agency to the Commission to assist the Commission to carry out its duties under this Act.

(f) ADMINISTRATIVE SUPPORT SERVICES.—

(1) REIMBURSABLE SERVICES.—The Secretary of the Smithsonian Institution may provide to the Commission on a reimbursable basis any administrative support services that are necessary to enable the Commission to carry out this Act.

(2) NONREIMBURSABLE SERVICES.—The Secretary may provide administrative support services to the Commission on a nonreimbursable basis when, in the opinion of the Secretary, the value of such services is insignificant or not practical to determine.

(g) COOPERATIVE AGREEMENTS.—The Commission may enter into cooperative agreements with other Federal agencies, State and local governments, and private interests and organizations that will contribute to public awareness of and interest in the centennial of powered flight and toward furthering the goals and purposes of this Act.

(h) PROGRAM SUPPORT.—The Commission may receive program support from the non-profit sector.

**SEC. 8. CONTRIBUTIONS.**

(a) **DONATIONS.**—The Commission may accept donations of personal services and historic materials relating to the implementation of its responsibilities under the provisions of this Act.

(b) **VOLUNTEER SERVICES.**—Notwithstanding section 1342 of title 31, United States Code, the Commission may accept and use voluntary and uncompensated services as the Commission determines necessary.

(c) **REMAINING FUNDS.**—Any funds (including funds received from licensing royalties) remaining with the Commission on the date of the termination of the Commission may be used to ensure proper disposition, as specified in the final report required under section 10(b), of historically significant property which was donated to or acquired by the Commission. Any funds remaining after such disposition shall be transferred to the Secretary of the Treasury for deposit into the general fund of the Treasury of the United States.

**SEC. 9. EXCLUSIVE RIGHT TO NAME, LOGOS, EMBLEMS, SEALS, AND MARKS.**

(a) **IN GENERAL.**—The Commission may devise any logo, emblem, seal, or descriptive or designating mark that is required to carry out its duties or that it determines is appropriate for use in connection with the commemoration of the centennial of powered flight.

(b) **LICENSING.**—The Commission shall have the sole and exclusive right to use, or to allow or refuse the use of, the name "Centennial of Flight Commission" on any logo, emblem, seal, or descriptive or designating mark that the Commission lawfully adopts.

(c) **EFFECT ON OTHER RIGHTS.**—No provision of this section may be construed to conflict or interfere with established or vested rights.

(d) **USE OF FUNDS.**—Funds from licensing royalties received pursuant to this section shall be used by the Commission to carry out the duties of the Commission specified by this Act.

(e) **LICENSING RIGHTS.**—All exclusive licensing rights, unless otherwise specified, shall revert to the Air and Space Museum of the Smithsonian Institution upon termination of the Commission.

**SEC. 10. REPORTS.**

(a) **ANNUAL REPORT.**—In each fiscal year in which the Commission is in existence, the Commission shall prepare and submit to Congress a report describing the activities of the Commission during the fiscal year. Each annual report shall also include—

(1) recommendations regarding appropriate activities to commemorate the centennial of powered flight, including—

(A) the production, publication, and distribution of books, pamphlets, films, and other educational materials;

(B) bibliographical and documentary projects and publications;

(C) conferences, convocations, lectures, seminars, and other similar programs;

(D) the development of exhibits for libraries, museums, and other appropriate institutions;

(E) ceremonies and celebrations commemorating specific events that relate to the history of aviation;

(F) programs focusing on the history of aviation and its benefits to the United States and humankind; and

(G) competitions, commissions, and awards regarding historical, scholarly, artistic, literary, musical, and other works, programs, and projects related to the centennial of powered flight;

(2) recommendations to appropriate agencies or advisory bodies regarding the issuance of commemorative coins, medals,

and stamps by the United States relating to aviation or the centennial of powered flight;

(3) recommendations for any legislation or administrative action that the Commission determines to be appropriate regarding the commemoration of the centennial of powered flight;

(4) an accounting of funds received and expended by the Commission in the fiscal year that the report concerns, including a detailed description of the source and amount of any funds donated to the Commission in the fiscal year; and

(5) an accounting of any cooperative agreements and contract agreements entered into by the Commission.

(b) **FINAL REPORT.**—Not later than June 30, 2004, the Commission shall submit to the President and Congress a final report. The final report shall contain—

(1) a summary of the activities of the Commission;

(2) a final accounting of funds received and expended by the Commission;

(3) any findings and conclusions of the Commission; and

(4) specific recommendations concerning the final disposition of any historically significant items acquired by the Commission, including items donated to the Commission under section 8(a)(1).

