

journeyed to and arrived in the United States. While many newcomers set out to settle our Nation's rural frontiers, many more became urban pioneers—men, women and children who settled in the city. For this reason the next chapter of the immigrant tale, their lives in America, deserves closer exploration and recognition. Thus, in seeking a home for this story, the Museum sought the quintessential expression of urban, immigrant life—the tenement.

The Lower East Side Tenement Museum bill recognizes the museum's efforts to preserve, maintain, and interpret the themes of early tenement life, the housing reform movement, and tenement architecture in the United States. Affiliate status would allow this private nonprofit museum to fully participate in the programs and activities of the National Park Service while complimenting the Park Services trinity of Ellis Island, Clinton Castle, and the Statue of Liberty at not cost to American taxpayers.

My colleagues, this legislation enjoys wide bipartisan support among the New York State delegation and is supported by the city and State of New York, as well as civic leaders, small business owners, organized labor, the Wall Street community, and the National Park. I urge all of you to support this national treasure.

TRIBUTE TO WJGA

HON. MAC COLLINS

OF GEORGIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, July 17, 1997

Mr. COLLINS. Mr. Speaker, I rise to recognize a small town, community-minded radio station. Every morning in my hometown of Jackson, GA, something happens that is as anticipated as the sunrise. In fact, this daily ritual is shared by most of the residents of Jackson, one which reflects the tightness of its community bonds. Friendship like this can be found in all the facets of Jackson life, but especially when citizens tune into local radio station 92.1 FM, WJGA each day.

When the hands of local Georgians turn their radio dials to this station, the two men they hear in the morning don't echo the usual shock-jock type material that has come to characterize talk radio. Instead, audience members are treated to the down-home kindness of hosts Don Earnhart and Walter Carmichael. From these two, listeners are not only treated to the local news of Butts and Jasper counties, but also to the intangibles not measured by watt meters or ratings scales, things like friendship and allegiance.

Earnhart recently explained, "Our listeners get to know us." They do soon in much the same manner as two people sitting on a park bench talking about the day. Topics might concern the menu at a local cafe or the politics of a balanced budget. With a format that is comprised of completely live programming, these two wizards of the airwaves provide the one quality representative of friendship, personal attention. As Bill Osinski of the Atlanta Journal and Constitution recently said of this idea, "A radio station that respects its listeners—how refreshing." His enthusiasm for work has not faded after all these years, and with his wife Susanne working as the station's

business manager, the two not only make great radio, but a great team as well.

Now, as the world continues to move at such a brisk pace, it is also refreshing to note that there are some folks content to do things the old-fashioned way. They don't need flashy logos or slogans. They don't need absurd or appalling subject matter. They simply need people like Don Earnhart and Walter Carmichael, people who care enough to care for others. How refreshing indeed.

DEPOT-LEVEL MAINTENANCE

HON. MAX SANDLIN

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Thursday, July 17, 1997

Mr. SANDLIN. Mr. Speaker, I rise today to introduce legislation that clarifies the definition of depot-level maintenance and repair as the definition applies to the Army. The definition of depot-level maintenance currently included in the Department of Defense authorization bill should include conversions and modifications and I ask your support for such a change.

Section 333 of the Department of Defense authorization bill states:

Depot level maintenance and repair means material maintenance or repair requiring the overhaul, upgrading, or rebuilding of parts, assemblies, or subassemblies, and the testing and reclamation of equipment as necessary, regardless of the source of funds for the maintenance or repair.

I believe this definition is vague and unclear and could undermine current BRAC laws. Further, it could potentially be interpreted to change long-existing Army definitions, and devastate attempts to gain more workload at certain depots.

I cite an example of why this definition is necessary. In 1995 Red River Army Depot in my district was realigned by the base realignment and closure process. The BRAC law stated: "Move all maintenance missions except for that related to the Bradley Fighting Vehicle series to other depot maintenance activities including the private sector . . .", thus leaving all maintenance of the Bradley Fighting Vehicle at Red River Army Depot.

When I was elected to Congress, I sat down with the Army to discuss the situation at Red River. The Army told me that Red River was unable to perform conversions and modifications of the Bradley Fighting Vehicle because conversions and modifications are not part of depot maintenance. However, Army Regulation 750-2 of Army Materiel Maintenance Wholesale Operations defines depot maintenance as "that maintenance performed on materiel requiring major overhaul or a complete rebuild of parts, assemblies, subassemblies, and end items, including the manufacture of parts, *modifications and conversions*, testing and reclamation, as required. Depot maintenance serves to support lower categories of maintenance by providing technical assistance and performing that maintenance beyond their responsibility. Depot maintenance provides stocks of serviceable equipment by using more extensive facilities or repair than are available in lower level maintenance activities." (Emphasis Added.)

