

Air Force, and 2,878 in the Navy. These military personnel have demonstrated a willingness to die in defense of this country. Not only is this legislation the very least we can do to show our gratitude, it will have the additional benefit of enhancing recruiting, retention, morale and readiness within the armed services.

Again, I congratulate the President on this initiative and urge my colleagues to bring H.R. 4575 to the floor for a vote before the August recess.

PERSONAL EXPLANATION

HON. BOB CLEMENT

OF TENNESSEE

IN THE HOUSE OF REPRESENTATIVES

Wednesday, July 17, 2002

Mr. CLEMENT. Mr. Speaker, on rollcall No. 295, had I been present, I would have voted "yes".

OPPOSITION TO H.R. 5002

HON. FRANK PALLONE, JR.

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

Wednesday, July 17, 2002

Mr. PALLONE. Mr. Speaker, I come to the House floor this evening to express my strong opposition to H.R. 5002, a bill to include Turkey in the Qualified Industrial Zone, allowing duty-free goods from Turkey to enter the U.S. markets. This bill is not only an inappropriate and fiscally irresponsible back-door approach to establishing a free trade agreement with Turkey, but also rewards a country that has illegally occupied 37 percent of Cyprus for the last 28 years. On July 20, 1974, Turkey invaded Cyprus, and to this day continues to maintain an estimated 40,000 heavily armed troops on the island. Nearly 200,000 Greek Cypriots, who fell victim to a policy of ethnic cleansing, were forcibly evicted from their homes and became refugees in their own country. This bill would send the wrong message to countries that are seeking access to our trade markets. It sends the presumably unintended message that violating international laws can be rewarded.

Mr. Speaker, I believe a discussion by this Congress to grant Turkey substantial trade benefits cannot take place until a settlement has been achieved in Cyprus and Turkish troops have vacated the island. The Turkish government must exert pressure on Turkish Cypriot leader Denktash to put aside his unreasonable and unacceptable demands, and negotiate in good faith with Cyprus President Clerides. International officials were hoping for a breakthrough in negotiations by the end of June, but once again the Turkish side refused to budge and move closer to a peace agreement within the framework provided by the United Nation's Security Council.

I am also very concerned by reports that the Turkish government sent more than 5,500 Turkish soldiers to the Turkish-occupied section of Cyprus over the last month. Cypriot leaders and officials from the European Union see this action as a deliberate attempt on Turkey's part to create tension and negatively impact peace negotiations.

Once a peace settlement is reached, all political and social restrictions on the enclaved

Greek Cypriots must be lifted, and any transfer of property that has taken place over the last 28 years in the occupied area should not be recognized. I also believe that our federal courts should be granted jurisdiction to hear the cases of U.S. citizens who have been excluded from their real property in occupied Cyprus.

I believe each of these five conditions must be met before any discussion of extending trade with Turkey can begin.

Turkey has also not been a good neighbor to Greece in questioning the established maritime boundary of the two countries in the Aegean Sea. This boundary has been established through several treaties dating back to 1923. The U.S. cannot now support expanded trade with Turkey while Turkey refuses to abide by provisions in the 1947 Paris Peace Treaty that once again established the Aegean boundary. The United States was one of the nations that signed that historic document, and therefore must publicly state that it accepts the demarcation of the maritime borders in the Aegean Sea as final.

Mr. Speaker, I am concerned that this legislation not only reflects poorly on the United States' moral authority in trade policy, but also represents dangerous fiscal policy; in effect subsidizing a politically unstable and economically backwards country. Two weeks ago, 34 members of Prime Minister Bulent Ecevit's ruling party resigned in protest of the Prime Minister's refusal to step down as ruler of Turkey. Then, last week, two of the highest-level Ministers resigned: Economic Minister Kemal Dervis and Foreign Minister Ismail Cem, triggering calls within Turkey for new elections as early as September. Minister Dervis is widely recognized as the architect of the colossal International Monetary Fund bailouts of Turkey, which saved Turkey from immediate financial disaster, but has put Turkey in debt to the IMF for a staggering 31 billion dollars. The nine billion dollars that were made available for release this year have not made any impact on the rapidly shrinking economy and massive unemployment.

We should not reward Turkey and put our own economy in further jeopardy without radical reform of Turkey's economic and trade policy.

Mr. Speaker, it is time to stop making special concessions for Turkey. Their blatant disregard for international norms—whether it be trade policy or their abysmal human and minority rights record—can no longer be ignored.

CORPORATE ACCOUNTING METHODS AND THE RULE OF LAW

HON. ADAM H. PUTNAM

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, July 17, 2002

Mr. PUTNAM. Mr. Speaker, in recent months America has seen the collapse of several large corporations because of shady accounting methods and practices. These events have left many American investors worried and some financially ruined. These revelations of corporate abuses and corporate fraud have caused a temporary crisis of confidence in our markets and financial institutions.

