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CREATOR: Mark A. Kitchens (CN=Mark A. Kitchens/OU=WHO/O=EOP [WHO])

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TO: Anne W. Bovaird (CN=Anne W. Bovaird/OU=WHO/O=EOP@EOP [WHO])
READ:UNKNOWN

TO: Michael K. Gehrke (CN=Michael K. Gehrke/OU=WHO/O=EOP@EOP [WHO])
READ:UNKNOWN

TO: Michele Ballantyne (CN=Michele Ballantyne/OU=WHO/O=EOP@EOP [WHO])
READ:UNKNOWN

TO: Ruby Shamir (CN=Ruby Shamir/OU=OPD/O=EOP@EOP [OPD])
READ:UNKNOWN

TO: Aprill N. Springfield (CN=Aprill N. Springfield/OU=WHO/O=EOP@EOP [WHO])
READ:UNKNOWN

TO: Ann C. Hertelendy (CN=Ann C. Hertelendy/OU=WHO/O=EOP@EOP [WHO])
READ:UNKNOWN

TO: Erica S. Lepping (CN=Erica S. Lepping/OU=WHO/O=EOP@EOP [WHO])
READ:UNKNOWN

TO: Saladbar 23 <saladbar23 (Saladbar 23 <saladbar23 @ hotmail.com> @ inet [UNKNOWN
READ:UNKNOWN

TO: Rajiv Y. Mody (CN=Rajiv Y. Mody/OU=WHO/O=EOP@EOP [WHO])
READ:UNKNOWN

TO: Sean P. O'Shea (CN=Sean P. O'Shea/OU=WHO/O=EOP@EOP [WHO])
READ:UNKNOWN

TO: Laura J. Lewis (CN=Laura J. Lewis/OU=WHO/O=EOP@EOP [WHO])
READ:UNKNOWN

TO: James E. Kennedy (CN=James E. Kennedy/OU=WHO/O=EOP@EOP [WHO])
READ:UNKNOWN

TO: Katharine Button (CN=Katharine Button/OU=WHO/O=EOP@EOP [WHO])
READ:UNKNOWN

TO: Alejandro G. Cabrera (CN=Alejandro G. Cabrera/O=OVP@OVP [UNKNOWN])
READ:UNKNOWN

TO: Joshua S. Gottheimer (CN=Joshua S. Gottheimer/OU=WHO/O=EOP@EOP [WHO])
READ:UNKNOWN

TO: Clara J. Shin (CN=Clara J. Shin/OU=WHO/O=EOP@EOP [WHO])
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TO: Edward F. Hughes (CN=Edward F. Hughes/OU=WHO/O=EOP@EOP [WHO])
READ:UNKNOWN

TO: Sarah E. Gegenheimer (CN=Sarah E. Gegenheimer/OU=WHO/O=EOP@EOP [WHO])

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TO: Rachael E. Sullivan (CN=Rachael E. Sullivan/O=OVP@OVP [UNKNOWN])
READ:UNKNOWN

TO: Jeffrey A. Shesol (CN=Jeffrey A. Shesol/OU=WHO/O=EOP@EOP [WHO])
READ:UNKNOWN

TO: Mark A. Kitchens (CN=Mark A. Kitchens/OU=WHO/O=EOP@EOP [WHO])
READ:UNKNOWN

TO: Gordon Li (CN=Gordon Li/OU=WHO/O=EOP@EOP [WHO])
READ:UNKNOWN

TO: Steven J. Naplan (CN=Steven J. Naplan/OU=NSC/O=EOP@EOP [NSC])
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TO: Laura D. Schwartz (CN=Laura D. Schwartz/OU=WHO/O=EOP@EOP [WHO])
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TO: Gene B. Sperling (CN=Gene B. Sperling/OU=OPD/O=EOP@EOP [OPD])
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TO: Anne M. Edwards (CN=Anne M. Edwards/OU=WHO/O=EOP@EOP [WHO])
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TO: Melissa M. Murray (CN=Melissa M. Murray/OU=WHO/O=EOP@EOP [WHO])
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TO: Eli G. Attie (CN=Eli G. Attie/O=OVP@OVP [UNKNOWN])
READ:UNKNOWN

TO: Peter A. Weissman (CN=Peter A. Weissman/OU=OPD/O=EOP@EOP [OPD])
READ:UNKNOWN

TO: Mark D. Neschis (CN=Mark D. Neschis/OU=WHO/O=EOP@EOP [WHO])
READ:UNKNOWN

TO: Thurgood Marshall Jr (CN=Thurgood Marshall Jr/OU=WHO/O=EOP@EOP [WHO])
READ:UNKNOWN

TO: Lowell A. Weiss (CN=Lowell A. Weiss/OU=WHO/O=EOP@EOP [WHO])
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TO: Julia M. Payne (CN=Julia M. Payne/OU=WHO/O=EOP@EOP [WHO])
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READ:UNKNOWN

TO: Jenni R. Engebretsen (CN=Jenni R. Engebretsen/OU=WHO/O=EOP@EOP [WHO])
READ:UNKNOWN

TO: Natalie S. Wozniak (CN=Natalie S. Wozniak/OU=NSC/O=EOP@EOP [NSC])
READ:UNKNOWN

TO: Dawn M. Chirwa (CN=Dawn M. Chirwa/OU=WHO/O=EOP@EOP [WHO])
READ:UNKNOWN

TO: David Vandivier (CN=David Vandivier/OU=OMB/O=EOP@EOP [OMB])
READ:UNKNOWN

TO: Lindsey E. Huff (CN=Lindsey E. Huff/OU=NSC/O=EOP@EOP [NSC])
READ:UNKNOWN

TO: Steven Reich (CN=Steven Reich/OU=WHO/O=EOP@EOP [WHO])
READ:UNKNOWN

TO: Kimberly S. Anderson (CN=Kimberly S. Anderson/OU=OA/O=EOP@EOP [OA])
READ:UNKNOWN

TO: Robin J. Bachman (CN=Robin J. Bachman/OU=WHO/O=EOP@EOP [WHO])
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READ:UNKNOWN

TO: Rebecca L. Walldorff (CN=Rebecca L. Walldorff/OU=WHO/O=EOP@EOP [WHO])
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TO: Heather M. Riley (CN=Heather M. Riley/OU=WHO/O=EOP@EOP [WHO])
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TO: Jonathan M. Prince (CN=Jonathan M. Prince/OU=WHO/O=EOP@EOP [WHO])
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TO: Steve Ricchetti (CN=Steve Ricchetti/OU=WHO/O=EOP@EOP [WHO])

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TO: Rochester M. Johnson (CN=Rochester M. Johnson/OU=WHO/O=EOP@EOP [WHO])
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TO: Jason H. Schechter (CN=Jason H. Schechter/OU=WHO/O=EOP@EOP [WHO])
READ:UNKNOWN

TO: Alison Muscatine (CN=Alison Muscatine/OU=WHO/O=EOP@EOP [WHO])
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TO: Julie E. Mason (CN=Julie E. Mason/OU=WHO/O=EOP@EOP [WHO])
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READ:UNKNOWN

TO: William A. Halter (CN=William A. Halter/OU=OMB/O=EOP@EOP [OMB])
READ:UNKNOWN

TO: Nanda Chitre (CN=Nanda Chitre/OU=WHO/O=EOP@EOP [WHO])
READ:UNKNOWN

TO: Jennifer Ferguson (CN=Jennifer Ferguson/OU=OMB/O=EOP@EOP [OMB])
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TO: Jonathan A. Kaplan (CN=Jonathan A. Kaplan/OU=OPD/O=EOP@EOP [OPD])
READ:UNKNOWN

TO: Jeffrey M. Smith (CN=Jeffrey M. Smith/OU=OSTP/O=EOP@EOP [OSTP])
READ:UNKNOWN

TO: Elizabeth R. Newman (CN=Elizabeth R. Newman/OU=WHO/O=EOP@EOP [WHO])
READ:UNKNOWN

TO: Richard L. Siewert (CN=Richard L. Siewert/OU=WHO/O=EOP@EOP [WHO])
READ:UNKNOWN

TO: gamble-bennett@dol.gov (gamble-bennett@dol.gov @ inet [UNKNOWN])
READ:UNKNOWN

TO: Dag Vega (CN=Dag Vega/OU=WHO/O=EOP@EOP [WHO])
READ:UNKNOWN

TO: Robin M. Roland (CN=Robin M. Roland/OU=WHO/O=EOP@EOP [WHO])

READ:UNKNOWN

TO: Melissa G. Green (CN=Melissa G. Green/OU=OPD/O=EOP@EOP [OPD])
READ:UNKNOWN

TO: Jennifer M. Palmieri (CN=Jennifer M. Palmieri/OU=WHO/O=EOP@EOP [WHO])
READ:UNKNOWN

TO: Douglas B. Sosnik (CN=Douglas B. Sosnik/OU=WHO/O=EOP@EOP [WHO])
READ:UNKNOWN

TEXT:
WORLD NEWS TONIGHT WITH PETER JENNINGS
Aired on JULY 27, 1999

PETER JENNINGS, ABC News: (voice-over) On World News Tonight this Tuesday -- the Food and Drug Administration approves a new flu drug. But the FDA panel wasn't very enthusiastic. The government has changed its mind about an additive for cleaner gas and cleaner air now that they know it's so bad for the water. If bounty hunters are essential to catch many criminals, who's making sure that bounty hunters aren't beyond the law? And we'll take ``A Closer Look'' at a man with the courage to change America.

ANNOUNCER: From ABC News world headquarters in New York, this is World News Tonight with Peter Jennings.

PETER JENNINGS: Good evening. We begin this evening with the government's involvement in the nation's health, for better or for worse.

The Environmental Protection Agency has quite dramatically reversed itself about a chemical in gasoline that it fears may cause cancer. And the Food and Drug Administration has approved a drug to fight the flu, even though they have some serious reservations about the drug.

In both cases, millions of people stand to be affected. And we're going to begin with the flu. Here's ABC's Jack Smith.

JACK SMITH, ABC News: (voice-over) The new drug, called Relenza, is being touted by its manufacturer as the first act against both major flu strains, A and B. And unlike previous flu drugs, they say it appears to be free of side effects.

It is delivered by an inhaler directly into the lungs, where the flu virus reproduces itself. It prevents new flu viruses from spreading.

Dr. JACOB LALEZARI, Lead Investigator: For the first time in human history, we are now prepared to treat whatever mother nature throws at us, including those incredibly virulent strains that pop up from time to time.

JACK SMITH: (voice-over) But some think the new drug is being rushed to market before it's ready.

Dr. SYDNEY WOLFE, Public Citizen: An FDA advisory committee voted 13-4 not to approve this drug in February of this year. And yet, over their objection, the drug has been approved.

JACK SMITH: (voice-over) Despite the manufacturer's claims, the FDA acknowledges it is not sure Relenza works for both types of flu, and this needs more study. And the FDA is asking the label disclose limitations -- that Relenza only shortens flu by a day, that patients with mild flu are less likely to benefit and that for patients with asthma or emphysema, the drug can be harmful.

(on camera) The FDA is asking the manufacturer for more information about the new drug's performance, following up to make sure it delivers on the claims that are being made for it. Jack Smith, ABC News, Washington.

Epa Calls For Reduction In Use Of Mtbe

PETER JENNINGS: Now, to the chemical and the gasoline. On the broadcast last night, we told you that the Environmental Protection Agency would

call today for a significant reduction in the use of the chemical additive called MTBE.

