

EXTENSIONS OF REMARKS

A TRIBUTE TO BEV ROSS SNYDER

HON. ROB PORTMAN

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Monday, July 14, 1997

Mr. PORTMAN. Mr. Speaker, the month of July marks the official birthday of our Nation, and I would like to acknowledge the outstanding work of a patriotic American, Bev Ross Snyder of Owensville in Clermont County, OH.

Ms. Snyder is a descendant of Betsy Ross, who was credited with the creation of our national flag—the Stars and Stripes. She has been the driving force behind the “Glorifying Our Flag—Through Education” campaign—an effort to educate students about the history, importance, and use of our national emblem. As a result of her efforts, students in grades 3 through 12 in Clermont County have been encouraged to learn more about the flag and have participated in very competitive art and essay contests. And, she has been an outspoken advocate of legislation in the Ohio General Assembly to encourage school districts to educate students about the proper respect, use, and display of the flag.

Ms. Snyder is making her first visit to Washington this week. I commend her on her work, and encourage all Americans to take an active role in learning more about the national symbol of freedom—our flag.

YES, APOLOGIES WOULD BE IN ORDER

HON. LOUIS STOKES

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Monday, July 14, 1997

Mr. STOKES. Mr. Speaker, in an article that appeared recently in the Cleveland Plain Dealer, the question of whether or not the Government should issue an apology for slavery in the United States was answered with a heartfelt, personal response. The article is entitled, “Yes, Apologies Would Be In Order.”

In the article, Afi-Odelia E. Scruggs, a columnist for the Plain Dealer, tells a touching story of tracing her family lineage back to a time when America allowed the slave trade to thrive. Through her experience, she illustrates why an apology for American slavery is so important to those who ancestors bore the burden of forced labor and dehumanization. Also, Scruggs recognizes that an official apology can help close that chapter of America's past many would like to forget, yet still lingers at the forefront of the memories of African-Americans today.

Mr. Speaker, in my opinion this writer has written one of the best articles I have read on this subject. I believe that it is crucial for those currently debating this issue to hear from both sides of the argument, and for that reason I would like to share this excellent article with my colleagues and others across the Nation.

YES, APOLOGIES WOULD BE IN ORDER

(By Afi-Adelia E. Scruggs)

For reasons I don't quite understand, I am intellectually and emotionally drawn to the antebellum period. Maybe it's because of my interest in genealogy. I've already written about finding my great-great-grandfather on a slave inventory.

But the connection grew stronger about five years ago, when I attended a traveling exhibit on slave life commissioned by the Museum of the Confederacy. The artifacts included a list of slaves from a South Carolina plantation. There, on the last line, I saw my own first name. Both experiences showed me how the past seeps into the present, how history can reveal itself with stunning immediacy.

Within the past week, the past has come alive again. This time, the catalyst is a possible presidential apology for slavery.

I would welcome it. The proposal has made me realize how much I need to hear it. I don't know whether I stand with the majority or the minority. I've seen a variety of reactions to the idea.

Some blacks, such as Baltimore Sun columnist Gregory Kane, shrug off the apology as a cynical political gesture. They say mere words will not lay 300 years of history to rest.

On the other hand, my colleague Joe Dirck points out that his family didn't have anything to do with slavery because the Dircks came to America shortly before the start of the Civil War.

I wouldn't expect an apology from the Dircks; that would be meaningless. I wouldn't expect an apology from the Kelly family of Williamson county, Tenn. They are descended from the man who owned my ancestors.

I talked to the Kellys years ago. My genealogical quest brought me to them; most blacks who track down their family history must inevitably knock on the slave owner's door.

Our conversation was cordial and brief. I was looking for information about Ed Scruggs' family. I told them, especially records of his plantation operation. If this sounds familiar, it is. “Roots” author Alex Haley made an identical request to the descendants of his family's masters.

Haley found a trove of information. But my call turned up nothing. I'd already traced Ed Scruggs as far back as possible, I was told. I could try the Williamson County court records. It seems Ed Scruggs' nine children were notorious for suing each other. We chuckled over that one. I got an invitation to call again if they could be of help. I haven't spoken to any of the Kellys since.

