

LEGISLATION TO BAN OIL AND GAS DRILLING IN MOSQUITO CREEK LAKE

**HON. JAMES A. TRAFICANT, JR.**  
OF OHIO

IN THE HOUSE OF REPRESENTATIVES  
*Wednesday, September 8, 1999*

Mr. TRAFICANT. Mr. Speaker, today I am introducing legislation to prohibit oil and gas drilling in Mosquito Creek Lake in Cortland, Ohio. The lake is in the 17th Congressional District of Ohio which I am privileged to represent.

For the past several years I have tried to work with the U.S. Department of Interior's Bureau of Land Management to address the legitimate concerns of local residents about the potential environmental and health impacts of oil and gas drilling on Mosquito Creek Lake. Unfortunately, a satisfactory arrangement could not be met. BLM is in the process of allowing slant drilling on the lake.

Last year I carefully reviewed BLM's environmental assessment which included proposed safety procedures to contain leaks, spills and overflows. After considering these proposals, I felt compelled to join many of my constituents in opposition to drilling on private land around the lake. I remain adamantly opposed to any drilling. At this juncture, the only way to stop the drilling is legislative action. That's why I am introducing this bill.

My legislation would bar any person from any drilling activity, including slant or directional drilling, to extract oil or gas from lands beneath Mosquito Creek Lake in Cortland, Ohio. Under the Traficant bill, the U.S. Attorney General has the authority to file suit in U.S. District Court to enforce this prohibition.

While tests have shown evidence of oil and gas deposits below the lake, the levels are not high enough to justify drilling, in my opinion. The potential benefits of extracting oil and gas from beneath Mosquito Creek Lake do not outweigh the potential damage that could be done to the environment, water quality and overall quality of life for area residents. That's the bottom line.

I intend to do everything possible to have this legislation enacted into law this year.

H.R. —

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

**SECTION 1. PROHIBITION.**

After the enactment of this Act no person may commence any drilling activity (including any slant or directional drilling) to extract oil or gas from lands beneath waters under the jurisdiction of the United States in Mosquito Creek Lake in Cortland, Ohio. The Attorney General of the United States may bring an action in the appropriate United States district court to enforce the prohibition contained in this section.

CELEBRATING THE 125TH ANNIVERSARY OF THE ARRIVAL OF THE MENNONITES IN AMERICA

**HON. JERRY MORAN**  
OF KANSAS

**HON. JOHN R. THUNE**  
OF SOUTH DAKOTA

IN THE HOUSE OF REPRESENTATIVES  
*Wednesday, September 8, 1999*

Mr. MORAN of Kansas. Mr. Speaker, I rise today with the gentleman from South Dakota,

Mr. THUNE, to commemorate the 125th Anniversary of the arrival of the Mennonites in the United States.

To do so, I would like to read from a poem written by my constituent, Mrs. Gladys Graber Goering of Hutchinson, Kansas:

"A HYMN OF HERITAGE"

Sing a song of deep gratitude  
To our God, Who by His grace,  
Led a people through centuries  
To this special time and place.  
Glad hosannas to you belong,  
Joy of the Lord, our strength and song.  
Tell the prairies' welcoming call  
Soil rich to the farmer's hand,  
Grasses and sky and spacious fields  
Beckoned families to the land,  
Promised them freedom to pursue  
The peaceful life which once they knew.  
Simple homes built on the broad plain,  
Church and school as their domain,  
Mennonites soon felt richly blest,  
Stretching borders east to west,  
Children and children's children grown  
Claimed the new land as their own.  
One-room schoolhouse and ABC's  
Played a part in wisdom's call.  
Stumbling now with a language strange,  
Students soon embraced it all.  
Learning continued through the years  
Pointing the way to new careers.  
Caring families eased the way  
Through the stresses of each day  
Dust and storm, depression and fears,  
Conscience and war, conflicts and tears,  
As generations moved along,  
Anchored safe in families strong.  
Sing a song of our heritage,  
Home and church and values true,  
Faith enduring, foundation firm,  
Building blocks on which we grew.  
God of the ages, help us, pray,  
Increase the good gifts of today.

The accomplishments of the Mennonite community, in Kansas and South Dakota and in America are many. What continues to endure is the strength of their communities and of the values that they share.

In a world that is rapidly changing, where information is shared around the globe instantly, and where too often, faith is an antiquated notion, the Mennonite community has retained its belief in service to the global community, peaceful resolution to conflict, and faith in God. From Moundridge, Kansas to Freeman, South Dakota, Mennonites have gone above and beyond the call of duty to serve people in need.

Today, farmers are still growing the Turkey Red Winter Wheat that the Mennonites brought with them 125 years ago. Midwestern states like Kansas and South Dakota make up the "Bread Basket of the World" and our farmers produce more wheat than any other states. The gentleman from South Dakota and I are grateful that so many Mennonites chose Moundridge and Freeman as their homes and helped to shape our great states.

It is an honor to commemorate this anniversary.