Not all that long ago, the agency was enthusiastically promoting MTBE as a way to fight air pollution. But today, the EPA called for reductions as soon as possible after a federal advisory panel reported that the chemical could be responsible for serious pollution. Here with a report on that is ABC's Barry Serafin.

BARRY SERAFIN, ABC News: (voice-over) It seemed like a good idea at the time -- using cleaner-burning, so-called ``reformulated gasoline'' to reduce air pollution from cars. And it worked. Since 1990, adding a chemical called MTBE to gasoline has cut toxic emissions. The air was getting cleaner, but there was a problem -- MTBE began showing up in water.

CAROL BROWNER, EPA Administrator: When this first became an additive, when it was first put into gasoline for cleaner air, no one in the scientific community understood what it might mean in terms of water pollution.

BARRY SERAFIN: (voice-over) MTBE has been leaking from underground storage tanks -- spilled in marinas and by those using lawn mowers -- millions of gallons a year. And now, it has been detected in 5 percent to 10 percent of the drinking water supplies in areas using reformulated gasoline.

It has been found at very low levels, but MTBE produces tumors in rats and may do so in humans.

(on camera) So after nine years of promoting MTBE, the EPA is giving up on the chemical, but not on cleaner air. The EPA says it will find alternatives. One possibility -- ethanol, a gas additive derived from corn.

ERIC VAUGHN, Renewable Fuels Association: MTBE loses. Ethanol may gain -- may gain very, very well.

BARRY SERAFIN: (voice-over) But ethanol production is limited, and it is more difficult to distribute. Officials say other chemicals could do the job.

CAROL BROWNER: We can achieve cleaner fuels without this additive.

BARRY SERAFIN: (voice-over) Any replacement will be thoroughly tested for its effects on air, soil and water. MTBE producers say the plan could add up to 10 cents a gallon to the price of gas. But today's report says the cost increase would be small if MTBE was phased out over about four years. Barry Serafin, ABC News, Washington.

100 Rescued From Small Cruise Ship In Alaska

PETER JENNINGS: About 30 miles east of Juneau in Alaska, today more than 100 people were rescued from a small cruise ship after it hit a rock and began to take on pretty large quantities of water. ABC's Deborah Wang is there.

DEBORAH WANG, ABC News: (voice-over) It is still not clear what went wrong. But this morning, The Spirit of '98, a ship built to resemble an old-fashioned cruise ship, was sailing up Alaska's inside passage when the accident happened.

Lt. Cmdr. RAY MASSEY, Coast Guard: It had struck a rock in Tracy Arm and was taking on water and flooding uncontrollably.

DEBORAH WANG: (voice-over) A Coast Guard helicopter lowered pumps onto the ship to try to keep it afloat. More than 100 passengers and crew were evacuated onto two other cruise ships that were sailing nearby. There are no reports of injuries.

In recent years, Alaska's rugged coast has seen a boom in cruise liners bringing tourists through the glaciers and narrow fjords of the inside passage. But the waters there can be treacherous.

Last month, a smaller cruise ship ran aground 50 miles west of Juneau.

Eighty people had to be evacuated. The company which owns The Spirit of '98, ``Alaska Sightseeing Cruise West, has also had its share of mishaps. According to the Coast Guard, one of its ships, The Spirit of Alaska, has run aground four times since 1995. Deborah Wang, ABC News, Seattle.

PETER JENNINGS: As for the weather, it was a little cooler in some parts of the Midwest today with temperatures in the 80s. But in the East, it is still well into the 90s. And at our last count, at least 33 people have died as a result of the heat in the last week.

In a moment -- some of the other news.

(voice-over) NASA has been spending billions on space, and now it is cutting millions of dollars on Earth. It is, of course, ``Your Money.'' And a one-man legal revolution. The judge who changed the South and, thus, the nation.

(Commercial Break)

It'S Your Money

PETER JENNINGS: In our regular report on ``Your Money,'' making the most of it. Thirty years ago, NASA, the space agency, had a budget that rivaled some of the other more considerable departments of government. But ever since then, funding has been cut back, and NASA has now increasingly been forced to look for savings. Here's ABC's John Martin.

LAUNCH ANNOUNCER: Four, three. We have a go for engine start.

JOHN MARTIN, ABC News: (voice-over) When the astronauts left here the other morning, they lifted off from a complex that over the years has cost taxpayers billions of dollars in unnecessary expenses.

(on camera) That's because the Kennedy Space Center, which is right there, and the Cape Canaveral Air Force station, which is right here, didn't bother to share services or resources.

(voice-over) Between the two bases, there were at least two of everything -- fire departments, contractors, maintenance companies, sewage systems. There were 3,000 people doing the work of 2,000.

The public may have loved Neil Armstrong's few steps on the Moon 30 years ago but might have wondered why NASA and the air force couldn't take a few steps to save money. Two years ago, under pressure to cut costs, NASA and the Air Force started cooperating.

(on camera) What did you say? ``You will do this''?

Brig. Gen. RANDY STARBUCK, Commander 45th Space Wing: I didn't say, ``You will do it.'' It was more like, ``Find a way to do this. Tell me why we can't do it.''

JOHN MARTIN: (voice-over) In the last 10 months, the two have become one -- one fire department, one set of gardeners and so on. Nearly 600 fewer people work here now, says NASA, which expects to cut \$500 million in costs over the next 10 years.

ASTRONAUT: Everything looks great.

JOHN MARTIN: (voice-over) So when the astronauts come home tonight, they'll be landing in a world where the government is saving ``Your Money.'' John Martin, ABC News, Cape Canaveral, Florida.

Other items ``On The Money'' tonight -- what to do with \$33 billion.

(voice-over) Forty-four states have told the National Conference of State Legislatures they ended the last fiscal year with more than \$33 billion in excess cash. It's the largest budget surpluses for states in two decades.

On Wall Street today, the Dow Jones Industrial Average was up more than 115 points to close at 10,979. On the NASDAQ, stocks were up 60 points.

Graphics: Dow Jones 15-day Trend

Change: Up 115.88

Close: 10,979.04

Volume: 714,654,090

NASDAQ 15-day Trend

Change: Up 60.13

Close: 2679.32

Volume: 1,001,403,000

(voice-over) The explosive growth of cellular phones is hurting the pay-phone business. Pay-phone company revenues down 18 percent since last year.

And the government has decided to ease economic sanctions against Iran, Libya and Sudan. American farmers, still hurting from the global financial crisis, will be allowed to sell those countries as much as \$2 billion worth of grain.

When we come back -- the bounty hunters, sometimes as bad as the criminals they're after.

(Commercial Break)

The Bounty Hunters

PETER JENNINGS: In California today, police all over the state are investigating whether Cary Stayner, who has confessed to four murders at Yosemite National Park, might be connected to other murders. One sheriff is reopening a case involving Stayner's uncle, who was murdered in 1990. Stayner told reporters that he acted alone in the four Yosemite killings and he was responding, he said, to voices in his head.

When that Mexican serial killer turned himself in two weeks ago, a number of people in law enforcement said he was worried about bounty hunters, that they might kill him. Courts and police depend on bounty hunters to track down people who jump bail. Bounty hunters have greater freedom in some respects than the police, but they are far less accountable. Here's ABC's James Walker.

1st BOUNTY HUNTER: Open the door. There's a warrant for your arrest.

JAMES WALKER, ABC News: (voice-over) Every year, bounty hunters capture some 30,000 bail jumpers.

JONATHAN DRIMMER, Attorney: They track down frequently dangerous fugitives at no cost to the state or taxpayers.

JAMES WALKER: (voice-over) Without enough police to go after fugitives, law enforcement officials say bounty hunters are vital to the legal system.

JEFF STANLEY, Bounty Hunter: Let me see the photograph real quick of the guy. Why don't we just go hit the house?

2nd BOUNTY HUNTER: Yeah, let's go do it.

JAMES WALKER: (voice-over) These bounty hunters are chasing a man who skipped his court date. He owes the bail bondsman \$3,500. The bondsman hired the hunters.

JEFF STANLEY: Go ahead and put your hands on your head. This is regarding your bail bond matter.

JAMES WALKER: (voice-over) When bounty hunters get their man, they get a commission, usually 10 percent of the bond.

(on camera) With jails and prisons overcrowded, bounty hunters are a growth profession and an easy one to get into. Thirty-five states do not regulate them -- no background checks, no training. Just send away for a badge, handcuffs, a vest, find a bail bondsman looking for a fugitive, and you are in business.

JEFF STANLEY: I started calling around to the agencies to find out who licensed bounty hunters. And I found out, well, there wasn't any licensing. There isn't any educational requirements. And didn't seem like there were any constraints.

JAMES WALKER: (voice-over) And without any constraints, the business is even open to crooks. Bounty hunter Bob Burton (ph) fancies himself as a spokesman for the industry.

(on camera) There are cases where felons have become bounty hunters.

BOB BURTON, Bounty Hunter: You can't name one.

JAMES WALKER: (voice-over) Yes, we can. Michael Kole -- convicted felon turned bounty hunter, now back in prison for burglary, abduction and illegal possession of a weapon.

BOB BURTON: If a felon did become a bounty hunter, that raises two statements -- ``oh'' and ``so what?''

Rep. ASA HUTCHINSON, (R) Arkansas: Well, that cavalier attitude points out the whole problem -- that they have no safeguards to prevent convicted felons from becoming a bounty hunter, but the abuses seem to be growing.

JAMES WALKER: (voice-over) In Texas, a pregnant woman was beaten. In New York City, bounty hunters grabbed the wrong woman, took her to Alabama before releasing her. In California, they broke into this motel room, terrifying a family.

PAMELA READ: One of them stood at the foot of the bed where my children were and held the gun pointed at them.

JAMES WALKER: (voice-over) Pamela Read had no recourse. Under current law, she could not sue the bail bondsmen who employed the bounty hunters.

3rd BOUNTY HUNTER: Unit 2. Come down. It's the wrong house. He's at the other location.

JAMES WALKER: (voice-over) In fact, there seems to be little public or congressional demand to discipline or regulate the bail bond industry in any way. James Walker, ABC News, Tucson.

PETER JENNINGS: When we come back, the spiritual group that appears to frighten the government.
(Commercial Break)

Chinese Spiritual Group Falun Gong

PETER JENNINGS: On Capitol Hill today, another storm about the U.S. and China. The House of Representatives voted to extend normal trade relations with China for another year, but not without some members of the House complaining that now the Chinese government is cracking down on a group which seems to be spiritual with no political ambitions. The group is called Falun Gong, and the Chinese government is being very heavy-handed. ABC's Jim Williams is in Beijing.

JIM WILLIAMS, ABC News: (voice-over) Every morning throughout China, millions of people perform the ancient meditative exercise tai chi. Every week, millions of Chinese are permitted to worship, yet the Chinese government seems determined to crush Falun Gong. Police have rounded up thousands of the group's followers, including hundreds of government workers who have been sent to re-education camps.

State-run television calls the group evil and dangerous. The group's leader is a quiet man who lives in New York City. ``All we want,'' he says, ``is the right to meditate and exercise.''

But Falun Gong's numbers frighten the Chinese government -- millions of members very well-organized. Last April, 10,000 staged a silent demonstration outside a government compound.

WILLY LAM, South China Morning Post: The protest by 10,000 Falun Gong members outside the Communist Party headquarters right at the heart of Beijing was a big shock to the leadership.

JIM WILLIAMS: (voice-over) The other shock to the leadership -- an organization that has called attention to the fact that China's market economy has failed a lot of people.

(on camera) Millions of workers have been displaced by the new economy. Unable to count on the government, they've been especially drawn to Falun Gong.