If the Kellys contacted me as a way of erasing the family's debt to history, I would be touched. If the Kellys wanted to talk about the part our ancestors played in this racial drama, I would agree. But I don't desire an apology from the Kellys, or any individual white person, because slavery wasn't a personal transgression.

It was a societal sin.

Slavery was an institution, a peculiar one that turned human beings into commodities. Because of that, people were treated no better than dogs, or horses, or any other piece of replaceable property. Slaves were sold, bartered, used as collateral for loans, and taxed as personal property.

Slaves were passed down as heirlooms and given as gifts. Five of my maternal ancestors, for example, were included in their mistress' dowry. When she married and moved to Tennessee, they left South Carolina with her. If fate hadn't intervened, in the guise of the Civil War, my name might be included today on someone's inventory list.

I need to hear an apology for such a dehumanizing system. I need to hear this country admit the corruption in a way of life that placed my ancestors in a trust fund for their master's children.

I need to hear President Clinton, as this country's leader, assure us all that Americans will never again be reduced to entries in an accounting ledger.

I need to hear all that, so that I can release my rage over the way my people were treated.

I must hear it so I can continue to forgive the society that allowed slavery to happen and resists acknowledging the depths of slavery's dehumanization.

And if an apology is given, I will accept.

THE DELETION OF HARRISBURG INTERNATIONAL AIRPORT FROM SUPERFUND

HON. GEORGE W. GEKAS

OF PENNSYLVANIA

IN THE HOUSE OF REPRESENTATIVES

Monday, July 14, 1997

Mr. GEKAS. Mr. Speaker, exactly 2 weeks ago, during the recent Fourth of July recess, at 2 p.m., on Monday, June 30, 1997, I participated in a brief ceremony which was the culmination of an effort that spanned nearly my entire career in the House of Representatives. That event was the removal, or deletion, of the Harrisburg International Airport from the U.S. Environmental Protection Agency's National Superfund List, the nationwide priority list of hazardous waste sites. Very few things in which I have participated during my tenure as the Member of Congress from the 17th District of Pennsylvania will have the stunning regional impact as the seemingly small and bureaucratic action of this Superfund list removal.

In addition to me, those participating in the deletion ceremony included Bradley L. Mallory, Pennsylvania's secretary of transportation; Elizabeth S. Voras, deputy secretary for aviation and rail freight [PADOT]; Timothy Fields, Acting Administrator for Solid Waste and Emergency Response for the U.S. Environmental Protection Agency; Maj. Joseph Hand, Deputy District Engineer, U.S. Army Corps of Engineers, Baltimore District; M. Joel Bolstein, deputy secretary for special projects, Pennsylvania Department of Environmental Protection; and, many of those who toiled for years to accomplish this goal.

In 1983, hazardous contamination was discovered in the soil and groundwater on and around the land of the Harrisburg International Airport [HIA] forcing the inclusion of HIA on the Superfund list in June 1986. The HIA Superfund site included not only the airport,

• This “bullet” symbol identifies statements or insertions which are not spoken by a Member of the Senate on the floor.

Matter set in this typeface indicates words inserted or appended, rather than spoken, by a Member of the House on the floor.

but also Penn State Capital Campus and adjacent industrial areas. And, for the next 14 years, I and my staff worked to achieve the end that is this deletion—the action that formally notes that the site has been cleaned of contaminants to EPA's satisfaction—and also to foster the beginning of a potentially huge increase in investments and jobs in the area. The removal of this land from the purview of the EPA umbrella opens the area, now free from the onerous legal and regulatory restraints which abound under Superfund, to massive business development.

Mr. Speaker, this site has become a Superfund "how to" example for formerly used defense sites [FUDS], one which we hope both the Department of Defense and EPA will replicate nationwide. The HIA effort yielded a model participant advisory panel which held monthly status/action meetings; it offered the concept of parceling out noncontaminated land for development, now an EPA standard guideline; and, it showed how a success oriented, versus regulation oriented, effort could cut red-tape and yield faster and easier results. All in all, the people of central Pennsylvania can again be quite proud of how they have handled a major problem with a successful resolution.