Clearly the law states that depot maintenance of Bradley Fighting Vehicles is to be

performed at Red River Army Depot. Since the Army definition of depot maintenance includes modification and conversions, any modification and/or conversion of the Bradley should be performed at Red River Army Depot. Mr. Speaker, this is why we need this legislation to clearly state what the Army can and cannot do and so it can follow its own regulations.

Depots are a vital part of our Nation's military and are essential to our military readiness. The Army currently has five maintenance depots, three of which are ground maintenance depots. More and more, each ground maintenance depot is becoming increasingly specialized.

Mr. Speaker, we need to make sure these depots operate efficiently, and that in a time of need we have dependable sources of repair for our military might.

It is clear that in the post-cold-war era our military readiness levels need to reflect the demise of the Warsaw Pact and other changes in the world. However, we need to fully assess the impact that closure and realignment decisions made to date have had on our current military readiness. To our knowledge, no report or complete assessment has been prepared on how base closures, which are currently being completed, have affected our military readiness. I believe that until such a report can be reviewed, it is unwise to recommend more base closures.

The four previous rounds of the base realignment and closure [BRAC] process have resulted in the closing of 97 defense installations in the United States. We are still unable to fully assess the actual savings, if any, generated from those base closures. For this reason, we know that if there are any savings generated from further rounds of base closures, those savings will not be realized for many years to come. Further, it is also necessary to realize the amount of money spent to close military facilities. By the year 2000, we will have spent approximately \$23 billion in cleanup and other costs associated with the closure of military installations.

The Quadrennial Defense Review claimed that in order to preserve combat capability and readiness, the services must compete, outsource, or privatize military department infrastructure functions that are closely related to commercial enterprises. The Secretary of Defense recently stated that "We need to deregulate defense just as we have deregulated many other American industries." However, our military is not just another American industry. The civilian and military employees who currently perform these functions are experienced, dedicated, and well-skilled individuals on whom our Nation can depend in time of war. The uncertainties we would face with an inexperienced, privatized work force, pressed into service on short notice, could be a tremendous detriment to our military readiness.

AMERICAN HEROES

HON. RON PACKARD

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, July 17, 1997

Mr. PACKARD. Mr. Speaker, I rise today in recognition of two American heroes—retired Col. Mitchell Paige, of the U.S. Marines and retired Col. Frederick T. Flo of the U.S. Army.

The veterans of America are the men and women deeply responsible for the great Nation we live in. The bravery, honor and dignity in which they bestowed their service in the hope of preserving democracy puts all Americans forever in their debt. From the Revolutionary War to Desert Storm, our Nation has relied on our soldiers to keep peace and promote freedom.

I am privileged to honor two of these heroes today before this Congress and the American people.

Today, Col. Mitchell Paige is retired in the great State of California, but in October of 1942 he fought valiantly to stop the Japanese attacks on the Matanikau River during World War II. Col. Paige was rewarded for his heroic action with the Medal of Honor. This Marine was acknowledged in several papers as single handedly securing the perimeter and preserving the lives of many Americans.

Col. Frederick Flo is also an American champion. In World War II he was deployed with the Army to the front lines. Colonel Flo volunteered to lead a patrol on a 125-mile reconnaissance behind Japanese lines with only 13 men in his company. His successful mission provided important information for his superior, General Vandergift, that may well have saved the lives of many Americans.

Mr. Speaker, on behalf of the American people and this Congress, I would like to formally congratulate these two men. They are genuine American heroes and deserve our recognition and faithful appreciation. I am honored to have had the opportunity to recognize these two patriots today.

“REVERSE ROBIN HOOD BILL”

HON. DONNA M. CHRISTIAN-GREEN

OF THE VIRGIN ISLANDS

IN THE HOUSE OF REPRESENTATIVES

Thursday, July 17, 1997

Ms. CHRISTIAN-GREEN. Mr. Speaker and my colleagues, the Republican tax bill can only be viewed as a “reverse Robin Hood” bill, because it would hurt hard-working families, aspiring students, and the people of the territories of the United States.

Why is it that the deficit must only be reduced on the backs of those of us who are struggling everyday to survive, while those who could best afford to contribute more not only get away scot-free, but actually get more.

Mr. Speaker, the people whom I’m privileged to represent are among the 15 million who are cut out of the Republican led tax bill. Then, as if to add insult to injury, the tax bill further threatens to kill my district’s struggling tourism industry which provides our economic base and on which many Virgin Islanders and residents of other territories depend for a livelihood.

On behalf of the people of the Virgin Islands and the majority of Americans, I plead with the conference committee, to uphold the commitment of the budget agreement, to reject the tax on the domestic portion of international flights, and freeze the departure tax for the smaller members of the American family at the present level so that we can continue to be a refuge for many of those same hard-working Americans who visit us for a well-deserved vacation.

My colleagues, the people of the Virgin Islands survived Hurricanes Hugo and Marilyn,

but we could not withstand Hurricane airline tax.