The ripple effect of these financial scandals is extending all the way to the smallest inves-

tors. It is the small private investor, not necessarily the large institutional investor, who is taking the brunt of this crisis of confidence. Small investors have seen their retirement plans dwindle not because of a poor investment strategy, but because the entire market has been depressed by the actions of a few dishonest and corrupt corporate executives.

I do not believe these instances of fraud and abuse are representative of all American corporations or the executives that run them, but there should be no difference between "ethics" and "business ethics." Like anyone else in our society, for a corporate executive to succeed, honesty and integrity are essential. Corporate CEOs who commit fraud or whose actions destroy confidence in the entire market and thereby steal the retirement nest eggs of millions of Americans are no better than thugs. They must be identified and prosecuted to the fullest extent of the law. To root out the perpetrators of these crimes, we must move corporate accounting out of the shadows to protect America's small investors and pension holders.

Our society and culture must reaffirm that it values ethics over next quarter's balance sheet. Corporate executives, no matter how much paper wealth they create, are not above the law. Those that commit fraud and violate the public's trust will be brought to justice.

Our free market economy is anchored in the rule of law. There can be no special exceptions for corporate leaders with regard to the rule of law.

NATIONAL AVIATION HERITAGE AREA

HON. TONY P. HALL

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Wednesday, July 17, 2002

Mr. HALL of Ohio. Mr. Speaker, I rise to join Mr. HOBSON and my other Ohio Colleagues in introducing the National Aviation Heritage Area Act, a bill to protect and enhance sites in and near the State of Ohio associated with the history of aviation. The legislation establishes the National Aviation Heritage Area, building on earlier measures enacted by Congress. The legislation is supported by individuals and historical organizations throughout the state. It is appropriate to create the National Aviation Heritage Area to recognize the significant contributions made in the state toward the advancement of aviation and aerospace. The legislation would be a fitting step to mark the celebration of the 100th anniversary of the Wright brothers' first flight in 2003.

With the passage of the Dayton Aviation Heritage Act of 1992, Congress recognized the importance of several historic sites associated with the Wright brothers by establishing the Dayton Aviation Heritage National Historical Park. The park is expected to be fully operational by the year 2003. That is the 100th anniversary of the first manned, controlled, and sustained flight by the Wright brothers, ushering in the aviation era. Though the two interpretive centers for the park are still under construction, the park has already transformed the way our Nation looks at the early history of flight by recognizing the key role that Dayton played. The park has also enhanced local pride in our two most famous sons and their achievements.

However, the link between Ohio and aviation history goes far beyond the Wright brothers. In what could be viewed as an early example of technology spin-off, familiarity with the secrets of aviation enabled Ohioans to make further developments in aeronautics and later aerospace. The attention devoted to the development of the national park has sparked a broad interest in the state beyond the Dayton area about the larger role Ohio has played that followed from the Wright brothers' invention.

There is probably no state in the union that is more closely associated with the history of aviation and the men and women who pioneered the development of flight than Ohio. It was in Dayton where the Wright brothers built the first airplane. At Huffman Prairie Flying Field the Wright brothers tested and developed the world's first practical flying machine and established the first permanent flying school. Cleveland's NASA Glenn Research Center has been responsible for advances in air and space technology. At McCook Field, and later Wright-Patterson Air Force Base, much of our Nation's military aviation technology was developed. The first American in orbit, as well as the first man to walk on the moon, were both raised in Ohio. The Columbus home of World War I aviator Captain Edward Rickenbacker is a National Historic Landmark. Cleveland's Rocket Engine Test Facility, also a National Historic Landmark, pioneered the technology to use hydrogen as a rocket fuel. In Sandusky, the Centaur Rocket was developed in yet another National Historic Landmark and Akron has the Goodyear Airdock, the world's largest airship hangar.

Ohio boasts the world's first mass produced airplane, the first commercial airplane flight, and the development of the modern free fall parachute, nighttime flying, high altitude flying, radio beacon navigation, guided missiles, reversible pitch airplane propellers, crop-dusting airplanes, the pressurized airplane cabin, and blind flying. The list goes on and on.

The same law which created the Dayton Aviation Heritage National Historical Park also established the Dayton Aviation Heritage Commission, which was charged with assisting the preservation of the many sites in Ohio's Miami Valley related to the history of aviation. The commission, which is currently chaired by United States District Judge Walter H. Rice, has recommended establishing the National Aviation Heritage Area to continue the preservation and enhancement of historic sites not only in the Dayton area but throughout the state. This is the natural step, given the interest and historical resources in Ohio.

A heritage area is a cohesive group of natural, historic, cultural, or recreational resources in a distinct geographical area that can benefit from forming a collaboration to protect, enhance, and promote those resources. Congress has designated 23 National Heritage Areas which have special national significance and which offer outstanding opportunities for conservation and interpretation. The National Aviation Heritage Area established under this bill fully meets these criteria.