At the end of these remarks I would like to enter into the RECORD three items related to the HIA Superfund deletion: the EPA Public Comment Notice for the deletion; the final statement of deletion signed by Secretary Malory, Assistant Administrator Fields, Major Hand, Deputy Secretary Bolstein, and myself; and, the statement I made at the deletion event. Finally, Mr. Speaker, may I offer my thanks to all of those whose hard work have led to this moment: my staff, current and past; the MAC group, in particular Nick DiNaro of EPA; and the citizens who live in and around Harrisburg International Airport whose lives have been so long affected by this 14-year adventure.

THE UNITED STATES ENVIRONMENTAL PROTECTION AGENCY ANNOUNCES A PUBLIC COMMENT PERIOD FOR THE MIDDLETOWN AIR FIELD SITE, MIDDLETOWN, PA, ON A PROPOSAL TO: REMOVE THE SITE FROM THE SUPERFUND LIST

The public comment period will last 30 days from the published date of this announcement.

The cleanup of a former Air Force military base located in Middletown, PA has been determined to be completed by the U.S. Environmental Protection Agency (EPA). The Site has been on EPA's Superfund list since June 1986, after trichloroethylene was found in the Harrisburg International Airport water supply. The EPA is now proposing to remove the Middletown Air Field Superfund Site from its Superfund list since a health threat no longer exists. The property was initially established Camp George Gordon Meade by the Army on rolling farmland as a basic training camp in response to the Spanish-American War in July, 1898. In less than a year, the tent camp reverted to a pickle farm operated by H.J. Heinz, Company until May 15, 1917 when ground was broken for what eventually became known as the Olmsted Air Force Base in September 1947. Activities throughout the history of the Site included: warehousing and supply of parts, equipment, general supplies, petroleum, oil and lubricants (POL) for the Northeast Procurement District; complete aircraft overhaul including stripping, repainting, engine overhaul, reassembly, and equipment replacement; engine and aircraft testing; and

The Air Force runway and most of the Air Force industrial buildings (approximately 625 acres) are currently owned by the Pennsylvania Air National Guard and the Pennsylvania Department of Transportation (PA DOT), which maintains and manages the Harrisburg International Airport (HIA). HIA conducts general airport operations and maintenance, and leases buildings to fixed base operators and industrial tenants. Operations performed by tenants at this Site include:

- aircraft maintenance operations, aircraft paint stripping and repainting, and parts cleaning,
- aircraft instrument overhaul and repair, fabric dyeing,
- machine shop operations,
- typewriter ribbon inking and cartridge assembly.

Approximately 218 acres of former administrative and housing facilities north of Route 230 are owned by the Harrisburg Campus of the Pennsylvania State University. An additional 93 acres of former Air Force warehouse facilities just south of the Pennsylvania Turnpike (I-76) were sold to First Industrial Realty Trust, Inc. in 1995 by Fruehauf Industries, which still retains ownership of the North Base Landfill. Fruehauf was involved in the manufacturing of truck trailers with Site activities including welding, punching, fastening, foaming and painting.

Based on the results of site investigations, EPA has determined that:

No further action, except for institutional controls, is necessary to address soils at the Site.

On-going monitoring of surface water and sediment in the Susquehanna River is required. In addition, selected storm drains are also to be sampled and evaluated in five years. The sampling frequency may be modified by the Pennsylvania Department of Environmental Protection (PADEP) after one year.

On-going monitoring of the sentinel wells at the North Base Landfill Area is required. No other actions for this area are deemed necessary at this time.

No action is required for surface water or sediment in Meade Heights.

In the event that the HIA should cease or reduce the pumping of the production wells, PADEP will assess the potential for currently contained hazardous substances to migrate towards the Susquehanna River and may impose a sampling and review period (not to initially exceed 5 years), to assess whether any impact is occurring regarding the Susquehanna River. After the initial review, PADEP will again review the Site's status and determine if additional action is warranted.

Ground water use will be restricted in the event any new wells or modification of usage to existing wells are to be implemented at the Site. Ground water use at the Site will require a permit or approval by PADEP prior to use.