Prof. DAVID ZWEIG, Hong Kong University: All of a sudden, all these people find themselves doing nothing. Then they're looking for something to do. Well, here is a place to invest their energy.

JIM WILLIAMS: (voice-over) China may be creating a larger problem by driving Falun Gong underground -- by turning a quiet and apolitical group

into an opposition movement. Jim Williams, ABC News, Beijing.

PETER JENNINGS: Another piece of news today -- ABC News has learned that the burial of John F. Kennedy, Jr. at sea may mean quicker burials for 50 other people. Some remains have been in Navy hands since the spring. A senior Navy officer has now ordered that all 50 be formally buried at sea in the next two weeks.

In a moment -- the judge who helped to remake America. We'll take ``A Closer Look.''

(Commercial Break)

A Closer Look

PETER JENNINGS: It is understandable, we suppose, given all the interest in John F. Kennedy, Jr. last week that much of the country did not notice that Frank M. Johnson died on Friday.

(voice-over) Judge Frank M. Johnson of Alabama. He was buried in his native Alabama today. And we're going to take ``A Closer Look'' at his life and times because there are not many individuals in modern America who have made such a difference to the nation's future.

Rep. JOHN LEWIS, (D) Georgia: This man, this one judge with his decisions did so much to liberate not just the state of Alabama, but the South and the nation.

ANDREW YOUNG, Civil Rights Activist: The South is what it is today and the nation is able to be one nation indivisible under God largely because of men like Frank Johnson.

ROBERT F. KENNEDY, Jr.: Johnson came in and finally completed the American revolution and made this country a democracy for the first time in history.

PETER JENNINGS: (voice-over) Robert F. Kennedy, Jr. went to the South in 1977 to write a book about the segregationist governor, George Wallace. He ended up writing instead about Frank Johnson.

ROBERT F. KENNEDY, Jr.: He changed the whole social structure. He was a one-man revolution.

PETER JENNINGS: (voice-over) Indeed, he was. Frank Johnson, Jr., who was born in Haleyville, Alabama, was a Republican in the Democratic South. President Eisenhower appointed him a federal judge in 1955. In his very first ruling, he and two other judges decided that Rosa Parks did not need to sit at the back of the bus.

Through all the years of the civil rights struggle, the most important series of events in America since the Civil War, the most important civil rights cases were tried in his courtroom. Because he was a federal judge, Frank Johnson had enormous power.

He ordered the desegregation of the public schools and the colleges, the parks, the libraries, the museums and the airports, the restaurants and the restrooms. He desegregated the Alabama state police, which, until 1972, didn't have one black officer.

UNIDENTIFIED MAN: The South could not have changed without Frank Johnson's decisions on voting rights and without Frank Johnson allowing us just to march from Selma to Montgomery.

Dr. MARTIN LUTHER KING: Let us march.

PETER JENNINGS: (voice-over) In 1965, Judge Johnson issued the historic order that allowed Dr. Martin Luther King to lead the most famous civil rights march -- 52 miles from Selma, Alabama, to Montgomery, to demand that blacks be allowed to vote.

Melvyn Leventhal argued cases in front of the judge.

MELVYN LEVENTHAL, Attorney: His willingness to face the hostility of the white community and to be ostracized by his friends and by the people he grew up with -- that's a source of great inspiration.

PETER JENNINGS: (voice-over) To many in the South, the judge was a traitor. He was made unwelcome at his church and ostracized from his

country club. The pressure on his family was enormous. His mother's house was firebombed.

Rep. JOHN LEWIS, (D) Georgia: Judge Johnson showed courage, nothing but raw courage. He was going against customs, going against tradition. He was in the minority.

Gov. GEORGE WALLACE: And I say segregation now...

PETER JENNINGS: (voice-over) The segregationist governor, George Wallace, who had been his classmate in law school, called the judge an, ``integratin', carpetbaggin', scalawaggin', boldfaced liar.''

ANDREW YOUNG: George Wallace chose to exploit the passions and the needs and the weaknesses of the Alabama population. Frank Johnson appealed to what was best in the people of the South.

PETER JENNINGS: (voice-over) Some of the judge's most important rulings didn't involve race. He overhauled the state's mental hospitals. He forced extensive changes in the prison system. He made it possible for women to serve on juries. He protected free speech.

The judge didn't have much to say outside his courtroom. But tonight, one more time, he gets the last word.

Judge FRANK M. JOHNSON: The hallmark of any society that claims to be civilized has to be precisely its ability to do justice.

PETER JENNINGS: (on camera) Judge Johnson, incidentally, would never have considered leaving Alabama, even though it was so painful to change it. And he loved to fish.

Yesterday, Howell Raines, the Alabamian who runs the editorial page at the New York Times, wrote that the judge had a fishing ritual. At noon on the river, he'd produce a bottle of his favorite sour mash and say, ``Time to salute the Constitution.''

As Mr. Raines noted, the judge's entire life was a salute to the Constitution.

That is our report on World News Tonight. Don't forget Nightline later. I'm Peter Jennings. Have a good evening. Good night.

END

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TO: Nanda Chitre (CN=Nanda Chitre/OU=WHO/O=EOP@EOP [WHO])
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TO: Jennifer Ferguson (CN=Jennifer Ferguson/OU=OMB/O=EOP@EOP [OMB])
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TO: Jeffrey M. Smith (CN=Jeffrey M. Smith/OU=OSTP/O=EOP@EOP [OSTP])
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TO: Elizabeth R. Newman (CN=Elizabeth R. Newman/OU=WHO/O=EOP@EOP [WHO])
READ:UNKNOWN

TO: Richard L. Siewert (CN=Richard L. Siewert/OU=WHO/O=EOP@EOP [WHO])
READ:UNKNOWN

TO: gamble-bennett@dol.gov (gamble-bennett@dol.gov @ inet [UNKNOWN])
READ:UNKNOWN

TO: Dag Vega (CN=Dag Vega/OU=WHO/O=EOP@EOP [WHO])
READ:UNKNOWN

TO: Robin M. Roland (CN=Robin M. Roland/OU=WHO/O=EOP@EOP [WHO])

READ:UNKNOWN

TO: Melissa G. Green (CN=Melissa G. Green/OU=OPD/O=EOP@EOP [OPD])
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TO: Douglas B. Sosnik (CN=Douglas B. Sosnik/OU=WHO/O=EOP@EOP [WHO])
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PBS NewsHour

THE F-22 DEBATE
Aired on July 27, 1999

Even with a projected budget surplus in years ahead, Congress is debating whether it can afford the world's most advanced air superiority fighter, the F-22. Elizabeth Farnsworth leads a discussion. A 1997 NewsHour background report provides more information on the aircraft.

ELIZABETH FARNSWORTH: For more on the F-22 we turn to California Republican Jerry Lewis, Chairman of the House Appropriations Defense Subcommittee; Georgia Democrat Max Cleland, a member of the Senate Armed Services Committee; General Richard Hawley, whose most recent assignment before he retired this month was as commander of air combat command, which trains and organizes the U.S. Air Force; and Lawrence Korb, Assistant Secretary of Defense during the Reagan administration -- he's now a vice president at the Council on Foreign Relations.

General Hawley, tell us more about this plane. What would it add to the Air Force capability?

Continued air superiority
GENERAL RICHARD

HAWLEY, U.S. Air Force, ret.:

Well, Elizabeth, you know, an earlier generation of political leaders sent my generation of airmen to Vietnam with a fleet of multi-role airplanes not unlike those that people talk

about

today as substitutes for the F-22 -- Joint Strike Fighters and F-16's and F-18. We suffered almost 1700 combat losses in Vietnam. We lost 640 airmen who were killed in action and another almost 300 who were imprisoned. Out of that experience the Air Force learned that we need a dedicated, high-end, air superiority fighter in order to guarantee air supremacy over future battlefields. We produced that fighter in the F-15, which has served us now for more than 25 years, assured air superiority in the Gulf

in 1991, and, of course, we saw what dominant air power can do for the country in the most recent conflict in Kosovo. And so what the F-22 will do for this nation, with its combination of maneuverable stealth, the ability to evade detection by enemy radar defenses, the ability to cruise at more than 1.5 times the speed of sound for prolonged periods of time, without using afterburner, and some very, very modern avionics, which will give the pilots of these airplanes unprecedented ability to understand what's going on around them in the battle space. This airplane will assure this country's ability to be dominant over future battlefields all the way through the year 2030, and that's why this is a good buy for the country.

ELIZABETH FARNSWORTH: Okay. Go ahead, sorry.

GENERAL RICHARD HAWLEY: Failure to buy it would result in added costs. We'd have to modify, the nation would have to modify --

\$1.8 billion production cut

ELIZABETH FARNSWORTH: Okay. I'll come back to that, General. Good. I want to come back to that, but, first, Congressman Lewis, as head of the House Appropriations Defense Subcommittee you led what eventually happened, which is that the \$1.8 billion in production money was cut out. Why?

REP. JERRY LEWIS: Well, you know, I was very much impressed by what General Hawley had to say. I mean, he's come before our committee on a number of occasions. And during his work with the Air Force before he left

the force he was most concerned about the fact that our wonderful men and women who fly in the Air Force are spread too thin. We have them doing too many things in too many places in the world. Indeed, our assets also, the F-15, the F-16, et cetera, are against the wall. There is

not

enough money to go around. Well, the fact is in terms of future tactical aircraft we have -- we're on three lines as your introduction mentioned -- the F-18, the F-22, and the Joint Strike Fighter. If we complete all those programs, it costs some \$340 billion. We just can't afford that. So what we have really done here is not eliminate the F-22 but rather suggesting a pause, that is, first there was \$3

billion

proposed. If we leave \$1.2 billion in, for research that

will

go forward with the F-22, but also add substantially to the work that's needed for the Joint Strike Fighter. In the meantime, if we took \$1.8 billion out and redistributed among other very, very important Air Force programs that -- the F-15, the F-16, some transport aircraft -- it is absolutely critical for us to recognize that our men and women are at stake here. And, indeed, if we're not willing to support them at the beginning point, the assets don't

mean very much. Within this total package we increase the pay for those men and women, given bonuses to keep our pilots in the force. It's an effort to make sure that the

Air

Force is well balanced and not focusing on just one major asset, as they had been doing.

ELIZABETH FARNSWORTH: And just briefly, Congressman Lewis, this is very unusual, isn't it, for Congress to take the money out for a program that's about to reach an assembly line. I mean, I've read it's highly unusual. Why did you do it now?

REP. JERRY LEWIS: It's very unusual for us to suggest that the Air Force or a force should look again. We are in the research and development phase. The next step is major procurement. And we're talking about potentially six aircraft that cost \$1.8 billion. If you don't step back and take a look before you start that procurement, you'll never be able to. And this program could cost 50 or 70 billion dollars. If there are questions as to which avenue is the best, the F-18, the F-22 or the Joint Strike Fighter, we'd better pause first before that major buy begins.

A plane to win wars, save lives

ELIZABETH FARNSWORTH: Okay. Senator Cleland, you supported the production money. Why?

SEN. MAX CLELAND: Well, you know, I think the best way to serve our young men and women who we commit to harm's way is to give them the best technology available. Air dominance does two

things: First of all, it wins wars. Secondly, it saves

lives.

And all you have to do to understand that is look at the most recent conflict this country has engaged in. It was

air

power that brought Milosevic to heel. It was air power that dominated the air so that we could work our will. And it was air power that saved lives. They shot down two of our aircraft though. We have to get better at this air power game. And the F-22 is the air dominant force for the next 20-25 years. I support it because it saves lives, and provides us access to work our will around the world and use our naval and other forces as we might desire.

