

The concurrent resolution was agreed to.

A motion to reconsider was laid on the table.

ADJOURNMENT TO MONDAY,
SEPTEMBER 8, 1997

Mr. PAUL. Mr. Speaker, I ask unanimous consent that when the House adjourns today, it adjourn to meet at 12:30 p.m. on Monday next for morning hour debates.

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

There was no objection.

DISPENSING WITH CALENDAR
WEDNESDAY BUSINESS ON
WEDNESDAY NEXT

Mr. PAUL. Mr. Speaker, I ask unanimous consent that the business in order under the Calendar Wednesday rule be dispensed with on Wednesday next.

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

There was no objection.

SPECIAL ORDERS

The SPEAKER pro tempore. Under the Speaker's announced policy of January 7, 1997, and under a previous order of the House, the following Members will be recognized for 5 minutes each.

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Florida [Mr. GOSS] is recognized for 5 minutes.

[Mr. GOSS addressed the House. His remarks will appear hereafter in the Extensions of Remarks.]

KOREAN AIR FLIGHT 801 TRAGEDY

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Guam [Mr. UNDERWOOD] is recognized for 5 minutes.

Mr. UNDERWOOD. Mr. Speaker, while the rest of the Nation has turned its attention to other matters, we on Guam are still reeling from the aftermath of the worst air disaster in our island's modern history.

On August 6, 1997, at approximately 1:42 a.m. Guam time, a Korean Air Boeing 747 enroute from Seoul to Guam crashed into a hill 3 miles short of the runway at the airport. The jumbo jet carried 254 people, 228 of whom have perished. The last victim of flight 801 was Mr. Chung Yong-hak, who died on September 3 while being treated at Brooks Army Medical Center in San Antonio, TX.

I rise today to express the people of Guam's condolences to the family and friends of the crash victims. We shared their pain most intimately, not only because it was on our soil but also because the people on that plane were not

entirely strangers. Nationalities and citizenship aside, there were mothers and fathers, brothers and sisters, sons and daughters, aunts and uncles, friends and neighbors who were coming home or looking forward to a visit.

Guam is a small community and a significant number of our population were touched by the loss of someone known to them in some way. Among the dead, eight were returning Guam residents of Korean descent. And among the survivors, there were four returning home.

Last December I had the pleasure of sitting with Mr. Kenneth Kim of Tamuning as his daughter, Yuri Kim, was being sworn in as an officer of the American Foreign Service. Yuri's first assignment is at the U.S. Embassy in Beijing. She traveled to Guam, first to await word and then to mourn the death of her mother, Jane, who was among the passengers of that ill-fated flight.

Mrs. Jane Wha-Young Kim was active in community service affairs and served as president of the Guam Korean Women's Association. She was laid to rest on August 18, 1997, and is survived by Kenneth, Yuri, and her son, Yong Sae. The Kim family will carry on and I, along with their friends, will offer solace as best as I can.

The Dahilig family has also been severely affected by this tragic event. Mr. Mike Dahilig of the village of Dededo, his sons, Richard and Michael, his father-in-law Young Min Kim and his many brothers and sisters are making preparations to inter Mike's wife Joung-Ok and their 1-year-old son Mitchell.

I want to express to them again and to all the families of Korea Air Flight 801 our deepest condolences. Whether to respond to the ravages of typhoons or earthquakes, the people of Guam have always pulled together as a community and worked cooperatively to attend to one another's needs.

In the early hours of August 6, our abilities were challenged to the maximum, but I stand proudly today to say that civilian and military personnel and volunteers from all sectors of our community joined forces, not merely as a consequence of training and function but in the spirit of kindness and compassion.

By 6 a.m. on the morning of the crash, more than 500 civilian and military rescue personnel were on the site, which is in plain view from the roadside on Nimitz Hill but inaccessible by motorized vehicles. Rescue personnel, carrying what equipment they could manage, clambered down a steep ravine and up the other side. Desperately trying to reach survivors, they trekked for a mile and a half through mud and swordgrass.

To reach the crash site, bulldozers widened a narrow utility road leading to a navigational beacon just yards from the crash site. Additionally, cranes were utilized to lift debris and wreckage so that victims and survivors

could be reached. None of the first rescue personnel ever gave up hope of saving lives. As if unsatisfied with the toll on human life, the crash of Korean Air Flight 801 also claimed the life of an Air Force volunteer who suffered a heart attack while assisting at the crash site.

Mr. Speaker, America can be proud of its men in uniform, men and women in uniform, who were stationed on Guam. The Navy, on whose property the crash occurred, the Air Force, the Coast Guard, the Guam National Guard, and the U.S. Army all responded quickly, professionally, and compassionately.

