

normally interpreted to follow the INA definition of alien.

Title III of the new act covers inspection, apprehension, adjudication, and removal of inadmissible and deportable aliens. This title amends the INA and is therefore automatically subject to the existing INA definition of alien.

Title IV of the new act provides for the enforcement of employment restrictions, including use of citizen attestation programs. The title specifically provides that "United States citizenship" includes "United States nationality." § 401(d)(6).

Title V of the new act places restrictions on benefits for aliens. The title expressly incorporates the INA definition of alien. § 594(1). Thus, the benefits of noncitizen nationals are not affected.

Title VI of the new act contains miscellaneous provisions, some of which amend the INA and are thus automatically subject to the INA definition of alien. For those provisions of title VI which do not amend the INA, the new act specifically incorporates the INA definition of alien. § 1(c).

GEORGE COBBS HELPS BAY AREA WORKERS

HON. FORTNEY PETE STARK

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, October 3, 1996

Mr. STARK. Mr. Speaker, I rise today to recognize the achievements of Mr. George E. Cobbs, Jr., president of the International Employee Assistance Professional Association [IEAPA] and a member of the San Francisco Bay Area Chapter of the Employee Assistance Professional Association [EAPA]. On October 12, 1996, the San Francisco Bay Area Chapter of the EAPA will celebrate its 25th anniversary at the IAMW Union Hall in Burlingame, CA, where Mr. Cobbs will be honored for his many years of dedicated service to the association.

The San Francisco Bay Area Chapter of the Employee Assistance Professional Association is recognizing Mr. Cobbs for his distinguished leadership in the IEAPA and for his 30 years of service in the International Longshoremen's and Warehousemen's Union. As president of the IEAPA, Mr. Cobbs has tried to foster a work ethic that promotes the idea that, recovery in the workplace is good business.

The many programs offered through the Employee Assistance Program provide assistance to employees with alcohol and drug related programs as well as with issues dealing with grief, divorce, parental matters, and emotional distress. The Employee Assistance Program provide confidential assessments and referrals, management consulting, and many other services to our country's work force.

Mr. Speaker, I would like to ask that you and my colleagues join me in recognizing Mr. George E. Cobbs, Jr., for his distinguished service to the Employee Assistance Program and for making the Employee Assistance Program such an exceptional program that benefits so many in today's work force.

CONFERENCE REPORT ON S. 640, WATER RESOURCES DEVELOPMENT ACT OF 1996

SPEECH OF

HON. BUD SHUSTER

OF PENNSYLVANIA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, September 3, 1996

Mr. SHUSTER. Mr. Speaker, I want to address section 532 of the bill relating to coastal wetlands restoration projects in Louisiana.

The purpose of section 532 is to amend the Coastal Wetlands Planning, Protection, and Restoration Act (16 U.S.C. 3952(f); 104 Stat. 4782-4783) (the "Act") to provide that the Federal share of the cost of certain wetlands restoration projects ("projects") shall be 90 percent as compared to other projects or portions of projects which may have a Federal share of 75 percent or 85 percent as the case may be, as provided in section 303 of the act.

The intended projects are identified in paragraph (5) of section 303(f)—as amended by section 532—as "coastal wetlands projects under this section in the calendar years 1996 and 1997." This phrase is intended to mean those projects added to the priority project list by annual update in the calendar year 1996 pursuant to section 303(a) of the act—fifth priority list—and those projects hereafter added to the priority list in calendar year 1997 pursuant to the same authority—sixth priority list.

The amendment also requires a determination by the Secretary that a reduction in the non-Federal share is warranted. In making this determination, the Secretary should consider whether additional benefits are likely to accrue to the restoration, protection, or conservation of coastal wetlands in the State of Louisiana as a result of a reduction in such non-Federal share and the application of resulting available state funds to implement the conservation plan and other State funded coastal conservation measures.