ELIZABETH FARNSWORTH: Lawrence Korb, what about the argument, that the air dominance is necessary?

LAWRENCE KORB: Well, I think that the air dominance could be achieved at much less cost. General Hawley was talking about flying over Vietnam. The Navy also flew over Vietnam. They think the FA-18, E and F, which is much less expensive than the F-22, and much less sophisticated will assure air dominance, and I happen to think they're right. This was a

good plane when it was first conceived, but the world changed between 1981 and 1999. I don't think you need that sophisticated an aircraft to ensure what we all want

to

is to safeguard the lives of our men and women. And I think as our Congressman Lewis pointed out the fact of the matter is that this thing is getting so expensive, you'll

have

so few of them, you will not be able to deal with

situations

around the world. With the money that they took out this year, they were able to buy over 20 planes of different categories, which the forces need because they have been so busy wearing out the current generation of equipment, and then have money left over to keep the pilots in. And if you don't have the pilots, it doesn't matter what kind of plane you have.

ELIZABETH FARNSWORTH:

Okay. General Hawley, what about that and please respond to the questions that have been raised about the way costs have continued to go up with this plane.

GENERAL RICHARD

HAWLEY: Well, this aircraft began development in 1991. And the objective was to complete development in about six years at that time. The program was slipped three, maybe four times, depending on how you look at it during those years due to budget cuts and the quantities of airplanes were reduced from over 750 to 339. So over that time, the cost of both development and the average cost of the airplane went up because of those reasons. Now we're at a point where we have already invested almost \$20 billion to develop this airplane and people, of course, attribute that cost to the 339 airplanes that are currently planned to be produced. This airplane will actually cost on average for those 339 about \$84 million apiece. Now, that's a lot of money, but an F-15 today costs \$50 million, and it is only about one third as

capable

as an F-22. So this airplane is not going to break the

bank.

In its most expensive year, the first year of high-rate production, it will consume less than 6 percent of the Air Force budget and only 1.7 of the DOD budget. That's very much in line with the amounts that were spent on the F-15 back in the late 70's, early 80's, on the F-16, other major procurements like the F-18 that Congressman Lewis mentioned. So these are well within the norm for fighter airplane procurement. And I think this debate has focused so much on costs that people have lost sight of the need for these high-end capabilities if this country is

going

to adequately support its men and women in uniform in the next century.

ELIZABETH FARNSWORTH: Congressman Lewis, your response to that?

SEN. MAX CLELAND: I'd like to respond, actually. The Senate last year responded to the rising costs of the F-22 and installed a cost cap of total production cost of \$44 billion for 339 aircraft. The F-22 is designed to be an expensive, but low production item aircraft to dominate the air. The Joint Strike Fighter is a completely different animal. But if we don't dominate the air, we won't have the chance to do the other thing we want to do on the battlefield.

Finding the right price

ELIZABETH FARNSWORTH: Congressman Lewis.

REP. JERRY LEWIS: But, wait a minute, Senator. The fact is that we began talking about this program in 1985, and the projections then were that the R & D would just be about \$12 billion. Currently, as of now we've spent almost \$23 billion in the research and development side. The escalation of costs continues forward. And indeed we hear from the Air Force today that we can afford this aircraft, but they keep ratcheting down the numbers that we'll be able to buy or that they need. First we're going

to

buy 750. Then it came down four times in a row. Now we're at 339. The actual cost with the R & D is going to be \$184 million an airplane. And when they were first selling it in 1985, the Air Force told us it would cost

about

\$35 million a plane. So, it's clear that there is a need to review the management that's taken place, look at three lines of different aircraft to be our future tactical

aircraft

and decide which one among those we can afford, or which two. We certainly can't afford all three. And I said earlier, if we produce all three, it's going to cost us

\$350

billion and push all kinds of other very critical needs

for our

young men and women in the services just off the board.

ELIZABETH FARNSWORTH: General Hawley, what are the threats you're most concerned about here? Give us a sense of the threat.

GENERAL RICHARD

HAWLEY: Well, you know,

we've never been very good at predicting threats 15 or 20 years out, but there are a number of very good airplanes being

produced by friends and former foes around the world. The French produce wonderful airplanes. I've flown their Mirage 2000. It's every bit as good as our F-16 and F-15. And they are now producing a more advanced airplane called the Rafael. The Russians have two excellent airplanes that they are producing, the MiG-29, the Su-35. These are very good airplanes, but even more important are the surface-to-air missile defenses that our airplanes must face when they go into combat. And of course, in

Yugoslavia most recently, that country opposed us with a fleet of surface-to-air missiles and airplanes that represents 1960's technology. SA-2's, SA-3's, SA-6's. We've been facing these kinds of defenses for 30 years. But the defenses of the next century will be SA-10's and SA-12's, much more modern, sophisticated surface-to-air missiles, and airplanes like the Rafael and the Su-35, that will make it very difficult for us to even enter the air space, much less dominate it the way we have recently in both Iraq and over Yugoslavia.

ELIZABETH FARNSWORTH: Lawrence Korb, your view of the threats?

LAWRENCE KORB: Well, if you take a look at some of the planes that the general mentioned, the Soviets or the Russians are only going to produce those planes that he mentioned when their economy gets better. Their economy is certainly going in the other way. The interesting thing when you look at the Rafael and the Mirage, people around the world are buying the F-16. I mean, it's rather ironic the head of international sales for Lockheed said the plane most in demand around the world is the F-16. And in fact when the Navy does its war games against the next generation of Soviet fighters, they basically use the F-16. So I think we're already, you know, with the best. And if you take a look at what's happening with surface-to-air missiles around the world, now the Russians, the Soviets were the leaders in those. Now that they are no longer putting any effort to theirs, they're not going to be upgraded to the extent that they were during the Cold War. So I think the Joint Strike Fighter will be more than adequate to deal with any reasonable threat. And if the world should turn dramatically, we are so far ahead in research and development compared to any country in the world. I mean, we spend three times as much on research, development and test and evaluation than all of Europe combined.

ELIZABETH FARNSWORTH: Okay. And very, very briefly. We have just a little bit of time left. Senator Cleland, and then to you, Congressman too, very briefly. Are you going to really push for this to - in your case, Senator Cleland -- keep the money in, in the joint committee, that will rationalize the two bills, and what's the consequence if it's out?

SEN. MAX W. CLELAND:
Well, I'm going to continue to fight for the F-22 with every ounce of strength I possess. We need that fighter. We need the air dominance that it provides. And Lord knows what kind of missile attacks we might find against our forces. On the news tonight we just saw where North Korea is developing an intercontinental ballistic

missile. We are going to go up against some very tough foes in the future. We need the best that we can provide our country for our servicemen and women.

ELIZABETH FARNSWORTH: Okay. And, Congressman?

REP. JERRY LEWIS: We need the best that we can buy for our service men and women, but also we need to give them the kinds of benefits and variety of needs that causes them to stay in those military careers. Without the best pilots staying, we can have the best aircraft in the world and still have problems. As of this moment, we do have the best in the world. It's my intention to see that as we go

out

of conference, we have not just the best tactical aircraft

but

also the best Air Force.

ELIZABETH FARNSWORTH: All right. Gentlemen, thank you very much for being with us.

AGE OF CELEBRITY

Aired on July 27, 1999

subsequent funeral, With the intense media coverage of the search and thousands of Americans mourned the loss of John F. Kennedy, Jr., much like they were losing a close friend. After an essay by Richard Rodriguez on the age of celebrity, three media commentators discuss the news coverage of the famous.

the Pew Charitable The NewsHour Media Unit is funded by a grant from Trusts.

TERENCE SMITH: Richard Rodriguez referred to ours as the "Age of Celebrity," one that colors public attitudes and journalism today. To explore that further, we're joined by Richard Reeves, an author and syndicated columnist. He was an on-air commentator for CBS News during the coverage of the Kennedy plane crash. Richard Schickel is film critic for Time magazine. He has written about the beginning of the modern celebrity system. And Leo Braudy is a Professor of English at the University of Southern California and author of Frenzy of Renown: Fame and its History. Gentlemen, welcome to you all.

Richard Schickel, I wonder what you thought of the coverage of JFK, Jr.'s death and whether it seemed to you the sort of wretched excess that some people feel it is.

RICHARD SCHICKEL: It's now ritualized wretched excess. It seems to me that the media, most especially led by the all-news networks, but then inevitably

followed by all the other networks, really are asking the public to take part in what amounted to the old-fashioned death watch. But that was a function of journalism in those days of, you know, a few representatives of the public distilled the essence of the experience and reported it to the public. Now the public is part of that entire process. And I think that makes for an exquisite and tortured mix of public and private experience.

TERENCE SMITH: Professor Braudy, you're a student of fame. Is this age of celebrity different than others before it?

LEO BRAUDY: Well, it's certainly different in the quantity and the available media and the kind of penetration of imagery that washes over us everyday and the inescapability of it. It's possible now to keep watching the same story again and again 24 hours a day, and it gets that kind of drumbeat in the blood that there are certainly precedents for in the past but never so extensively.

Virtual families on the screen

TERENCE SMITH: But what goes on there, that watching over and over again? Is there this -- the word "closure" is sometimes used referring to the public.

RICHARD SCHICKEL: That word makes my teeth ache.

TERENCE SMITH: Richard Schickel.

RICHARD SCHICKEL: We have really no right to closure with someone like JFK, Jr. We don't know him. I mean closure is something that we need to have if someone near and dear to us passes on. But it's a false connection. We are intimately involved with a stranger that we know only as Rodriguez says, through the pages of People or through television. And to me, it is an awful presumption on privacy, even though that person may not be, as this man was not, a private citizen.

LEO BRAUDY: I'm not so upset about that, I don't think.

TERENCE SMITH: Professor Braudy, go ahead.

LEO BRAUDY: Yes. I'm not upset about that because I think, in fact, one of the things the media has done, the media world in which we live, has created numerous virtual families. And this is one of our families; that is, we have emotional relations, of course, with people who are nearest and dearest to us but we have other sorts of emotional relations with other kinds of people that we don't know at all. And

so it's not so much "closure" as a kind of repeated ritual that happens to us again and again and that the media treats us to again and again that we participate in.

Television as an environment

you
TERENCE SMITH: All right. Richard Reeves, we've had a little technical problem getting through to you, but if
can hear me, I wonder what you think. You participated in this coverage on CBS News through much of this time. Did you feel that it was over the top?

RICHARD REEVES: No, I think it was over-covered. I think it was over covered, but it was a real story in terms that there were beautiful people there, was suspense, there's the great back story of the Kennedys, everything that entertainment is

built
on. But I think we have to grow up about television. It's not a media. It's an environment. People are living their lives in interaction with television, and also the

question of
it -- the same things being repeated over and over again, a lot of that has to do with of course people switch televisions on and off. And just as when they watch a baseball game, the first thing they want to see when they turn on is the score. And, in effect, some of the over and over again is repeating the score for people who, as it were, have just joined the game. My feeling is that that's what journalism is. I think the great problem that comes out of this is the fact that what is done visually now is

going
fifty
certainly is,
to be history. If it's on television, people ten years, years from now, will be watching it. And I also like to say that the business of an age of celebrity, which it

part of that is the way television has democratized our lives. Everyone is the same size on television. A person going down Demoore Street in Tribeca, or the President of the United States, are the same size on television, and sometimes they sound better than the President does, but there is nothing we can do about all of this. This is the environment in which we live. It's not buying a newspaper.