HONORING ELIZABETH H. “BETTY” NORWORTH ON HER FIFTIETH ANNIVERSARY WITH THE FBI

HON. ED BRYANT

OF TENNESSEE

IN THE HOUSE OF REPRESENTATIVES

Thursday, July 17, 1997

Mr. BRYANT. Mr. Speaker, I would like to take the time to honor Mrs. Elizabeth H. Norworth, or “Betty,” as she is known by me and all of her friends. For the past 50 years she has served as an asset to the FBI’s Memphis office.

Betty began her service with the FBI on September 8, 1947 as a stenographer in Memphis, where she earned a \$2,168.28 per year salary. In 1951, she was promoted to stenographic supervisor. That same year, she married Ned Norworth, who remains her husband. Her steadfast dedication and performance led to a series of promotions including the position of secretary for the special agent in charge, a job she has masterfully handled since 1960. Through the last 16 special agents in charge and the past 37 years, she has perfected her position and learned just about everything that there is to know about the FBI. According to John Hancock, the current special agent in charge of the FBI’s Memphis office, Betty has basically been the sole trainer of all of the last 16 special agents in charge of the FBI’s Memphis office. One of those she trained and worked under was Clarence M. Kelly, the former Director of the FBI.

Mr. Speaker, I know Betty. We worked in the same office building when I was U.S. attorney, so I know how dedicated she has been and continues to be and what an asset she is, not only to the FBI, but to this great Nation. I am proud to recognize her here today.

THE EXPLOSION OF TWA FLIGHT 800; REMEMBERING THE VICTIMS AND FAMILY, PAYING TRIBUTE TO OUR COURAGEOUS AND CARING VOLUNTEERS ON LONG ISLAND

HON. MICHAEL P. FORBES

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Thursday, July 17, 1997

Mr. FORBES. Mr. Speaker, I rise today to ask my colleagues in the U.S. House of Representatives to join me in prayerful remembrance of the 230 people who lost their lives when TWA flight 800 crashed off the south shore of Long Island, near the small town of East Moriches, 1 year ago today.

I also ask that all Americans join us as we pray for the families and friends of the passengers and crew members who perished in the crash, that they might gain some measure of solace and understanding about their profound and so very public loss.

In one tragic moment on an otherwise ordinary summer evening, the lives of the surviving families and friends were plunged into a tumult of grief and confusion. We cannot imagine the soul-wrenching heartache and

numbing pain they faced in the minutes and days after news of their loss reached them. In the months that followed leading up to this anniversary, some have thankfully found healing grace they need in the personal bonds forged with the other surviving families.

We all grieve for their loss, but perhaps what still weighs most heavily on our hearts is that even after a year, there is still no clear answer as to what caused TWA flight 800 to explode in mid-air over the Atlantic Ocean. Since that fateful July evening, there have been several studies conducted and recommendations made about the ways we can make airline travel safer. Today, there is something that we, as a compassionate Congress, can do to spare the families any further pain. We can move quickly to approve the bill offered by our esteemed colleague from Pennsylvania, Mr. McDade, a bill that corrects an egregious injustice that prevents the survivors of this or any plane crash over international waters to seek compensation for the pain, suffering and loss of a loved one, as the family of other airline disasters may do. This is a simple matter of fairness and small measure of justice that we can provide, in the memory of those who died aboard TWA flight 800.

Though the headlines tell us that 230 human beings lost their lives in this crash, they are more than just numbers. Each one of those 230 were someone’s son or daughter, wife or husband, brother, sister, and friend. And each of those abroad TWA flight 800 has a story. I would like to tell you about a few of my Long Island neighbors who perished abroad TWA flight 800.

Such as Eric and Virginia Holst, of Manorville. Just a few days away from their own sixth wedding anniversary they were on their way to Eric’s brother Troy’s Paris wedding. Eric was a dentist with a practice in the town of Center Moriches, just a few miles from the crash site. With special talent for easing the anxiety of a child’s first trip to the dentist, Eric Holst decorated his office with the cards and greetings from his youngest patients, who adoring called him “Dr. Eric.” His parents, John and Joan Holst live in nearly St. James.

Virginia Holst was a partner with her mother, Luz Mari Pelaez, in a skin-care and nutritional products business that she operated out of her home. After having already bravely overcome thyroid cancer, Virginia, in the words of her mother, “got so strong, so full of energy and life, it was amazing. She had fought that war, and she won.”

Or the story of Beverly and Tracy Anne Hammer. Having just recently passed her stockbroker’s exam, Beverly overcame her fear of flying to join her daughter Tracy Anne in Paris, where the veterinary student was to deliver a research paper. Richard Hammer did not join his wife and daughter so that they could spend time together on a once-in-a-lifetime vacation in Europe. Today, he lives in East Hampton, Long Island.

At age 37, Donna Griffith had just begun a new life for herself. The Westhampton Beach native decided to celebrate her recent college graduation by taking her first trip to Europe. The Brooklyn resident was to start classes at New York University’s graduate school after her return.

Rico Puhlmann was an internationally renowned fashion photographer who split his