Based on the results of the supplemental study investigation (SSI) and BRA, no additional action, than that already required by the 1987 ROD and the 1990 ROD, as modified by the 1992 Explanation of Significant Differences (ESD), is required at the Site. It should also be noted that based upon the SSI, the objectives of the Harrisburg Airport Master Plan can be realized within the requirements of the "No Further Action" alternative by utilizing engineering and institutional controls.

All necessary design and construction activities have been approved by EPA and completed. EPA is proposing to remove the Middletown Air Field site from the Superfund list since no further actions, other than in-

stitutional controls and monitoring are required.

Documents relating to the investigation and cleanup leading to this proposed deletion are available for public review at: Middletown Public Library, 20 North Catherine Street, Middletown, PA 17057, (717) 944-6412 and U.S. EPA Region III, 841 Chestnut Street, Philadelphia, PA 19107, (215) 566-3157.

For further information please contact: Nick Di Nardo, Remedial Project Manager, U.S. EPA Region III, (215) 566-3365 or (800) 553-2509; or William Hudson, Community Involvement Coordinator, U.S. EPA Region III, (215) 566-5532 or (800) 553-2509.

[From the Federal Register]

NATIONAL OIL AND HAZARDOUS SUBSTANCES CONTINGENCY PLAN; NATIONAL PRIORITIES LIST UPDATE

40 CFR PART 300

Agency: Environmental Protection Agency.

Action: Notice of Deletion of the Middletown Air Field site from the National Priorities List.

Summary: The Environmental Protection Agency (EPA) announces the deletion of the Middletown Air Field Superfund site in Middletown, Pennsylvania from the National Priorities List (NPL). The NPL is Appendix B of the National Oil and Hazardous Substances Contingency Plan (NCP), which EPA promulgated pursuant to Section 105 of the Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (CERCLA), as amended. EPA and the Commonwealth of Pennsylvania have determined that all appropriate Fund-financed responses under CERCLA have been implemented and that no further cleanup by responsible parties is appropriate. Moreover, EPA and the Commonwealth of Pennsylvania have determined that remedial actions conducted at the site to date have been protective of public health, welfare, and the environment.

Effective Date: June 30, 1997.

For further information contact: Nicholas J. DiNardo, Remedial Project Manager, U.S. Environmental Protection Agency, Regional III, (215) 566-3365.

Supplementary information: The site to be deleted from the NPL is: Middletown Air Field, Middletown, Pennsylvania.

A Notice of Intent to Delete for this site was published May 23, 1997 (53 CFR 30452). The closing date for comments on the Notice of Intent to Delete was June 23, 1997. EPA received no comments.

The EPA identifies sites which appear to present a significant risk to public health, welfare, or the environment and it maintains the NPL as the list of those sites. Sites on the NPL may be the subject of Hazardous Substance Response Trust Fund (Fund-) financed remedial actions. Any site deleted from the NPL remains eligible for Fund-financed remedial actions in the unlikely event that conditions at the site warrant such action. Section 300.425(e)(3) of the NCP state that Fund-financed actions may be taken at sites deleted from the NPL. Deletion of a site from the NPL does not affect responsible party liability or impede agency efforts to recover costs associated with response efforts.

LIST OF SUBJECTS IN 40 CFR PART 300

Hazardous Waste

PART 300—[AMENDED]

1. The authority citation for Part 300 continues to read as follows:

Authority: Section 105, Pub. L. 96-510, 94 Stat. 2764, 42 U.S.C. 9605 and sec. 311(c)(2), Pub. L. 92-500 as amended, 86 Stat. 865, 33 U.S.C. 1321(c)(2); E.O. 12316, 46 FR 42237; E.C. 11735, 38 FR 21243.

APPENDIX B [AMENDED]

2. THE NPL Part 300; Appendix B, is amended as follows

Remove: Middletown Air Field, Middletown, Pennsylvania

TIMOTHY FIELDS, JR.,

ACTING ASSISTANT ADMINISTRATOR FOR

Solid Waste and Emergency Response.

This Notice of Deletion of the Middletown Air Field site from the National Priorities List is hereby concurred by:

HON. GEORGE W. GEKAS,

U.S. REPRESENTATIVE,

17th District, Pennsylvania.