TERENCE SMITH: Dick Reeves, while we still have you on the phone there, what did you think when you saw, and perhaps participated, as the coverage went on during the burial at sea? Nothing visible was happening, other than a ship off in the mist, and yet it went on, on some channels all day long. What did you think of that?

RICHARD REEVES: Well, I wouldn't spend my day watching it. I suppose some people did, but in a way

and people getting as close to it as they could at that point,
if that's what they wanted to watch, and if in some way it
was important to them, that's fine. I mean, they had the
option to live in that part of the environment or go wash
the car or do the other things that people do.

TERENCE SMITH: All right. Richard Schickel, what do
you think of that, of that defense of repetition and of the
process?

RICHARD SCHICKEL: Well, I mean, first of all we all
know what the score was. And the score was really a very
simple score. It seems to me that the second issue that's
arisen out of this is this business of the public wishing

to participate in the process of mourning, which is someone
else's process -- you know -- the whole business of
leaving flowers and teddy bears and the like at the
doorstep of the deceased -- something that started, I

think, with Princess Di, maybe it has earlier precedence -- but it
is a process by which ordinary people attach themselves to
the celebrity of celebrated people. The question of what
kind of a celebrity JFK was is another nice question. I
mean, you know, he was an obviously agreeable, intelligent
young man full of promise that was as yet unfulfilled. So,
you know, you have a peculiar creature, a creature who is,
you know, basically had celebrity thrust upon him by
history, was never able to escape it, but was never able to
make it his own in the full sense of the word. And I think
that creates a whole bunch of problems along the
reality-fantasy continuum that -- you know -- cannot be
addressed by the simple business of turning on cameras
and letting people tune in and out on the drama.

TERENCE SMITH: All right. Professor Braudy, what do
you think is going on in terms of popular culture when
people do leave flowers or teddy bears, as Richard
Schickel says, at the site of some tragedy, be it Princess
Di or JFK, Jr.?

RICHARD SCHICKEL: Well, I
think it's something that's very
much connected to the way in
which the media works these days
in and our relationship to the
media, and particularly to
television. It's not just as Richard Reeves was saying that
everybody is the same size on television. They are also in
our living rooms. They are part of some kind of extended
family. And we feel that they are somehow, at least
emotionally, I mean, never have met them in the three
dimensional flesh, but they are somehow part of our
emotional family. And so we bring them gifts; we bring
them flowers when they are gone. We feel upset. And the
Kennedy's particularly, I think, are that kind of family. I
mean, look at all the sitcoms on TV. The premise is the

"Cheers" syndrome almost -- the place where everybody knows your name. Well, it's not that everybody knows your name, you know their name, too. The Kennedy's may not know your name but you certainly know their name. They're part of your family. They are certainly probably

the

prime American family in this way for our participation in the events of their lives. And so that virtual family, that virtual kind of emotion -- I don't mean to denigrate it by saying it's virtual. It's a different kind of emotion -- we exploit, we feel good about when we see that ship floating out there, it's about the emotional place of that ship,

rather

than the factual place of that ship.

Journalism and suspense

TERENCE SMITH: And, Dick Reeves, if you can still hear me, does this seem to you a kind of redefinition of news of the notion of news?

RICHARD REEVES: I tend to think that the news is the same. This was an interesting story by any measure in popular media. Again it had people we knew.

There was suspense and part of it was the government and airline people were -- just refused to admit at the beginning that they knew what had happened. It took more than 24-48 hours for that to play out. So that I think it's legitimate news -- news is what's happening at the moment. You get a report, let's say, Dallas, the President has been shot. Oh, my God. Someone has shot at the President. Oh, my God, has he been hit? Yes, he's been hit. Oh, my God, is it serious? Yes, it's serious. Is it life threatening? Yes. That's the suspense of journalism that goes on. The bigger problem, I think, is how we will deal with the kind of supply side history. That is, whatever there are pictures of are going

to

live in some sort of digital future of history while extraordinarily important things that were not photographed or were not on film may die out or just be the property of an elite of people who do old-fashioned things like read books.

TERENCE SMITH: Richard Schickel, supply-side history? Is that what we're getting here?

RICHARD SCHICKEL: I think it is getting more and more important to cling to a traditional definition of

reality.

I think there are realities that are not photographable realities. They are realities in our daily lives, our real

family

lives, if you will. I think it's important to keep the

emotions

appropriate to those separate from these more inchoate virtual family emotions. Obviously one is sympathetic to those people. But I think there was something in this story that I think no one has mentioned here and that is the

really

marvelous way the Kennedys handled it -- burying him at sea, the private memorial services, the incredibly graceful eulogy of Ted Kennedy. There was a real sense on the part of the Kennedys, I felt, to defend themselves against these intrusions, without being rude about it. And I think that if there was anything hopeful in this death, it was in their response to this clawing into their privacy.

TERENCE SMITH: Intrusion, clawing into privacy, Professor Braudy? Is that what's going on?

LEO BRAUDY: Well, one of the most interesting things that's happened certainly over the last ten years or so, let's say in the intensification of the age of celebrity is this continued erasure of the line between the public and the private, and

certainly

the idea that there is a virtual family and a real family encourages the fuzzing over of that line. And many people do it. Now many people no matter -- perhaps closure is not a very good word. I used to think it only had to do with the Senate -- but in fact for individuals, if

somebody is

feeling upset and they take a bouquet of flowers and they drop it there and don't feel as upset anymore and they feel they've made their statement, that's fine. If they start stalking, if they start doing all the extreme kinds of

celebrity

attacking, crossing the line between public and private behavior that we're all too familiar with, then it moves

into

a kind of madness.

Redundant news

TERENCE SMITH: A final word, Richard Reeves, if you can still hear me. I have the feeling that as you went through this process, you were more sympathetic to it than when you started out. Is that correct?

RICHARD REEVES: Well, in terms -- I was working for CBS, yes I did become more sympathetic to it.

TERENCE SMITH: Why?

RICHARD REEVES: Because, one, these people have checks out there all the time and as soon as they went away from the story, half the audience tuned to other channels which were still covering it. And second, I had never really understood -- I was sitting next to Dan Rather for hour after hour -- why the redundancy existed and it was because you had to assume that people were coming on who had not been on before and you did have to catch up to do that. So I did -- I became sympathetic enough to think television is here. It's our environment, get used

to it.

TERENCE SMITH: Dick Reeves, Professor Braudy,
Richard Schickel, thank you all three very much.

END

RECORD TYPE: FEDERAL (NOTES MAIL)

CREATOR: Dawn Robinson <Dawn_Robinson@ama-assn.org> (Dawn Robinson <Dawn_Robinson@a

CREATION DATE/TIME:28-JUL-1999 13:22:27.00

SUBJECT: Fwd: Today's NYTimes/Kennedy & Bessette charities

TO: Kru_man63@yahoo.com (Kru_man63@yahoo.com [UNKNOWN])

READ:UNKNOWN

TO: blgreene@yahoo.com (blgreene@yahoo.com [UNKNOWN])

READ:UNKNOWN

TO: gouten@voa.gov (gouten@voa.gov [UNKNOWN])

READ:UNKNOWN

TO: beltonc@ricochet.net (beltonc@ricochet.net [UNKNOWN])

READ:UNKNOWN

TO: Beverly J. Roundtree (CN=Beverly J. Roundtree/OU=NSC/O=EOP [NSC])

READ:UNKNOWN

TO: bhenson@neamb.com (bhenson@neamb.com [UNKNOWN])

READ:UNKNOWN

TO: aking@mayerbrown.com (aking@mayerbrown.com [UNKNOWN])

READ:UNKNOWN

TO: egrayson@maximus-inc.com (egrayson@maximus-inc.com [UNKNOWN])

READ:UNKNOWN

TO: holjac@mail.va.gov (holjac@mail.va.gov [UNKNOWN])

READ:UNKNOWN

TO: tajdspiritwalker@hotmail.com (tajdspiritwalker@hotmail.com [UNKNOWN])

READ:UNKNOWN

TO: jhightower@haglerbailly.com (jhightower@haglerbailly.com [UNKNOWN])

READ:UNKNOWN

TO: Katherine_Waite@ama-assn.org (Katherine_Waite@ama-assn.org [UNKNOWN])

READ:UNKNOWN

TO: arnissa.pratt@ey.com (arnissa.pratt@ey.com [UNKNOWN])

READ:UNKNOWN

TO: tmiller@binah.cc.brandeis.edu (tmiller@binah.cc.brandeis.edu [UNKNOWN])

READ:UNKNOWN

TO: kanarey@bellatlantic.net (kanarey@bellatlantic.net [UNKNOWN])

READ:UNKNOWN

TO: apratt@bellatlantic.net (apratt@bellatlantic.net [UNKNOWN])

READ:UNKNOWN

TO: robsax@aol.com (robsax@aol.com [UNKNOWN])

READ:UNKNOWN

TO: jrespress@aol.com (jrespress@aol.com [UNKNOWN])

READ:UNKNOWN

TO: gtrwb@aol.com (gtrwb@aol.com [UNKNOWN])
READ:UNKNOWN

TO: softheartedwoman@yahoo.com (softheartedwoman@yahoo.com [UNKNOWN])
READ:UNKNOWN

TO: glo_coat99@yahoo.com (glo_coat99@yahoo.com [UNKNOWN])
READ:UNKNOWN

TO: kolden@wthf.com (kolden@wthf.com [UNKNOWN])
READ:UNKNOWN

TO: sharono@sundc.east.sun.com (sharono@sundc.east.sun.com [UNKNOWN])
READ:UNKNOWN

TO: mboston@pbs.org (mboston@pbs.org [UNKNOWN])
READ:UNKNOWN

TO: Richard.Vickers@mci.com (Richard.Vickers@mci.com [UNKNOWN])
READ:UNKNOWN

TO: lalbrigh@maxinc.com (lalbrigh@maxinc.com [UNKNOWN])
READ:UNKNOWN

TO: jehoward@mailexcite.com (jehoward@mailexcite.com [UNKNOWN])
READ:UNKNOWN

TO: johnsol@ix.netcom.com (johnsol@ix.netcom.com [UNKNOWN])
READ:UNKNOWN

TO: Dawn_Marcus@hines.com (Dawn_Marcus@hines.com [UNKNOWN])
READ:UNKNOWN

TO: evickers@haglerbailly.com (evickers@haglerbailly.com [UNKNOWN])
READ:UNKNOWN

TO: Diana_Perry@ama-assn.org (Diana_Perry@ama-assn.org [UNKNOWN])
READ:UNKNOWN

TO: grmcneil@email.unc.edu (grmcneil@email.unc.edu [UNKNOWN])
READ:UNKNOWN

TO: ncsr@bellatlantic.net (ncsr@bellatlantic.net [UNKNOWN])
READ:UNKNOWN

TO: derob@bellatlantic.net (derob@bellatlantic.net [UNKNOWN])
READ:UNKNOWN

TO: sadye1012@aol.com (sadye1012@aol.com [UNKNOWN])
READ:UNKNOWN

TO: Maylealeo@aol.com (Maylealeo@aol.com [UNKNOWN])
READ:UNKNOWN

TO: jessnjon1@aol.com (jessnjon1@aol.com [UNKNOWN])
READ:UNKNOWN

TO: Dragon42@aol.com (Dragon42@aol.com [UNKNOWN])

READ:UNKNOWN

TEXT:

From Michon...