THE PASSING OF JUDGE PAUL J. DRISCOLL OF NORWICH, CT

**HON. SAM GEJDENSON**  
OF CONNECTICUT

IN THE HOUSE OF REPRESENTATIVES  
*Wednesday, September 8, 1999*

Mr. GEJDENSON. Mr. Speaker, I rise today with great sorrow to memorialize Superior

Court Judge Paul J. Driscoll of Norwich, Connecticut. Judge Driscoll was a person of unequaled integrity, intelligence and fairness underscored by an almost limitless amount of humility.

Judge Driscoll was born in Norwich, Connecticut on May 14, 1909 and attended local public schools. He earned undergraduate and law degrees from Georgetown University. During World War II, he served in China as a member of the Judge Advocate General corps attaining the rank of Major.

Following the war, Judge Driscoll returned to Connecticut and began a career in public service which spanned four decades. He served as a member of the Board of Education in Norwich and as a trustee of Norwich Hospital. He also was a member of the Board of Trustees of the University of Connecticut. In 1966, he was appointed to the Superior Court of Connecticut. In this capacity, Judge Driscoll presided over a wide array of cases with fairness, keen intelligence and great command of the law. Following his retirement in 1979, Judge Driscoll continued to play a role in mediating disputes as a State Referee.

Paul Driscoll also played a number of important roles in the Democratic Party in Connecticut. He served as Democratic Town Chairman in Norwich for many years. He was also a member of the Democratic State Central Committee. In these roles, he worked hard on behalf of working men and women.

Mr. Speaker, Judge Paul Driscoll was an exemplary public servant and a great American. His memory will endure through his many meaningful contributions to virtually every aspect of life in southeastern Connecticut.

IN HONOR OF NEW JERSEY'S  
PUERTO RICAN HERITAGE  
STATEWIDE COMMITTEE

**HON. ROBERT MENENDEZ**

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, September 8, 1999*

Mr. MENENDEZ. Mr. Speaker, I rise today to recognize New Jersey's Puerto Rican Heritage Statewide Committee for their efforts to stimulate cultural pride and diversity in Newark, New Jersey.

The Puerto Rican Heritage Statewide Committee is dedicated to strengthening and enhancing the quality of life for many Hispanic residents in the State of New Jersey. From raising money for scholarships to renovating community centers such as La Casa Puerto Rico Cultural Center, the PRHSC has continued to be a driving force to improve the community.

Armed with a vision to promote Puerto Rican culture through pride and unity, the

PRHSC began its annual parade 37 years ago in Newark. Starting out with just a few local organizations marching down Broad Street in Newark, the parade has grown to more than 100 groups marching in a two hour televised event. In addition, a feast, "Fiestas Patronales," the largest of its kind attracting more than 150,000 people, was added to the festivities seven years ago at Branch Brook Park.

Through the years, the parade has expanded the scope to applaud the achievements of other Hispanic communities such as Dominicans, Ecuadorians, Colombians, Peruvians, and Uruguayans.

In addition, the parade and PRHSC have helped to create a forum in which the Hispanic community and the business community can join and work together to spread the message of unity. As we approach the 21st Century, PRHSC has spearheaded the effort to encourage businesses and leaders to invest in, and appeal to, the still largely untapped Hispanic community.

For its commitment to the Puerto Rican and larger Hispanic communities, I ask my colleagues to join me in congratulating New Jersey's Puerto Rican Heritage Statewide Committee. Its tireless efforts have truly made a difference and continue to better the people of the State.

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HAROLD LEWIS (PONT) FREEL—  
ONE OF THE THOUSAND POINTS  
OF LIGHT AND A GREAT AMERICAN

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**HON. SCOTT McINNIS**

OF COLORADO

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, September 8, 1999*

Mr. McINNIS. Mr. Speaker, Harold Lewis Freel, known by everyone as "Pont" was a great man who will be greatly missed. The second in a family with eight children, he quit school in the 10th grade to pick corn to help his family survive. During the "dust bowl", when he was 17, his family moved to Moffat, Colorado. The family arrived in the San Luis Valley in a pickup truck which is still on the property today. From this humble beginning, Pont achieved much by hard work and dedication to the values that have made the United States of America a great country.

During World War II, Pont was a Tech Sergeant in the Army Air Corps, flying thirty-eight missions in a B-17. He was shot down on March 16, 1944 over Yugoslavia and was held by the Germans as a prisoner of war for fourteen months. General Patton, riding aboard a tank, freed him in the final days of the war. After the war, he worked feeding cattle for others, and worked construction to get his own start in the ranching business. Hard work and "stubbornness" helped Pont survive the trials of life. When he died, he had a ranch, which encompassed 5,300 deeded acres and he ran 500 head of cattle. There was no horse he couldn't ride, no job too big and no person lacked value.

Pont had four biological children, two stepchildren and many others that called his ranch home. His home was always open to children who needed a place to live and to learn how to live. Sometimes they came for the summer, but stayed for many years. His hand and home was always open to those in need.