**SEC. 11. AUDIT OF FINANCIAL TRANSACTIONS.**

(a) **IN GENERAL.**—

(1) **AUDIT.**—The Comptroller General of the United States shall audit on an annual basis the financial transactions of the Commission, including financial transactions involving donated funds, in accordance with generally accepted auditing standards.

(2) **ACCESS.**—In conducting an audit under this section, the Comptroller General—

(A) shall have access to all books, accounts, financial records, reports, files, and other papers, items, or property in use by the Commission, as necessary to facilitate the audit; and

(B) shall be afforded full facilities for verifying the financial transactions of the Commission, including access to any financial records or securities held for the Commission by depositories, fiscal agents, or custodians.

(b) **FINAL REPORT.**—Not later than September 30, 2004, the Comptroller General of the United States shall submit to the President and to Congress a report detailing the results of any audit of the financial transactions of the Commission conducted by the Comptroller General.

**SEC. 12. ADVISORY BOARD.**

(a) **ESTABLISHMENT.**—There is established a First Flight Centennial Federal Advisory Board.

(b) **NUMBER AND APPOINTMENT.**—

(1) **IN GENERAL.**—The Board shall be composed of 19 members as follows:

(A) The Secretary of the Interior, or the designee of the Secretary.

(B) The Librarian of Congress, or the designee of the Librarian.

(C) The Secretary of the Air Force, or the designee of the Secretary.

(D) The Secretary of the Navy, or the designee of the Secretary.

(E) The Secretary of Transportation, or the designee of the Secretary.

(F) Six citizens of the United States, appointed by the President, who—

(i) are not officers or employees of any government (except membership on the Board shall not be construed to apply to the limitation under this clause); and

(ii) shall be selected based on their experience in the fields of aerospace history, science, or education, or their ability to represent the entities enumerated under section 5(a)(2).

(G) Four citizens of the United States, appointed by the majority leader of the Senate

in consultation with the minority leader of the Senate.

(H) Four citizens of the United States, appointed by the Speaker of the House of Representatives in consultation with the minority leader of the House of Representatives. Of the individuals appointed under this subparagraph—

(i) one shall be selected from among individuals recommended by the representative whose district encompasses the Wright Brothers National Memorial; and

(ii) one shall be selected from among individuals recommended by the representatives whose districts encompass any part of the Dayton Aviation Heritage National Historical Park.

(c) **VACANCIES.**—Any vacancy in the Advisory Board shall be filled in the same manner in which the original designation was made.

(d) **MEETINGS.**—Seven members of the Advisory Board shall constitute a quorum for a meeting. All meetings shall be open to the public.

(e) **CHAIRPERSON.**—The President shall designate 1 member appointed under subsection (b)(1)(F) as chairperson of the Advisory Board.

(f) **MAILS.**—The Advisory Board may use the United States mails in the same manner and under the same conditions as a Federal agency.

(g) **DUTIES.**—The Advisory Board shall advise the Commission on matters related to this Act.

(h) **PROHIBITION OF COMPENSATION OTHER THAN TRAVEL EXPENSES.**—Members of the Advisory Board shall not receive pay, but may receive travel expenses pursuant to the policy adopted by the Commission under section 4(e).

(i) **TERMINATION.**—The Advisory Board shall terminate upon the termination of the Commission.

**SEC. 13. DEFINITIONS.**

For purposes of this Act:

(1) The term "Advisory Board" means the Centennial of Flight Federal Advisory Board.

(2) The term "centennial of powered flight" means the anniversary year, from December 2002 to December 2003, commemorating the 100-year history of aviation beginning with the First Flight and highlighting the achievements of the Wright brothers in developing the technologies which have led to the development of aviation as it is known today.

(3) The term "Commission" means the Centennial of Flight Commission.

(4) The term "designee" means a person from the respective entity of each entity represented on the Commission or Advisory Board.

(5) The term "First Flight" means the first four successful manned, free, controlled, and sustained flights by a power-driven, heavier-than-air machine, which were accomplished by Orville and Wilbur Wright of Dayton, Ohio on December 17, 1903 at Kitty Hawk, North Carolina.

**SEC. 14. TERMINATION.**

The Commission shall terminate not later than 60 days after the submission of the final report required by section 10(b) and shall transfer all documents and material to the National Archives or other appropriate Federal entity.