Received: from gateway.ama-assn.org ([198.20.10.254]) by
gwise.ama-assn.org; Wed, 28 Jul 1999 12:10:13 -0500

Received: from unknown-31-162.ama-assn.org by gateway.ama-assn.org with
SMTP id AA15465 (InterLock SMTP Gateway 3.0 for

<Dawn_Robinson@ama-assn.org>); Wed, 28 Jul 1999 12:29:46 -0500

Received: from mail02-ord.pilot.net (localhost [127.0.0.1]) by
unknown-31-162.ama-assn.org with ESMTP id MAA28961 for

<Dawn_Robinson@ama-assn.org>; Wed, 28 Jul 1999 12:42:02 -0500 (CDT)

Received: from smtp03 (smtp03.pbs.org [149.48.46.26]) by

mail02-ord.pilot.net with ESMTP id MAA06598 for

<Dawn_Robinson@ama-assn.org>; Wed, 28 Jul 1999 12:09:51 -0500 (CDT)

Received: from fcntsvr.pbs.org (fcdrsvr.pbs.org [149.48.50.54]) by

smtp03.pbs.org (PMDF V5.2-27 #31412) with ESMTP id

<OFFL00459BNLRX@smtp03.pbs.org> for Dawn_Robinson@ama-assn.org; Wed, 28
Jul 1999 13:09:21 -0400 (EDT)

Date: Wed, 28 Jul 1999 13:08:06 -0400

From: mboston@pbs.org (Michon Boston)

Subject: Today's NYTimes/Kennedy & Bessette charities

To: Dawn_Robinson@ama-assn.org, desiredoutcomes@mindspring.com,
pgreen@pbs.org

Message-id: <fc.001e5de000dd83fa001e5de000dd83fa.dd8631@pbs.org>

MIME-version: 1.0

Content-type: text/plain; charset=US-ASCII

Content-disposition: inline

Content-transfer-encoding: 7BIT

Families Suggest Charities for Donations Honoring Kennedy Crash Victims

The families of John F. Kennedy Jr., Carolyn Bessette
Kennedy and Lauren G. Bessette requested Tuesday that those wishing to
express their condolences take flowers to a local hospital or community
center or contribute to one of these causes:

Reaching Up, 535 East 80th Street, New York, N.Y. 10021. (212) 794-5486

The Robin Hood Foundation, 111 Broadway, New York, N.Y. 10006. (212)
227-6601

The John F. Kennedy Library Foundation, Columbia Point, Boston, Mass.
02125. (617) 929-4500

The Carolyn Fund, c/o Kids in Crisis, 1 Salem Street, Cos Cob, Conn.
06807. (203) 622-6556

The Lauren G. Bessette Foundation, c/o Morgan Stanley Dean Witter, 1221
Avenue of the Americas, 26th floor, New York, N.Y. 10020. (212) 761-4000

RECORD TYPE: FEDERAL (NOTES MAIL)

CREATOR: Anne W. Bovaird (CN=Anne W. Bovaird/OU=WHO/O=EOP [WHO])

CREATION DATE/TIME:29-JUL-1999 09:02:24.00

SUBJECT: Coast Guard update

TO: David B. Peterman (CN=David B. Peterman/OU=NSC/O=EOP@EOP [NSC])
READ:UNKNOWN

TO: Marjorie Tarmey (CN=Marjorie Tarmey/OU=WHO/O=EOP@EOP [WHO])
READ:UNKNOWN

CC: Thurgood Marshall Jr (CN=Thurgood Marshall Jr/OU=WHO/O=EOP@EOP [WHO])
READ:UNKNOWN

TEXT:

FYI: Secretary Slater is going up to Boston tomorrow to participate in a special "thank you" event for the Coast Guard members who participated in the search and rescue/recovery efforts for JFK Jr.'s plane. I'm going to work on getting a Presidential message (similar to the one done for NOAA) for one of the Coast Guard birthday events next week (unless Goody wants to try to get one for the event in Boston tomorrow instead - but I need to check with him).

Anne, x6-7072

RECORD TYPE: FEDERAL (NOTES MAIL)

CREATOR: owner-txt_opinion@NEWSHOST.NYTIMES.COM@INET@LNGTWY (owner-txt_opinion@NEWS

CREATION DATE/TIME:31-JUL-1999 04:51:30.00

SUBJECT: New York Times Opinion Headlines

TO: Steven J. Naplan@eop (Steven J. Naplan@eop [NSC])

READ:UNKNOWN

TEXT:

Good morning.

Here are summaries of today's editorials and op-ed articles from The New York Times on the Web.

EDITORIALS

An Irresponsible Tax Cut

The House and Senate have now passed unreasonably large tax cuts that provide huge benefits for the rich and would assure that the current era of budget surpluses will be a brief one. Whatever bill emerges from a House-Senate conference committee will deserve a veto.

<http://www.nytimes.com/yr/mo/day/editorial/31sat1.html>

America's Role in Colombia

Washington must draw a sharp distinction between two very different struggles in Colombia. Helping the country to reduce its narcotics production is an American interest. Getting involved in a brutal guerrilla war is not.

<http://www.nytimes.com/yr/mo/day/editorial/31sat2.html>

Encore for a Dubious Lottery Game

Gov. George Pataki and the Legislature should not have revived Quick Draw, a video lottery game installed in bars and restaurants in New York, before an evaluation of its impact on compulsive gamblers is published.

<http://www.nytimes.com/yr/mo/day/editorial/31sat3.html>

The Good Night Witch

"The Blair Witch Project", a \$60,000 movie produced by two unknown film makers, is breaking attendance records in theaters. And no one can explain its success, or knows what

will happen as this movie with no sex, no guns and no visible violence opens in theaters around the country.

<http://www.nytimes.com/yr/mo/day/editorial/31sat4.html>

OPINION

Which Do We Need More, a Bigger Car or a Better School?

By ROBERT H. FRANK

Tax-cutters claim that excess tax money in Washington should be returned to the families and workers who sent it there. Yet the gains promised by proponents of the tax bill are illusory. A cut would worsen an already serious imbalance in the overall mix of things we buy.

<http://www.nytimes.com/yr/mo/day/oped/31fran.html>

Risks That Make News

By SEBASTIAN JUNGER

Why is the the American public, and media, so fascinated by people who die while doing things for sport? Most media outlets didn't mention a mine explosion in South Africa that killed 104 miners, yet 19 thrill-seekers who died in Switzerland while "canyoning" received more-than-adequate news coverage.

<http://www.nytimes.com/yr/mo/day/oped/31jung.html>

The Fast Friends of John F. Kennedy Jr.

By FRANK RICH

After weeks of wallowing in John F. Kennedy's life and death, we know no more about him than we did at the start. On the other hand, we learned far too much about those who exploited the accident that killed him as an opportunity for self-promotion and profiteering.

<http://www.nytimes.com/library/opinion/rich/073199rich.html>

To view today's articles with your personal search terms or to sign up for personal search, see

<http://www.nytimes.com/partners/iib/services/personalsearch.html>

You received these headlines because you requested The New York Times Direct daily e-mail service. To cancel delivery or change delivery options, see

<http://www.nytimes.com/nytdirect>

RECORD TYPE: FEDERAL (NOTES MAIL)

CREATOR: David B. Peterman (CN=David B. Peterman/OU=NSC/O=EOP [NSC])

CREATION DATE/TIME: 2-AUG-1999 08:44:52.00

SUBJECT: President's Message

TO: JPhilbin@comdt.uscg.mil (JPhilbin@comdt.uscg.mil @ inet [UNKNOWN])

READ:UNKNOWN

CC: Frederick M. Rosa (CN=Frederick M. Rosa/OU=NSC/O=EOP@EOP [NSC])

READ:UNKNOWN

CC: KVenuto@comdt.uscg.mil (KVenuto@comdt.uscg.mil @ inet [UNKNOWN])

READ:UNKNOWN

TEXT:

FYI. The President signed the message with text unchanged from below.
The Secretary should have it to read at the ceremony today.

----- Forwarded by David B. Peterman/NSC/EOP on 08/02/99
08:43 AM -----

David B. Peterman

07/30/99 10:15:51 AM

Record Type: Record

To: JPhilbin@comdt.uscg.mil @ inet

cc:

Subject: President's Message

Another try.

----- Forwarded by David B. Peterman/NSC/EOP on 07/30/99
10:15 AM -----

System Administrator <postmaster@comdt.uscg.mil>

07/30/99 10:02:35 AM

Record Type: Record

To: David B. Peterman/NSC/EOP

cc:

Subject: Undeliverable: President's Message

Your message

To: PPhilbin@comdt.uscg.mil

Cc: Venuto, Ken; Frederick_M._Rosa@nsc.eop.gov

Subject: President's Message

Sent: Fri, 30 Jul 1999 09:56:21 -0400

did not reach the following recipient(s):

PPhilbin@comdt.uscg.mil on Fri, 30 Jul 1999 10:02:25 -0400

The recipient name is not recognized
The MTS-ID of the original message is: c=US;a=
;p=USCG;l=HQEX9907301402P85P04Q7
MSEXCH:IMS:USCG:COMDT:HQEX 0 (000C05A6) Unknown Recipient

Date: Fri, 30 Jul 1999 09:56:21 -0400
From: David_B._Peterman@nsc.eop.gov
Subject: President's Message
To: PPhilbin@comdt.uscg.mil
Cc: "Venuto, Ken" <KVenuto@comdt.uscg.mil>, Frederick_M._Rosa@nsc.eop.gov
Message-id: <852567BE.004C41A3.00@lmgate3.eop.gov>
MIME-version: 1.0
X-Mailer: Internet Mail Service (5.5.2448.0)
Content-type: text/plain; charset=windows-1252
Content-transfer-encoding: 7BIT
X-MS-Embedded-Report:

LCDR Philbin- Below is draft text for the POTUS message for your info.

++++
++++

Warm greetings to everyone gathered at the Department
of Transportation for the Coast Guard Battle Streamer Ceremony.

The presentation of this battle streamer -- the only
one unique to the United States Coast Guard -- is a powerful
tribute to the contributions of the Coast Guard's predecessor,
the Revenue Cutter Service, in protecting the maritime borders
of our young nation during the earliest days of our republic.
Though small in size and number, the cutters enforced revenue
laws, prevented smuggling, and defended American waters from
foreign privateers. In doing so, the RCS set a standard of
courage, skill, and devotion to duty that is still main-
tained by the men and women of today's Coast Guard.

Now, two centuries later, the United States Coast Guard
continues to build on the traditions of the Revenue Cutter
Service -- saving lives, ensuring the security of American
ports and the safety of our waterways, protecting our shores
in peacetime, and defending our nation in times of war. Its
crucial role in the recent search efforts for John F. Kennedy,
Jr.'s, missing aircraft underscored for all Americans the
dedication and skill that Coast Guard personnel bring to all
their varied and demanding operations. I am confident that this
commitment to excellence will continue to define the Coast Guard
in the 21st century.

On behalf of a grateful nation, I salute the men and
women of the United States Coast Guard on the occasion of
your 209th anniversary, and I congratulate you as you receive
this historic battle streamer in recognition of your proud past
and in anticipation of an even prouder future. Best wishes for a
memorable ceremony.

++++
++++
Let me know if you have any questions or comments.