PALAU NEEDS U.S. ASSISTANCE

HON. ROBERT A. UNDERWOOD

OF GUAM

IN THE HOUSE OF REPRESENTATIVES

Thursday, October 3, 1996

Mr. UNDERWOOD. Mr. Speaker, last Thursday, September 17, the bridge connecting the islands of Koror and Babeldaob in the Republic of Palau collapsed into the ocean during rush-hour traffic. Two men died in the incident—four others were injured. While the leaders of Palau are thankful that more injuries or deaths did not result it was and is a devastating accident. I rise today to call upon the Federal Government to act quickly in assisting the Republic of Palau.

The Koror-Babeldaob bridge was not just a means of efficient transportation between Palau's two major islands; islands which have no other connection—natural or man-made. The 267-yard structure also brought power and water to Babeldaob, the island with Palau's largest population and industrial base. In addition, the collapsed bridge connected Palau's airport and hospital to many of its villages. Because of this, the impact of the bridge collapsing is far greater than it would have been if it was simply a means of transportation.

One Pacific Daily news report characterized the bridge as the "backbone" of Palau's economy. The analogy is a poignant and accurate one. Many of Palau's residents are still without water or power and it is uncertain when these utilities will function again.

The Government of Palau has organized boats and barges to move people and vehicles across the channel and I applaud those private boat owners and others who acted quickly to help in any way they could. I would also like to commend the people of Guam who have offered their assistance in Palau's time of need including the members of the Guam National Guard.

Assistance from the Federal Government, however, is necessary and must go beyond initial emergency assistance and an assessment of the cause of the collapse. The Federal Government must also help Palau restore power and water supplies to its citizens and assist Palau in its effort to build another, more reliable bridge.

As many of you know, the Republic of Palau commemorated its second year of independence just yesterday. Prior to its independence, the Republic of Palau was part of the United States Trust Territory of the Pacific. Palau, the Northern Mariana Islands, the Marshall Islands, and the Federated States of Micronesia, entered into negotiations with the Federal Government in 1968.

In 1994, Palau became an independent nation in free association with the United States. This is a special relationship that Palau and the United States entered into over the long term. This relationship has also helped build a strong relationship along with a special cultural bond between the People of Guam and the People of Palau.

The Federal Government has an obligation and a duty to assist Palau in this time of crisis. I urge the Federal Emergency Management Agency, the U.S. Army Corps of Engineers, and other appropriate Government agencies to assist Palau in meeting its immediate health and safety needs as well as the long term infrastructure needs resulting from this disaster.

BEWARE AMERICAN CONTRACTOR! KUWAIT DOES NOT PAY ITS BILLS

HON. RONALD D. COLEMAN

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Thursday, October 3, 1996

Mr. COLEMAN. Mr. Speaker, Saddam Hussein is beating the war drums again and the United States is marching to Kuwait to once again save the Kuwaitis from aggression. Fighting for democracy is an American tradition that we want to keep but there is something going on that the Congress and the American people need to know.

When Johnny came marching home from Kuwait after the gulf war his pockets were empty—some say Johnny's pockets had been picked by Kuwaiti business practices.

Take the example of a small business based in Maryland, Integrated Logistics Support Systems International, Inc. [ILS], that helped the Kuwait security by building a sophisticated air support warehouse at Al Jabar Air Base near the Iraqi border. The Al Jabar Base is now used by the U.S.-supported military operations as the first line of defense against Saddam's aggression.

During the Iraqi invasion of Kuwait and operation Desert Storm, ILS was one of the first American companies called upon to provide vital strategic services to Kuwait in order to protect America's national security interests. ILS immediately responded at the request of the U.S. Navy with tactical support facilities. Operation Desert Storm desperately needed the mobile operations vans provided by ILS in order to operate from an austere base in the Saudi Arabian Desert.