BRADLEY L. MALLORY,

SECRETARY,

Pennsylvania Department of Transportation.

MAJ. JOSEPH T. HAND,

DEPUTY DISTRICT ENGINEER,

U.S. Army Corps of Engineers, Baltimore District.

M. JOEL BOLSTEIN,

DEPUTY SECRETARY FOR SPECIAL

PROJECTS,

Pennsylvania Department of Environmental Protection.

STATEMENT OF CONGRESSMAN GEORGE W. GEKAS AT THE HIA DELETION CEREMONY ON JUNE 30, 1997

In 1898, the land on which we stand was irrevocably transformed when it became Camp George Gordon Meade of the United States Army in response to the needs of the ongoing Spanish-American War.

Now, nearly 100 years later, with the signing of this deletion agreement, this site will benefit from yet another major transformation: from an EPA Superfund site to a PA super-development site.

In the intervening century between these two monumental episodes, Olmsted Air Force Base, as the area became known, served as a pickle plant, and then as a major Air Force depot for engine overhauling. During WWII and the Korean War, Olmsted pro-

vided critical support for the Air Force. Employment at the base during the peak years topped 17,000. But, in 1964, in a force downsizing reminiscent of today, Olmsted Air Force Base began a three-year phaseout. The action was a devastating one, substantially reducing the size of the Middletown community. And 30 years ago tomorrow—July 1, 1967—the Commonwealth of Pennsylvania took ownership of the former Olmsted base.

But the community and the region did not give in when the Air Force gave up. In the intervening years, the once-thriving military base became an international airport, and civilian, not military production took over the vacant acreage. The site and region were moving towards major redevelopment, turning a brownfield site, desolate from neglect, into a job site, flush with entrepreneurial prospects poised to create thousands of new jobs. That is, until May, 1983.

In May, 1983, job creation's forward movement ceased when the discovery of volatile organic compound (VOC) contamination was found in supply wells in and around the Harrisburg International Airport, the now former Olmsted AFB. Through the Pennsylvania Department of Environmental Resources, testing revealed a broader scope of groundwater contamination than previously thought, extending to surrounding homes, the Sunset Golf Course, Lisa Lakes Trailer Park, and other areas.

With the assistance of the late Senator John Heinz, Senator Arlen Specter, then State Senator John Shumaker and State Representative Rudy Dininni, my office contacted and worked with DER, PA-DOT, the U.S. Air Force, the Environmental Protection Agency, and many others, to determine the course of action to be taken. In October of that year we requested of the EPA that the Harrisburg International Airport be included on the newly-passed National Priorities List for Hazardous Sites (NPL) which

would qualify the area for funding through EPA's Superfund. Three years later, in June of 1986, HIA was added to the NPL, the Superfund list.

From 1986 through 1992, many meetings were held with the related local, state, and federal entities in an effort to determine the proper course of action for the cleanup and deletion of the site. A major step forward in the effort to create an effective cleanup policy was the formation of the Middletown Advisory Committee (MAC), made up of representatives from the affected parties. The MAC group began monthly meetings to work through the many problems associated with Superfund sites and devise solutions. The cleanup/deletion goal, shared by all parties, created an originality of thought that certainly benefited HIA, and we think was very useful to EPA at other sites as well.

While moving forward, the cleanup process was not without problems. And many of those problems related to money: the more cleanup done, the more it cost. And with other sites to contend, and the responsible party—the Air Force—was not a limitless source of funds. New funding, totaling over \$9 million, had to be specifically appropriated for cleanup at HIA through the United States Congress. My office became the focal point for those appropriations requests.

Successes began to be tallied: by 1994 the cleanup of HIA was well underway; Sunset Golf Course was nearly finished. In 1996 the sale of a valuable parcel of uncontaminated land (but still located on the grounds of the former Olmsted AFB and thus the current Superfund site) on the Fruehauf Trailer Corporation property occurred, spurring growth and thousands of new jobs. And, by early 1997, the cleanup was all but finished, leaving little but regulatory requirements and paperwork.

Which brings us to today. To this ceremony about an end and a beginning.