**SEC. 15. AUTHORIZATION OF APPROPRIATIONS.**

There is authorized to be appropriated to carry out this Act \$250,000 for fiscal year 1999, \$600,000 for fiscal year 2000, \$750,000 for fiscal year 2001, \$900,000 for fiscal year 2002, \$900,000 for fiscal year 2003, and \$600,000 for fiscal year 2004.

The **SPEAKER** pro tempore. Pursuant to the rule, the gentleman from

New Jersey (Mr. PAPPAS) and the gentleman from Maryland (Mr. CUMMINGS) each will control 20 minutes.

The Chair recognizes the gentleman from New Jersey (Mr. PAPPAS).

GENERAL LEAVE

Mr. PAPPAS. Madam Speaker, I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks and include extraneous material on S. 1397.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from New Jersey?

There was no objection.

Mr. PAPPAS. Madam Speaker, I yield myself such time as I may consume.

Madam Speaker, this bill creates a commission to recognize the centennial of the first flight. The achievement of the Wright Brothers, Wilbur and Orville, began an era of unprecedented change. Since those few historic seconds on the dunes at Kitty Hawk, North Carolina, American industry has developed the powered aircraft into a major commercial industry, a vital instrument of our national defense, and a precursor to our efforts to ascend to the outer reaches of space.

□ 1215

Because these sons of an Ohio preacher had the initiative and ambition to build beyond the bicycle repair shop that they ran in Dayton, Ohio, we benefit from faster transportation around the world, a more mobile society, and an export industry that extends our economic leadership around the globe.

The first flight marked the beginning of the 20th century, and the Federal Government has played a major role in all aviation development during this century. The Wright Brothers developed many of their heavier airplanes as a result of research contracts from the Department of the Army.

The Postal Service supported the development of commercial aviation by supporting pilots who flew the mail. Federal agencies developed within the Department of Commerce to provide certification for the airworthiness of airplanes, and to chart the airways and navigational aids that now comprise our national system of airports and airways.

The aviation industry is one of the finest demonstrations of effective partnership of industry and government, so it is entirely fitting that we end this century and enter the 21st century by recognizing the achievement at its beginnings. I urge all Members to support this legislation.

Madam Speaker, I reserve the balance of my time.

Mr. CUMMINGS. Madam Speaker, I yield myself such time as I may consume.

Madam Speaker, this bill will establish a commission to commemorate the centennial of powered flight, and the achievements of the Wright Brothers. Wilbur and Orville Wright manned the

first successful controlled and sustained powered flight. The Wright Brothers, originally bicycle store owners from Dayton, Ohio, moved to Kitty Hawk, North Carolina for the hills, the strong and steady winds, and soft sandy ground, essential ingredients for successful flight.

They went back to Dayton and built a 6-foot wind tunnel to conduct experiments with over 200 different wing models. They developed the first reliable tables on the effects of air pressure on curved surfaces, the principles that we use today and that we see on every airplane.

In 1903 the Wright Brothers completed the construction of a larger plane powered by their own lightweight gas-powered engine, and returned to Kitty Hawk. On December 17th, 1903, four men and a boy witnessed the first flight, a flight which dramatically changed the course of transportation, commerce, communication, and warfare throughout the world.

Madam Speaker, I wholeheartedly support this legislation.

Madam Speaker, I reserve the balance of my time.

Mr. PAPPAS. Madam Speaker, I yield such time as he may consume to the gentleman from North Carolina (Mr. JONES).

Mr. JONES. Madam Speaker, I thank the gentleman from New Jersey for yielding me this time.

Madam Speaker, I rise today in support of the Centennial of Flight Commemorative Act, Senate bill 1397, introduced by Senator JESSE HELMS. This bipartisan bill calls for the establishment of a Federal Commission to help coordinate the national celebration of the 100th anniversary of the Wright Brothers historic 1903 flight at Kitty Hawk, North Carolina.

The national celebration will focus on Kitty Hawk in Dayton, Ohio, where the Wright Brothers did much of their early work in the field of aviation. As the Member who represents Kitty Hawk, I have been honored to be part of this bipartisan group, including Senator HELMS, Senator JOHN GLENN, and my friend, the gentleman from Ohio (Mr. TONY HALL), as we proceed with the national and international celebration of flight.

As the year 2003 anniversary quickly moves closer, the Centennial of Flight Commission will help coordinate the planning at the national and international level. Operations in North Carolina and Ohio have begun planning this celebration.

The Commission will work with local organizations, such as the First Flight Centennial Commission and the First Flight Centennial Foundation in planning and developing programs and activities to commemorate the 100th anniversary of flight. Even the National Air and Space Museum, the Library of Congress, and NASA have joined in the planning to help celebrate one of the greatest innovations the world has ever witnessed.