Pont believed in service to his country, community, to all children and to schools. Although he had only a 10th grade education, he recognized the value of an education for the youth of this country. He served on the Moffat and Mountain Valley School Boards for a total of twenty-six years. Pont was elected County Commissioner of Saguache County at the age of 67 and served for four years, using his knowledge of big equipment to concentrate on the roads of this large rural county in the heart of the Rocky Mountains.

He was a model of American ideals for his community and young people everywhere, embodying patriotism, strength, gentleness and service throughout his lifetime. With his passing, a great American has disappeared from our midst. One of the thousand points of light has gone out, but his memory lives on in those who were privilege to have known him.

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T-38 AVIONICS UPGRADE  
PROGRAM

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**HON. J.D. HAYWORTH**

OF ARIZONA

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, September 8, 1999*

Mr. HAYWORTH. Mr. Speaker, I would like to bring the T-38 Avionics Upgrade Program (AUP) to the attention of my colleagues and the American people. The T-38 program is an essential aircraft system for training Air Force pilots. Recently, during OPERATION ALLIED FORCES, we became acutely aware of the critical shortage of pilots in the Air Force and the other services. The T-38 AUP is a key asset in helping the Air Force to reduce this pilot shortage. I am pleased to report that, following some early hardware-software developmental problems, this week the Air Force gave the go-ahead for Low Rate Initial Production for the T-38 AUP.

Earlier this month, the House Appropriations Committee recommended substantial reductions in production funding for the T-38 AUP for both fiscal year 1999 and fiscal year 2000. The rationale was to give more time for development and testing to correct hardware and software deficiencies and to meet the "fly before buy" criteria established by the Air Force. This action will delay the program by a year or more and consequently delay the delivery of state-of-the-art advanced training aircraft to the Air Force.

The T-38 AUP is an Air Force modernization program to update obsolete avionics, controls, and cockpit displays in 509 T-38 trainer aircraft. It also provides 36 new ground-based trainers that reflect the new T-38 cockpits, and provides logistics support at six Air Force bases around the country. I am proud of the work that is being done in my district at Williams Gateway Airport to provide a modernized trainer for America's future fighter and bomber pilots.

Over the past year, the Williams Gateway team has been hard at work to bring the T-38 trainer up to the level necessary to produce pilots who are ready to step into our current fighters and bombers. However, as stated in the House Appropriations Committee report language, hardware and software problems discovered during developmental flight testing at Edwards Air Force Base caused the Air Force to decide on March 10, 1999 to delay

the program for correction and flight testing of the discrepancies.

With the tremendous efforts of the Air Force and the T-38 contractor team, all critical hardware and software problems discovered during flight testing have been fixed and the following flights were successful flights. All flight testing was completed at Edwards on July 9, 1999. This entire corrective process, typical of a development phase, took less than four months. The Air Force has thoroughly reviewed the entire process, determined that the "fly before buy" criteria have been met, and on July 26, 1999 approved initial low-rate production of the T-38 AUP. There is no longer any reason to further delay the program. I do not think that this information about the rapid correction of problems was available to the House Appropriations Committee prior to the House vote to reduce funding earlier this month.

Full fiscal year 1999 and 2000 production funding is required to keep the T-38 AUP on schedule. First aircraft deliveries are required at Moody Air Force Base in Georgia by August of next year. Delaying the T-38 AUP program will have a significant effect on pilot training and will increase overall program costs and operations and maintenance costs associated with the older versions of the T-38 aircraft.

Air Force pilot training and retention is a national security issue. The T-38 AUP is a critical vehicle in the process of helping the Air Force improve its pilot situation. In addition to being a low cost trainer, the T-38 AUP will provide the configurations in avionics and cockpit design the pilots need to train. By slipping this program out a year, we will be forcing America's finest new fighter and bomber pilots to use an aircraft with 1950's and 1960's cockpit technology.

Funding reductions this year would unnecessarily delay the T-38 development efforts by a year or more, delay needed upgrades for critical Air Force pilot training needs, and increase fiscal year 2000 research and development costs by millions and program production costs by tens of millions. Additionally, if the program is delayed, operations and maintenance costs will increase by millions annually because of parts shortages and other difficulties associated with maintaining the older T-38 aircraft with the high failure rates of their obsolete avionics components. Finally, the delay will result in loss of some of the valuable workforce experience that has been hard-won during the development phase of the program.

Mr. Speaker, as we enter the new millennium, we would be doing a disservice to our future pilots by training them in aircraft with 1960's and 1970's technology. With full funding of \$85.7 million for the T-38 AUP program, the Boeing Company and the Air Force will ensure that our future pilots will have state-of-the-art avionics to begin their training.

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COMMEMORATING THE OPENING  
OF THE KEY WEST MUSEUM OF  
ART AND HISTORY

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**HON. PETER DEUTSCH**

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, September 8, 1999*

Mr. DEUTSCH. Mr. Speaker, I rise today in recognition of a very important event. On August 28, 1999, Key West's historic 108-year-