The U.S. Army delegation was composed of airline crash investigators from the Army Central Identification Lab in Hawaii who just happened to be on Guam to examine a World War II B-29 crash site.

Men and women from nearly every department and agency of the Government of Guam rallied to meet the crisis, either as professionals or volunteers. The Guam Fire Department, the Guam Police Department, Guam Airport Authority, Office of Civil Defense, Departments of Mental and Public Health, Public Works, Parks and Recreation, Labor, Corrections, Youth Affairs and the Energy Office, the Governor's office, all allocated equipment, supplies, and personnel to meet the rescue and treatment efforts.

Guam's business community also offered their full support. From Continental Airlines to small businesses like a McCrory Store, Little Future, Boonie Dog Designs, numerous establishments offered their time and energy. Churches of every religious denomination, nonprofit, civic organizations, and educational institutions lent their support.

As a result, the Guam Chapter of the American Red Cross was able to deliver more than 9,000 meals to crash site workers and offer nearly 2,000 grief support encounters in the 7 days following the crash. No one likes to point out that this is an opportunity to see the community work together, but the people of Guam certainly could be proud of their effort.

Mr. Speaker, I include the following for the RECORD:

AUGUST 11, 1997.

His Excellency KIM YOUNG SAM,
President, Republic of Korea, Presidential Palace, Seoul, Korea.

YOUR EXCELLENCY, The courage, strength and stamina of Asian-Pacific people in times of adversity are legendary. Sadly, we know that the great people of the Republic of Korea must again call upon these inherent qualities to bear the terrible tragedy of the loss of Flight 801. In this, we, the people of the Territory of Guam, join you in pain and sorrow, and offer this message of hope: we have unfaltering confidence in the legacy of the Korean people to triumph over adversity. Together, we shall attend to the painful and difficult tasks at hand; together, we shall endure this tragedy; and together, we shall grow stronger in respect and friendship.

On behalf of all the people of Guam, we send our deepest and most heartfelt condolences to you, the families and friends of all

the victims, and to the people of the Republic of Korea. Please know that we are doing all we can to assist the families in any way possible, and that we stand ready to do more if need be.

Yoo Gam Eul Pyo Ham Ni Da. Si Yu'us ma'ase,

CARL T.C. GUTIERREZ,
Governor of Guam.
ROBERT A. UNDERWOOD,
Member of Congress.

[From the Pacific Daily News, Aug. 21, 1997]
CANCELING FLIGHTS IS THE WRONG RESPONSE
TO GUAM KOREAN AIR CRASH

Korean Ministry of Transportation and Korean airline company officials may have overreacted to the recent crash of Korean Air Flight 901.

That reaction may be an economic blow to both Guam and Saipan, and can be interpreted as shifting blame away from Korean Air and putting it on Guam International Airport Authority and the Federal Aviation Administration.

According to Asiana Airlines, the company will suspend all flights to Guam until Sept. 12, when the glide slope at the Guam International Airport is supposed to be repaired.

That decision follows a Korean Ministry of Transportation recommendation to stop night flights.

Korean Air has restricted its Guam-bound flights to daylight operations and has completely canceled all flights into Saipan until Oct. 25.

These changes may result in significant losses in tourist revenue until service is fully restored.

The reason for the crash hasn't been established, but National Transportation Board officials in early statements were clear that the inoperative glide slope and a malfunctioning altitude warning system did not cause the airliner to go down.

In fact, other airline companies have not let the crash or equipment inadequacies alter their schedules. They continue to fly safe night approaches and landings into Guam's airport. Their pilots seem confident they can handle flights here.

If Korean airline companies are concerned about flying into Guam at night, then perhaps they should stop all night operations until this crash is thoroughly analyzed.

There are certainly plenty of challenging and even more dangerous approaches to other airports where these airlines fly.

It doesn't make sense to restrict flights coming to Guam and Saipan without taking similar action elsewhere.

Instead, this appears to single us out and summarily put the blame on U.S. air controllers, flight safety operations and navigation equipment at airports on Guam and Saipan.

It would be much more constructive, in fostering international relations and developing safer flights procedures, to work more closely together on this problem, than to appear to single us out for retribution.

OFFICE OF THE GOVERNOR,
TERRITORY OF GUAM,
August 27, 1997.

Hon. JOONG YOL AUN,
Consul General, Consulate General of the Republic of Korea, Agana, Guam.

DEAR CONSUL GENERAL AUN: The Government of Guam would like to extend its appreciation to the Consul General for his expression of interest in the modalities of rescue procedures carried out by emergency personnel of the Government of Guam and the United States Government following the tragedy of Korean Air Flight 801. We request the indulgence of the Consul General in un-

derstanding that our responses represent the views of the Government of Guam, and all references to actions by the U.S. military should be reconfirmed by them. We request that the facts be considered without prejudice.