Additional participation in national and international commemorative activities by aviation-related organizations, industries, and educational institutions is expected.

I believe passage of this bill to be a fitting tribute to Senator JOHN GLENN as he prepares to make history in the next few weeks. I hope my colleagues will join the gentleman from Ohio (Mr. HALL) and myself in supporting this legislation.

Mr. CUMMINGS. Madam Speaker, I yield myself such time as I may consume.

Madam Speaker, I congratulate the gentleman from North Carolina (Mr. JONES) and the gentleman from Ohio (Mr. HALL) for this bipartisan piece of legislation. They were the sponsors of the House version, and we just heard the gentleman from North Carolina (Mr. JONES) eloquently talk about the significance of this legislation and the significance of the Wright Brothers, and what part they played in our Nation's history.

We now would like to hear from the distinguished gentleman from Ohio (Mr. HALL) and the gentleman from North Carolina (Mr. JONES). The Ohio link, of course, is the fact that the Wright Brothers are from Ohio.

Madam Speaker, I yield 3 minutes to the distinguished gentleman from Ohio (Mr. TONY HALL).

Mr. HALL of Ohio. Madam Speaker, I want to thank the gentleman from Maryland for yielding me the time, and for his excellent remarks. I want to join my colleague, the gentleman from North Carolina (Mr. JONES) certainly in support of Senate bill 1397.

Madam Speaker, this bill will establish a Commission to coordinate and assist the Nation's celebration in the year 2003 of the 100th anniversary of the Wright Brothers first flight.

I am excited, because I represent the home of the Wright Brothers, Dayton, Ohio, so this is an especially exciting bill for us to have, and I am so glad to join with our colleagues in the Senate.

This is similar to other commissions created in honor of the anniversaries of the American Revolution, adoption of the U.S. Constitution, and other pivotal events in our history. The conquest of flight by Orville and Wilbur Wright is one of mankind's greatest triumphs of invention. To understand their place in American history, one has only to look up at the frieze in the rotunda of this building and see the image of the two brothers in Dayton, Ohio, and the plane they flew at Kitty Hawk, North Carolina. The invention of the airplane has changed our lives and captured our imagination. The 100th anniversary of that achievement will be a time for a national celebration, not only in Ohio and North Carolina, but all across America.

The Commission created by this legislation will assist that celebration by serving as a national clearinghouse of information about events. This legislation will coordinate private groups, the

National Air and Space Museum, Federal agencies, which could have a role in the celebration, including the National Park Service, the Library of Congress, the Federal Aviation Administration, NASA, the Air Force, and the Navy.

Madam Speaker, the Commission will work with international organizations and foreign governments celebrating the centennial of flight. Finally, the legislation will provide the highest stature possible for the celebration through the symbolic backing of the President, the Congress, and the Federal Government.

Senate bill 1397 is the Senate version of H.R. 2305, a bill that I introduced with my colleague, the gentleman from North Carolina (Mr. JONES) and the gentleman from Ohio (Mr. HOBSON). It is sponsored or cosponsored by 33 Members, including most of the Ohio and North Carolina delegations.

Earlier this year, the House passed the Centennial of Flight Act as part of H.R. 4057. However, because final passage of that bill is uncertain, I ask my colleagues again to approve this measure.

Madam Speaker, I certainly want to thank my principal cosponsor, the chief sponsor of the bill, the gentleman from North Carolina (Mr. JONES), and certainly my other Ohio colleague, the gentleman from Ohio (Mr. DAVE HOBSON), for their great support and pushing and great work behind the scenes in making this happen.

The measure, which was cosponsored by Senator JOHN GLENN, will probably be his last bill enacted into law. JOHN GLENN could have retired into history after becoming the first American to orbit the Earth in 1962. However, he chose to continue to serve his country as a United States Senator for 24 years. Now he has chosen to make one last flight as the oldest man in space.

Passage of this bill to celebrate the first 100 years of aviation is a fitting tribute to a man who has been so much a part of that history. JOHN GLENN continues in the tradition of the Wright Brothers as one of the great pioneers of air and space. God speed, JOHN GLENN.

Mr. CUMMINGS. Madam Speaker, I yield myself such time as I may consume.

Madam Speaker, it is interesting that the Wright Brothers are two brothers that I talk about often in speeches to young people when I talk about the misfits of life. Misfits. I tell a little story that there was once a gentleman who had come home from war, and he was marching down Pennsylvania Avenue with the troops, and his mother came out with a friend. The mother said, look at my son. Look how great he is. And so the friend says, he does not look too great to me. He is out of step. And the mother said, that is why he is so great.