ILS directed activities which permitted the shipment of maintenance material, aircraft spare parts, ordnance and other supplies from the U.S. to Saudi Arabia, enabling the KAF to achieve a reconstituted wartime status. Humanitarian assistance to Kuwaiti citizens in the United States and other nations outside their homeland, was provided by ILS. Special equipment was obtained for the Kuwait resistance movement during Desert Storm/Desert Shield as well.

After the war, the KAF, with the approval of the USN, requested ILS to design a state-of-the-art automated supply system and to adapt the new system to the facilities in Kuwait. ILS did so.

The climate conditions in Kuwait were extreme. ILS responded to the challenge because logistic supply support facilities were critical to the operation of the KAF F-18 Hornet aircraft based at Al Jabar Air Base.

Capt. Nick Kobylk, U.S. Navy, retired, was the former director of operations for the U.S. Navy International Programs Office [Navy IPO] with oversight of more than 5,400 foreign military sales [FMS] contracts for the U.S. Navy prior to his retirement in September 1992. Captain Kobylk who is currently working and living in Kuwait, visited the building site at Al Jabar Air Base while it was being built. He observed the following:

The warehouse location is over an hour drive through the desert and oil fields from the nearest hotel. It was built with temperatures in excess of 50 degrees Celsius (122 degrees Fahrenheit). The work was exhausting and became more dangerous as the day progressed. Food, water and ice were brought daily to the sites by ILS. The base had no security. Unexploded ordnance was discovered around the work area. One man was killed and another wounded for life. The closest full medical facility was over an hour away. There was intermittent and unreliable electrical and water service. The only consistent and reliable means of communication was via a mobile telephone system.

These harsh conditions still exist. However, electrical power, potable water, dining and medical facilities are now locally available. The population has increased. ILS and U.S. Corps of Engineer personnel support and operate a major air base in the desert. The warehouse supply support system implemented 3 years ago met the demands of October 1994. The F/A-18's were prepared and ready to defend Kuwait as Saddam Hussein began massing on the border again. The ILS warehouse system meets the current demands of September 1996, even with the influx of the USAF highly sophisticated weapon systems and their unanticipated requirements. The KAF has realized one of the finest warehousing systems in the world. It is essential to their national security. They are more than pleased with it.

ILS received high praise from the Kuwaitis for the quality of its professionalism and performance.

Kuwait's size, topography, and population do not permit it to unilaterally conduct a mean-

ingful defense of its borders. Kuwait must rely on allies and air defense. The work of ILS literally provided the linchpin of Kuwait's national security by providing the most sophisticated logistical support/supply facility of its kind in that region of the world.

Today, as tensions once again escalate, we should notice that this small American company is to be credited for providing the foundation for the success of the security of the region.

However, Kuwait has not paid its obligations to this company. The U.S. Navy has not assisted this American contractor to obtain payment from Kuwait either.

The contractor has been told that Kuwait will pay its debt if the Navy authorizes it. The Navy has told this contractor the reverse. I consider this to be the run-around.

Why won't Kuwait pay ILS for the work that has been performed or direct the Navy pay the ILS? It is because Kuwait has been systematically defaulting on its debts after the Gulf war. It is the way this country does business with American companies.

Congress should initiate a full investigation of these business practices that leave U.S. contractors holding the bag for work that was successfully performed, especially such critical work as this.

Congress should also assist these contractors to unwind the ball of redtape that binds the United States Navy which administers contracts for Kuwait and other foreign allies.

Congress should not allow Johnny to come marching home after the Gulf war with his pockets picked by Kuwait.

TRIBUTE TO THE 119TH FIGHTER GROUP

HON. EARL POMEROY

OF NORTH DAKOTA

IN THE HOUSE OF REPRESENTATIVES

Thursday, October 3, 1996

Mr. POMEROY. Mr. Speaker, I rise today to commend the 119th Fighter Group of the Air National Guard based in Fargo, ND. The 119th, more commonly known as the "Happy Hooligans," was featured in today's edition of the USA Today as they prepare to defend their title as champion of the William Tell air-to-air combat competition. I have submitted a copy of the article that will appear in the RECORD following my remarks.