RECORD TYPE: FEDERAL (NOTES MAIL)

CREATOR: "Snyder, Sandy" <SSnyder@comdt.uscg.mil> ("Snyder, Sandy" <SSnyder@comdt.u

CREATION DATE/TIME: 2-AUG-1999 15:52:44.00

SUBJECT: 26 July 1999 Weekly Summary

TO: wrw2@earthlink.net (wrw2@earthlink.net [UNKNOWN])
READ:UNKNOWN

TO: wilk@op.net (wilk@op.net [UNKNOWN])
READ:UNKNOWN

TO: truver_scott@techmatics.com (truver_scott@techmatics.com [UNKNOWN])
READ:UNKNOWN

TO: TKJG95A@prodigy.com (TKJG95A@prodigy.com [UNKNOWN])
READ:UNKNOWN

TO: thompson_ken@prc.com (thompson_ken@prc.com [UNKNOWN])
READ:UNKNOWN

TO: tbeard@olympus.net (tbeard@olympus.net [UNKNOWN])
READ:UNKNOWN

TO: stuwhite@pobox.com (stuwhite@pobox.com [UNKNOWN])
READ:UNKNOWN

TO: ssharpe@eagle.org (ssharpe@eagle.org [UNKNOWN])
READ:UNKNOWN

TO: SpesAgent@aol.com (SpesAgent@aol.com [UNKNOWN])
READ:UNKNOWN

TO: Richard.B.Chapman@usdoj.gov (Richard.B.Chapman@usdoj.gov [UNKNOWN])
READ:UNKNOWN

TO: pray@volpe5.dot.gov (pray@volpe5.dot.gov [UNKNOWN])
READ:UNKNOWN

TO: phillips@solidnet.com (phillips@solidnet.com [ONDCP])
READ:UNKNOWN

TO: patturlo@mint.net (patturlo@mint.net [UNKNOWN])
READ:UNKNOWN

TO: 'NTSaunders@aol.com' ('NTSaunders@aol.com' [UNKNOWN])
READ:UNKNOWN

TO: nicholson@prodigy.net (nicholson@prodigy.net [UNKNOWN])
READ:UNKNOWN

TO: momcoleman@aol.com (momcoleman@aol.com [UNKNOWN])
READ:UNKNOWN

TO: Mark Kern <MKern@comdt.uscg.mil> (Mark Kern <MKern@comdt.uscg.mil> [UNKNOWN])
READ:UNKNOWN

TO: kpkeffer@tusco.net (kpkeffer@tusco.net [UNKNOWN])

READ:UNKNOWN

TO: kjbarry@erols.com (kjbarry@erols.com [UNKNOWN])
READ:UNKNOWN

TO: jriverson@Juno.com (jriverson@Juno.com [UNKNOWN])
READ:UNKNOWN

TO: jimgracey@erols.com (jimgracey@erols.com [UNKNOWN])
READ:UNKNOWN

TO: jbsrun@aol.com (jbsrun@aol.com [UNKNOWN])
READ:UNKNOWN

TO: Jack.Faechsel@comsat.com (Jack.Faechsel@comsat.com [UNKNOWN])
READ:UNKNOWN

TO: HEP@compuserve.com (HEP@compuserve.com [UNKNOWN])
READ:UNKNOWN

TO: Healing.Richard@hq.navy.mil (Healing.Richard@hq.navy.mil [UNKNOWN])
READ:UNKNOWN

TO: harrald@seas.gwu.edu (harrald@seas.gwu.edu [UNKNOWN])
READ:UNKNOWN

TO: gzike@basec.net (gzike@basec.net [UNKNOWN])
READ:UNKNOWN

TO: guardian@wizard.net (guardian@wizard.net [UNKNOWN])
READ:UNKNOWN

TO: gilbinc@aol.com (gilbinc@aol.com [UNKNOWN])
READ:UNKNOWN

TO: FREDHERZBERG@compuserve.com (FREDHERZBERG@compuserve.com [UNKNOWN])
READ:UNKNOWN

TO: Evelyn Jutte <EJutte@comdt.uscg.mil> (Evelyn Jutte <EJutte@comdt.uscg.mil> [UNKNOWN])
READ:UNKNOWN

TO: EMDDDETATL@aol.com (EMDDDETATL@aol.com [UNKNOWN])
READ:UNKNOWN

TO: efidell@feldsmontarker.com (efidell@feldsmontarker.com [UNKNOWN])
READ:UNKNOWN

TO: EDEKRUB@AOL.COM (EDEKRUB@AOL.COM [UNKNOWN])
READ:UNKNOWN

TO: dzins@cbsi.com (dzins@cbsi.com [UNKNOWN])
READ:UNKNOWN

TO: dln@olypen.com (dln@olypen.com [UNKNOWN])
READ:UNKNOWN

TO: dgr@ziplink.net (dgr@ziplink.net [UNKNOWN])
READ:UNKNOWN

TO: deeset@wilmington.net (deeset@wilmington.net [UNKNOWN])

READ:UNKNOWN

TO: David B. Peterman (CN=David B. Peterman/OU=NSC/O=EOP [NSC])
READ:UNKNOWN

TO: crye4@aol.com (crye4@aol.com [UNKNOWN])
READ:UNKNOWN

TO: cleekeller@aol.com (cleekeller@aol.com [UNKNOWN])
READ:UNKNOWN

TO: Capntigs@aol.com (Capntigs@aol.com [UNKNOWN])
READ:UNKNOWN

TO: Bulletin Editor <CGAEditor@ctol.net> (Bulletin Editor <CGAEditor@ctol.net> [UN
READ:UNKNOWN

TO: BobPatNels@aol.com (BobPatNels@aol.com [UNKNOWN])
READ:UNKNOWN

TO: Bob Tuneski <BTuneski@ctol.net> (Bob Tuneski <BTuneski@ctol.net> [UNKNOWN])
READ:UNKNOWN

TO: billrea@erols.com (billrea@erols.com [UNKNOWN])
READ:UNKNOWN

TO: Benjamin.Chiswell@pss.Bolling.com (Benjamin.Chiswell@pss.Bolling.com [UNKNOWN
READ:UNKNOWN

TO: bBeran@erols.Com (bBeran@erols.Com [UNKNOWN])
READ:UNKNOWN

TO: bakers@snet.net (bakers@snet.net [UNKNOWN])
READ:UNKNOWN

TO: AHLTRPJL@erols.com (AHLTRPJL@erols.com [UNKNOWN])
READ:UNKNOWN

TO: 7441.237@compuserve.com (7441.237@compuserve.com [UNKNOWN])
READ:UNKNOWN

TO: "104121.363."@compuserve.com ("104121.363."@compuserve.com [UNKNOWN])
READ:UNKNOWN

TO: william_i_lee@ccmail.eo.ray.com (william_i_lee@ccmail.eo.ray.com [UNKNOWN])
READ:UNKNOWN

TO: vail@olypen.com (vail@olypen.com [UNKNOWN])
READ:UNKNOWN

TO: Tom@mail.ispi.org (Tom@mail.ispi.org [OMB])
READ:UNKNOWN

TO: thorsenh@cna.org (thorsenh@cna.org [UNKNOWN])
READ:UNKNOWN

TO: tbraithw@arinc.com (tbraithw@arinc.com [UNKNOWN])
READ:UNKNOWN

TO: swhatshot@aol.com (swhatshot@aol.com [UNKNOWN])

READ:UNKNOWN

TO: starkwx@juno.com (starkwx@juno.com [UNKNOWN])
READ:UNKNOWN

TO: SRPC59A@prodigy.com (SRPC59A@prodigy.com [UNKNOWN])
READ:UNKNOWN

TO: richwhiteh@aol.com (richwhiteh@aol.com [UNKNOWN])
READ:UNKNOWN

TO: remac@airborne.nrl.navy.mil (remac@airborne.nrl.navy.mil [UNKNOWN])
READ:UNKNOWN

TO: PointBanks@aol.com (PointBanks@aol.com [UNKNOWN])
READ:UNKNOWN

TO: paulpeak@aol.com (paulpeak@aol.com [UNKNOWN])
READ:UNKNOWN

TO: Patricia Gross <PGROSS@CTOL.NET> (Patricia Gross <PGROSS@CTOL.NET> [UNKNOWN])
READ:UNKNOWN

TO: nlemley@maritimeleadership.com (nlemley@maritimeleadership.com [UNKNOWN])
READ:UNKNOWN

TO: mwood@tidalwave.net (mwood@tidalwave.net [UNKNOWN])
READ:UNKNOWN

TO: mccarty@ix.netcom.com (mccarty@ix.netcom.com [UNKNOWN])
READ:UNKNOWN

TO: mappelbaum@aol.com (mappelbaum@aol.com [UNKNOWN])
READ:UNKNOWN

TO: kjkern@erols.com (kjkern@erols.com [UNKNOWN])
READ:UNKNOWN

TO: Katchal@entsb.gov (Katchal@entsb.gov [UNKNOWN])
READ:UNKNOWN

TO: jreckitt@erols.com (jreckitt@erols.com [UNKNOWN])
READ:UNKNOWN

TO: Jim White <JWhite@ctol.net> (Jim White <JWhite@ctol.net> [UNKNOWN])
READ:UNKNOWN

TO: Jameshdonahue@Juno.com (Jameshdonahue@Juno.com [UNKNOWN])
READ:UNKNOWN

TO: HOMEPRt@aol.com (HOMEPRt@aol.com [UNKNOWN])
READ:UNKNOWN

TO: helman@msn.com (helman@msn.com [UNKNOWN])
READ:UNKNOWN

TO: HBell14579@erols.com (HBell14579@erols.com [UNKNOWN])
READ:UNKNOWN

TO: hablack@ober.com (hablack@ober.com [UNKNOWN])

READ:UNKNOWN

TO: gupman_rick@advmar.com (gupman_rick@advmar.com [UNKNOWN])
READ:UNKNOWN

TO: gqueen@bellatlantic.net (gqueen@bellatlantic.net [UNKNOWN])
READ:UNKNOWN

TO: Gerald Fleming <GFleming@comdt.uscg.mil> (Gerald Fleming <GFleming@comdt.uscg.m
READ:UNKNOWN

TO: fbecker@roa.org (fbecker@roa.org [UNKNOWN])
READ:UNKNOWN

TO: emeiers@tidalwave.net (emeiers@tidalwave.net [UNKNOWN])
READ:UNKNOWN

TO: Eldnar@aol.com (Eldnar@aol.com [UNKNOWN])
READ:UNKNOWN

TO: ednels@seasurf.com (ednels@seasurf.com [UNKNOWN])
READ:UNKNOWN

TO: "Ed Ard edard"@pilot.infi.net ("Ed Ard edard"@pilot.infi.net [UNKNOWN])
READ:UNKNOWN

TO: d-maylum@ix.netcom.com (d-maylum@ix.netcom.com [UNKNOWN])
READ:UNKNOWN

TO: djihnat@aol.com (djihnat@aol.com [UNKNOWN])
READ:UNKNOWN

TO: dglbg@juno.com (dglbg@juno.com [UNKNOWN])
READ:UNKNOWN

TO: davidpeterman@lmgate2.eop.gov (davidpeterman@lmgate2.eop.gov [UNKNOWN])
READ:UNKNOWN

TO: cmarafioti@lmi.org (cmarafioti@lmi.org [UNKNOWN])
READ:UNKNOWN

TO: Chris_Malzone@fwc.com (Chris_Malzone@fwc.com [UNKNOWN])
READ:UNKNOWN

TO: c.g.mcdonough@msn.com (c.g.mcdonough@msn.com [UNKNOWN])
READ:UNKNOWN

TO: bpwarakom@Juno.com (bpwarakom@Juno.com [UNKNOWN])
READ:UNKNOWN

TO: bobandjanineCaron@Juno.com (bobandjanineCaron@Juno.com [UNKNOWN])
READ:UNKNOWN

TO: bmerr@email.msn.com (bmerr@email.msn.com [UNKNOWN])
READ:UNKNOWN

TO: bfhcg@ricochet.net (bfhcg@ricochet.net [UNKNOWN])
READ:UNKNOWN

TO: bchoule@LAU.USPA-IRA.COM (bchoule@LAU.USPA-IRA.COM [UNKNOWN])

READ:UNKNOWN

TO: barry_kane@signalcorp.com (barry_kane@signalcorp.com [UNKNOWN])
READ:UNKNOWN

TO: alonsdale@northeastmaritime.com (alonsdale@northeastmaritime.com [UNKNOWN])
READ:UNKNOWN

TO: a.breed@erols.com (a.breed@erols.com [UNKNOWN])
READ:UNKNOWN

TO: 105335.31@compuserve.com (105335.31@compuserve.com [UNKNOWN])
READ:UNKNOWN

TO: 103653.3624@compuserve.com (103653.3624@compuserve.com [UNKNOWN])
READ:UNKNOWN

TEXT:

Note: Some recipients have been dropped due to syntax errors. Please refer to the "\$A
This message is a collection of observations, news items and media reports
designed to keep you abreast of issues germane to the Coast Guard. These
items do not represent official Coast Guard positions or policies. If you
desire to be removed from our mailing list for this weekly message, please
e-mail ssnyder@comdt.uscg.mil.