The Wright Brothers are misfits. They are wonderful misfits. I can imagine that when they went around and said one day that man would be able to

fly around in a piece of metal, folk looked at them as if they were crazy. But the fact is that they were misfits. They believed in what could be done. They could not see it, but they knew it. So today this legislation is very significant to commemorate two great misfits, folks who believed what others could not see.

Madam Speaker, I would urge all of my colleagues to vote in favor of this very important legislation, and I yield back the balance of my time.

Mr. PAPPAS. Madam Speaker, I urge all Members to support this bill, and I yield back the balance of my time.

The SPEAKER pro tempore (Mrs. EMERSON). The question is on the motion offered by the gentleman from New Jersey (Mr. PAPPAS) that the House suspend the rules and pass the Senate bill, S. 1397.

The question was taken; and (two-thirds having voted in favor thereof), the rules were suspended and the Senate bill was passed.

A motion to reconsider was laid on the table.

#### MAKING FURTHER CONTINUING APPROPRIATIONS FOR FISCAL YEAR 1999

Mr. LIVINGSTON. Madam Speaker, I ask unanimous consent that the Committee on Appropriations be discharged from further consideration of the joint resolution (H.J. Res. 135) making further continuing appropriations for the fiscal year 1999, and for other purposes; and that it be in order at any time to consider the joint resolution in the House; and that the joint resolution be considered as having been read for amendment; that the joint resolution be debatable for not to exceed 1 hour, to be equally divided and controlled between myself and the gentleman from Wisconsin (Mr. OBEY); that all points of order against the joint resolution and against its consideration be waived; and that the previous question be considered as ordered on the joint resolution to final passage without intervening motion, except one motion to recommit, with or without instructions.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Louisiana?

There was no objection.

Mr. LIVINGSTON. Madam Speaker, pursuant to the previous order of the House, I call up the joint resolution (H.J. Res. 135) making further continuing appropriations for the fiscal year 1999, and for other purposes, and ask for its immediate consideration in the House.

The Clerk read the joint resolution, as follows:

#### H.J. RES. 135

*Resolved by the Senate and House of Representatives of the United States of America in Congress assembled,* That section 106(c) of Public Law 105-240 is further amended by striking "October 14, 1998" and inserting in lieu thereof "October 16, 1998".

The SPEAKER pro tempore. Pursuant to the order of the House of today,

the gentleman from Louisiana (Mr. LIVINGSTON) and the gentleman from Wisconsin (Mr. OBEY) each will control 30 minutes.

The Chair recognizes the gentleman from Louisiana (Mr. LIVINGSTON).

#### GENERAL LEAVE

Mr. LIVINGSTON. Madam Speaker, I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks on House Joint Resolution 135, and that I may include tabular and extraneous material.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Louisiana?

There was no objection.

Mr. LIVINGSTON. Madam Speaker, I yield myself such time as I may consume.

(Mr. LIVINGSTON asked and was given permission to revise and extend his remarks.)

Mr. LIVINGSTON. Madam Speaker, the current continuing resolution for fiscal year 1999 expires tonight. We have been here before saying this same thing, but the White House negotiators and congressional negotiators have been working day and night on some very important decisions. We are doing the people's work.

Not only are these issues important, but they are very complicated. We are dealing with wrapping up the eight regular bills plus emergency supplemental appropriations, and various authorizing pieces of legislation which we believe must pass before we adjourn Congress for the 105th Congress.

□ 1230

All parties are working in good faith, but we have just not yet completed our negotiations. We will need another day or two to complete our work and get it to the floor. An extension of a further continuing resolution is, therefore, needed. Adoption of H.J. Res. 135, which runs through Friday, October 16, will give us time to complete our remaining work, I hope.

Again, I wish I did not have to bring this joint resolution to the floor, but more time is needed. Unfortunately, we have not completed our work, and we need that time to do it. I do not think we need to debate this issue extensively or take a lot of time today. We all know that we need to take this action to keep the government open. It is our intention to keep the government open, and it is our intention to stay as long as it takes to get our business done so that the government remains open and that the final bill be passed.

Adoption of this continuing resolution will give us the time needed to complete our work and keep the government running, and so I urge its adoption.

Madam Speaker, I reserve the balance of my time.

Mr. OBEY. Madam Speaker, I yield myself 12 minutes.

Madam Speaker, well, I guess I would say that this debate, as did the debate