Mr. Speaker, I urge all of my colleagues to take the time to read this story about the truly remarkable people of the 119th. Two years ago, the Hooligans sent a team to Tyndall AFB, FL, to compete in the most prestigious air-to-air event in the entire Air Force—the William Tell competition. The Hooligans were pitted against the cream of the crop, the "top guns" from the Active Duty Air Force. What's more, the Hooligans were flying relatively aged F-16's but competed against units flying the more advanced F-15. Much to the surprise and considerable dismay of the Air Force's young fighter jocks, the Hooligans outperformed the entire field and took home the William Tell trophy.

In 2 weeks, the Hooligans will return to Florida to defend their title. I am confident that they will once again distinguish themselves and make North Dakota proud. Last year, I had the opportunity to fly with the Happy Hoo-

ligans in an F-16 piloted by Lt. Colonel Maury Borud, so I can personally attest to their top-shelf performance. I would also note that today Colonel Borud will make the last flight of his distinguished 28-year career.

Mr. Speaker, on an issue of special interest to Congress, I ask my colleagues to remember the championship quality of the Happy Hooligans if the Pentagon once again advances plans to reduce the fighter force structure in the Air National Guard. Such plans are short-sighted and ill-advised, especially given the unparalleled performance of the Hooligans and other ANG fighter units. Cutting the Hooligans would be like benching Michael Jordan, a foolish mistake by any measure.

Congratulations to the Happy Hooligans. You never cease to make North Dakota proud.

[From the USA Today, Oct. 3, 1996]

OLD-TIME PILOTS SHOW 'TOP GUNS' WHO'S HOT

FARGO, N.D.—The scene around the air base of the 119th Fighter Wing of the Air National Guard here would never be confused with the set of Top Gun. It is no hotbed of 20-something fighter jocks tooling around on motorcycles and doing shooters at the local bar after work.

Here you see balding middle-agers with chiseled faces. People whose "other jobs" are at the insurance office, on the farm or flying for FedEx. They are members of local churches, officers in local civic organizations, habitués of the nearby public golf courses.

Yet, when you strap one of these senior fliers into the cockpit of an F-16 Fighting Falcon, the younger boys get out of the way because these are the best air-to-air combat fighters in the world. They are the Godfathers of air superiority—and right now, they are in the final "spin up" to defend that title.

Two years ago, in October 1994, Fargo's "Happy Hooligans" as they are called, flew down to Tyndall Air Force base in Florida to duke it out in the Super Bowl of dogfights—the biennial William Tell competition. What they accomplished there may rank as one of the greatest upset victories since Joe Namath took his Jets to Florida in 1969.

The Fargo team had the oldest pilots and the oldest aircraft in the competition. Their F-16s were slower and their radar range shorter than that of the F-15s flown by the Air Force regulars from around the world. The Air Force had a vast pool of planes, maintenance crews and sharp young pilots on their teams.

The Fargo group was so sparse, they had Guard part-timers, classic "weekend warriors," flying some of their jets.

And, as if to emphasize their underdog status, Fargo's lead pilot was a diminutive lieutenant colonel nicknamed "Pee Wee."

A FAMILY AFFAIR

The William Tell is a grueling weeklong competition conducted by the Air Force that combines air-to-air combat games, weapons loading drills and target shooting.

Imagine a typical scenario.

You are strapped in the cockpit of an F-16 racing at nearly twice the speed of sound, defending a chunk of air space that extends from 0 to 50,000 feet high, 50 miles deep, 30 miles wide.

Five jets come screaming into that space—four "hostiles," one "friendly." Your radar is jammed, you are being fed conflicting and erroneous communications, the horizon is lurching skyward to your right.

Your mission: destroy the hostiles and let the friendly pass. You have five minutes.

"Your concentration level is so high," says Maj. Bob Becklund, who will lead Fargo's