As part of the process of developing the National Aviation Heritage Area concept, public meetings were held in Columbus, Cleveland, and Dayton giving a chance for individuals to comment on the proposal. Public comment was also provided through a Website and an extensive e-mail campaign. A list was com-

plied of almost 100 specific sites in Ohio with potential public access that are linked with significant developments in aviation history. Examples include the Neil Armstrong Air and Space Museum, United States Air Force Museum, Cincinnati Museum Center, Ohio Flight Museum, John and Annie Glenn Museum and Exploration Center, National Inventors Hall of Fame, and the NASA Glenn Research Center Visitors Center.

The bill establishes the National Aviation Heritage Area including a core area of Montgomery, Greene, Warren, Miami, Clark, and Champlain Counties in Southwest Ohio. Additional sites can be added upon the recommendation of a management plan. The bill provides a management framework to improve collaboration among the sites and organizations within the heritage area to promote educational programs, historic preservation, and heritage tourism. The bill authorizes \$10 million over the next 15 years, provided an equal amount of non-Federal funds are raised.

The idea behind the heritage area is that the sites and organizations, working together, can accomplish more than working separately. Because they are linked together by theme and geographical proximity, they can readily collaborate on preservation activities, promotion, and programming. The bill calls for a management plan and provides on-going assistance to maintain the collaboration. The real work of the heritage area is conducted by the individual sites and organizations. The minimal role of the Federal government is to help coordinate and assist the management of the groups.

The bill also includes a provision to study the Wright Company factory buildings in West Dayton.

The National Aviation Heritage Area concept is supported by the Ohio Economic Development Council, Downtown Dayton Partnership, Dayton Mayor Rhine McLean, the United States Air and Trade Show, Inc., Inventing Flight, and the Dayton Aviation Heritage Commission. The bill is sponsored or cosponsored by a total of 14 Ohio House members, more than half of the state's House delegation. Similar legislation is being introduced by Ohio's two Senators, MIKE DEWINE and GEORGE VOINOVICH.

I commend my colleague, Mr. HOBSON, for his leadership on this issue. We have enjoyed a long partnership working together to protect and promote Ohio's historic aviation heritage going back to the legislation establishing the Dayton Aviation Heritage National Historical Park. This measure builds on and continues those earlier successes.

Mr. Speaker, the United States leads the world in aviation and aerospace technology. The State of Ohio has been a dominant force in bringing our Nation to this position. It is therefore fitting that the National Aviation Heritage Area be established in Ohio to protect the state's historic aviation resources and share the stories of our rich aviation heritage with the world.

IN SUPPORT OF H. RES. 393, A RESOLUTION CONDEMNING THE RISE OF ANTI-SEMITISM IN EUROPE

HON. ALCEE L. HASTINGS

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, July 17, 2002

Mr. HASTINGS of Florida. Mr. Speaker, I rise today as one of the original cosponsors of House Resolution 393, a resolution condemning the rise of anti-Semitism in Europe which has occurred over the past 18 months. The recent rise of anti-Semitism in Europe is an unacceptable development which must be stopped, and European governments must take whatever action is needed to achieve this end. I applaud my friend from New York, Mr. CROWLEY, for his fight against the abhorrent developments leading up to this resolution.

Anti-Semitism is a dangerous creature with a long and ignominious history in Europe. It is a particularly virulent form of racism which goes beyond place and time, oversteps borders and languages. It finds a home within the ignorant, dissatisfied and disenfranchised in all parts of the globe.

In every era, anti-Semitism finds a new way to manifest itself and a new justification for its presence. Starting in the 12th century, blood libels were levied against the Jews of Europe, citing the fictional Jewish need for Christian blood as evidence for the accusations. When the bubonic plague struck in the 14th century, Jews were wrongfully blamed for the outbreak of the epidemic and the decimation of the European population. Jews across Europe were murdered by angry mobs as punishment for these alleged crimes.

Later, European anti-Semitism took on a scientific justification. In 1899, Houston Stewart Chamberlain published "The Foundations of the Nineteenth Century." He argued that all of the accomplishments of Western civilization resulted from the influence of the superior, Germanic race, while inferior races, like the Jews, impeded progress. His book became the Nazi bible and his arguments were adopted by Adolph Hitler as grounds for the elimination of European Jewry. Today anti-Semitism disguises itself as a political platform, often as opposition to Israeli policies.

This rise in anti-Semitism, while despicable in its own right, is indicative of a much greater problem. It is part of an obnoxious rise in racism, intolerance, and widespread xenophobia. Though anti-Semitism today lacks the religious mythology attached to it in the Middle Ages or the scientific theories that fueled it in the first half of the 20th century, it is equally dangerous and terrorizes the Jewish community just as it did 60 years ago.

Mr. Speaker, last week, I returned from Berlin where the annual session of the Parliamentary Assembly of the Organization for Security and Cooperation in Europe, an organization of which I serve as Vice President, was convened. For some of my European colleagues, combating increased anti-Semitism is an issue they are concerned about. For those who were not concerned, it was time to make it clear to them that they need to be.

Since the days of President Woodrow Wilson and the League of Nations, we have worked to build a global community. Now, xenophobia threatens to undo over 80 years