A. Although there was some initial traffic congestion, a broken fuel pipeline damaged by the aircraft blocked the closest road to the crash. In addition, it must be pointed out that the road itself did not lead directly to the site. The aircraft crashed in an uninhabited and hard to reach area. Fire trucks could not have reached or been driven down to the wreckage because there was no path or road leading to it. Additionally, witnesses who first reached the scene indicate that intense heat made certain areas inaccessible from the moment the crash occurred. They report it is nearly impossible for anyone to have survived the fire in those areas, which erupted immediately upon impact.

B. Throughout the rescue phase, every effort was made to save all possible survivors. This priority was first and foremost on the mind of everyone on the scene that night. The brave men and women who were part of the rescue effort were at constant risk throughout the operation. The commanders on scene determined that it was impossible for any passengers to still be alive in the areas burning, areas which were burning for over a half-hour before rescuers could reach the scene. Firefighters on the scene, professionally trained to determine the best course of action in such situations, indicated that dousing the wreckage with water would do little in the way of extinguishing the fire. In fact, spraying water on the wreckage could have posed an even greater risk if pressurized hoses spread pieces of burning metal onto survivors or rescue workers. Water could also have dispersed burning fuel to unburned areas, and the use of Halon, a fire-fighting agent, could also have posed a health hazard to survivors or rescue workers. In some areas of the wreckage, temperatures were estimated to be as high as 1100 degrees Fahrenheit. Additionally, a decision was made by the Navy to use the helicopters to fly survivors to the hospital, rather than drop water. A water drop could very easily have injured or killed more survivors or rescue workers.

C. The "explosion" referred to in your letter of 3:24 a.m. on August 6, was, according to preliminary reports, in an area of the wreckage that did not contain survivors, and while the immediate sound and flying debris was noticed by rescue workers, it did not have any significant impact on the rescue efforts underway, nor on the number of survivors pulled from the wreckage. At the time of the explosion the fire was generally confined to the fuel tank area of the wing, and did not endanger any survivors.

I would also like to note that ABC News, one of the agencies that first put out erroneous reports on the rescue efforts, has retracted its inflammatory and false statements, and the retraction has run on the ABC internet page.

Finally, I would like to sum up by saying that you have my personal assurances, having been one of the first individuals on the crash site, that the Government of Guam, the U.S. Government, and all the civilian volunteers involved, did everything within our power to rescue the survivors of Korean Air Flight 801. Dozens of brave men and women put their lives on the line to save every person who could be saved. I would also like to note that a full investigation into the cause of the crash will be issued by the National Transportation Safety Board, and until that time, official reports on the crash and the conduct of everyone involved will be under review.

I trust this letter will satisfy your concerns. The Government of Guam, Sir, wishes to take this opportunity to extend to the Consul General the assurances of our highest consideration.

Very truly yours,
CARL T.C. GUTIERREZ,
Governor of Guam.

ON BOSNIA

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Texas [Mr. PAUL] is recognized for 5 minutes.

Mr. PAUL. Mr. Speaker, I have asked for this time today to express my deep concern for the recent military buildup in Bosnia.

I think this is a dangerous situation and I would like to call it to the attention of my colleagues here in the Congress. This is something that has been going on for a long time.

Many of us have tried to get our troops out of Bosnia and out of harm's way, but so far that has not been the case. Yesterday, the U.S. Defense Department announced that they would be adding more aircraft in this region. There will be 6 more F-16's sent to this region, taking the total number up to 24. They will be flying out of Ariano, Italy, and the purpose is to patrol the Bosnian skies.

The purpose that is stated is to provide deterrence and to provide a peaceful situation to a very difficult problem that has existed not for a few months or for a few years but for decades, if not hundreds of years in this region.

Instead of providing deterrence and a peaceful effort being made here, I believe our contribution is going to do nothing more than escalate the problems of that region.

The recent buildup has also been said to be necessary because it is supposed to guarantee an election process. During the last year there were two attempts to hold elections in this region but, due to the political turmoil there, the elections have had to be canceled. Again, they are trying to have another election. Our presence there is supposed to provide the stability to a region that is inherently unstable, and I challenge this notion whether or not this can even be achieved.

In addition to the troops and the aircraft that have gone in, we are sending, the international bodies have sent in 2,600 election monitors. The odds of this providing stability to an election are very, very slim.

Last month there were some additional troops sent into Bosnia. Not much was said about this. There were not very many reports in the media regarding this, certainly no discussion here in the Congress. But we have had 8,000 troops stationed in Bosnia. We have added 1,600 more. So we are now in the process of adding aircraft and adding personnel in a situation which puts our troops in jeopardy. It was not too long ago that our troops were stoned and homemade weapons were used against them.