Thanks!

Sandy Snyder

Administrative Specialist to the

Assistant Commandant for Governmental and Public Affairs

(202) 267-1530

> -----Original Message-----

> From: Stillman, Patrick RADM

> Sent: Friday, July 30, 1999 5:18 PM

> To: 1st-CCS-Flags

> Subject: 26 July 1999 Weekly Summary

>

> Wednesday Staff Meeting Summary...no all flags/SES on Friday.

>

> 1. 2 1/2-min brief: NMC briefed on its use of IDPs (Individual
Development

> Plans) for civilian employees. A good tool to mentor/develop

> employees--they outline career goals and needed training/experience... a

> worthwhile leadership tool. W does not now have the form on JetForm,
but

> will explore putting this on the system, and making it part of HR
process.

>

> 2. Expect release of D7 migrant incident investigation next Thursday...

> presently in review process.

>

> 3. Secretary will host a farewell party for CDR Coogan at DOT, 1400-1600

> Thurs. 7/29.

>

> 4. Comdt spoke with Cong. Oberstar on NTSM maritime investigation primacy

> on Thursday.

>

> 5. JFK Jr. aftermath: dl unified command will receive CG unit
commendation

> ; those not eligible (civilian agencies, etc.) will receive PSAs.

>
> 6. Battle Streamer: ceremony will be held at 1100 on 2 August...all are
> encouraged to attend.
>
> 7. Comdt/G-O/D-7 briefed S-1 & S-2 on Wednesday afternoon regarding the
> status of the investigation related to migrant incident in Miami.
>
> 8. NSC's Bob Bell headed to new position in Brussels. Was great friend to
> CG; to receive Distinguished PSA presented by the Comdt.
>
> 9. CORM: mobility piece done Monday. O & M put together excellent
> briefings; will get them on the web for all Districts.
>
> 10. COMDT: excellent visit to 14th District--saw troops, Guam AMIO--good
> to get in touch with distances, differences in ops in that region...very
> productive experience.
>
> 11. BEAR/DALLAS/MIDGETT: terrific feedback from S-2 visit. Nothing but
> good things from CINC as well--altogether, terrific awareness of what CG
> brings to the table in theater.
>
> 12. CCS: reminder that August is leave season for many; both C and CCS
> will be gone the last two weeks. Send in key items for review and
> signature now.
>
> 13. WORKLOAD REDUCTION: CV issue, more to come with key focus of the
> Leadership Council. CV/C indicate one important step is to
> encourage/ensure that all personnel including leadership take their 30
> days a year of leave--losing leave is nothing to be proud of; it gives
> staff a break, too, when the boss is not there making demands.
>
> 14. JCS EVENT: 50th anniversary of JCS. Several invitation-only events
for
> senior mgmt. on Aug. 9. COMDT encourages participation for the main
event.
>
>
> 15. CI: Ukrainian visitors here Aug 8-14; dinner Aug 10 w/ COMDT.
>
> 16. H: While H is reducing time in handling EEO complaints, DOT is
> experiencing difficulty with process, with many overdue. Delayed
> resolution sometimes has career impacts. If not settled this quarter,
> COMDT may have to engage.
>
> 17. G-I: Discussed Senator Wyden concerns expressed at NTSB
> reauthorization hearing on New Carissa investigation...G-M working issue.
>
> 18. L: serving on standing committee on Armed Services at DoD. Reports
> that Columbia is balking at turning over evidence packages, which affects
> prosecution of drug cases.
>
> 19. M; discussed Spirit of Alaska grounding. With 3rd such case in past
> year, D17 forming local task force.
> Introduced Capt Chip (Myles) Boothe, new NMC CO.
>
> 20. S: ALEX HAILEY nearing completion, though late. Interior finishing
> will not be complete. Boilers now operating successful. COMDT to spend
> overnight aboard during one of the legs during TSTA. . SI: Progress on
Y2K
> continues; further international visibility with additional presentations

> in Europe later this year.
>
> 21. WCGOA: plans Sept 25 event (swing dancing at TISCOM) and Nov 6 ball
at
> Crystal City Marriott.
>
> 22. WK: described a motor vehicle emergency en route to work, where a
> pedestrian needed first aid. Advises all to keep basic emergency supplies
> (fire extinguisher, bandages, gloves) in vehicles--could save a life.
> Offered to arrange CPR training for offices that want it.
>
> 23. CHAPLAIN: reminder of Aug 8 ecumenical service 1600 at Bolling AFB.
> Plans wonderful music, 2 choirs for event.
>
> 24. MCPOCG: expresses thanks for the many condolences on his mother's
> death,
>
> 25. IC: Briefing WYTL (Riutta) and NTSB maritime investigation authority
> (North) in meeting w/ Gilchrest on Friday. Senate leadership not expected
> to forward DOT Appropriations package before the recess commencing 7
> August.
>
> Congratulations to the first three CG civilians selected to attend
> post-graduate school. Selectees and programs are: Shirley Knight (G-A-2)
> the Information Technology program (entered in June); while Mary Perry
> (G-OCS-1) will start the Public Administration program in August, and
> Edward Burgh (MLCA vad-1) will start the Financial Management program in
> August. All three programs are 12 months in length.
>
> Info on MIDGETT Deployment
> <<FW: USCGC MIDGETT'S SITREP FROM THE ARABIAN GULF BATTLE GROUP>>
>
>
> P 271505Z JUL 99 ZYB ZUI ASN-D00208000265
> FM COMDT COGARD WASHINGTON DC//G-C//
> TO ALCOAST
> BT
> UNCLAS //N01401//
> ALCOAST 050/99
> COMDTNOTE 1401
> SUBJ: ACTIVE DUTY AND RESERVE RADM (LH) SELECTION BOARDS
>
> 1. THE SECRETARY HAS APPROVED THE REPORT OF THE SELECTION BOARD
> CONVENED ON 13 JUL 99 RECOMMENDING OFFICERS ON THE ACTIVE DUTY
> PROMOTION LIST (ADPL) FOR PROMOTION TO THE GRADE OF REAR ADMIRAL
> (LH), AND THE REPORT OF THE SELECTION BOARD CONVENED ON 13 JUL 99
> RECOMMENDING AN OFFICER ON THE INACTIVE DUTY PROMOTION LIST
> (IDPL) FOR PROMOTION TO THE GRADE OF REAR ADMIRAL (LH). OFFICERS
> SELECTED ARE LISTED BELOW IN PRECEDENCE ORDER.
>
> A. ADPL ADMIRAL SELECTION BOARD:
>
> NAME OPFAC
> (1) UTLEY RALPH D 98-70098
> (2) OLSON JAMES C 13-71113
> (3) UNDERWOOD JAMES W 20-75120
> (4) VENUTO KENNETH T 98-70098
> (5) CREA VIVIEN S 98-70098
>
> B. IDPL ADMIRAL SELECTION BOARD:
>
> NAME OPFAC

> (1) O'DONNELL MARY P 21-83101
>
> 2. THE BOARD MEMBERSHIP AND UNITS ARE LISTED BELOW:
>
> A. ADPL ADMIRAL SELECTION BOARD:
> NAME UNIT
> VADM TIMOTHY W. JOSIAH, USCG COMDT (G-CCS)
> RADM PAUL M. BLAYNEY, USCG CGDTHIRTEEN
> RADM ERNEST R. RIUTTA, USCG COMDT (G-O)
> RADM JOHN L. PARKER, USCG MLC PAC (M)
> RADM DAVID S. BELZ, USCG JIATF WEST
> RADM ROY J. CASTO, USCG COMDT (G-A)
>
> B. IDPL ADMIRAL SELECTION BOARD:
> NAME UNIT
> VADM JAMES C. CARD, USCG COMDT (G-CV)
> RADM GEORGE R. MERRILEES, USCGR RETIRED
> RADM RICHARD W. SCHNEIDER, USCGR RETIRED
> RADM GEORGE N. NACCARA, USCG COMDT (G-SI)
> RADM CARLTON D. MOORE, USCGR SRO (PAC)
> RADM JAMES A. KINGHORN, USCG DOT S-60
>
> 3. ALTHOUGH THE PROCEEDINGS OF A SELECTION BOARD, INCLUDING ITS
> DELIBERATIONS AND CRITERIA FOR SELECTION CANNOT BE DISCLOSED TO
> ANY PERSON WHO WAS NOT A MEMBER OF THE BOARD, BOARD MEMBERS DO
> HAVE VALUABLE INFORMATION THAT CAN BE SHARED REGARDING THE
> GENERAL SELECTION PROCESS AND IT'S FAIRNESS AND EQUITY. IF THERE
> ARE ANY QUESTIONS REGARDING THE RESULTS OF THE ADPL BOARD, YOU
> SHOULD CONTACT CAPT BONE, THE ADPL COORDINATOR AT 202-267-2533,
> OR CDR HARTLEY, THE IDPL COORDINATOR AT 202-267-0555.
>
> 4. THE PRECEPTS WHICH CONVENED THESE BOARDS AND CHARGED THE
> MEMBERS WITH THEIR DUTIES ARE AVAILABLE VIA VOICE MAIL/FAX BY
> CALLING 202-267-0935 OR 1-800-432-2282 AND FOLLOWING THE
> DIRECTIONS FOR "FAX ON DEMAND." YOU WILL BE ASKED TO PROVIDE THE
> PHONE NUMBER OF THE FAX MACHINE TO WHICH YOU WANT THE DOCUMENT
> NUMBER (1404 FOR ADPL/1802 FOR IDPL) SENT.
>
> 5. INTERNET RELEASE AUTHORIZED.
>
> 6. RELEASED BY VADM J.C. CARD.
> BT
> NNNN
>
> Statement submitted for the record:
> <<CGF FORWARD: ADMIRAL LOY'S 7/15 TESTIMONY ON NTSB ROLE IN
> INVESTIGATIONS >>
>
> JFK Jr. Recap:
>
> <<CGF FORWARD: DETAILED RECAP OF JFK JR SEARCH HISTORY >>
>
>
>
> End of Kennedy Search Was a Relief
>
> AP Online Sunday, July 25, 1999 12:03:00 AM
>
> By GLEN JOHNSON
> Associated Press Writer

> WASHINGTON (AP) -- Jim Hall had just fallen asleep early
> Wednesday when the telephone rang in his hotel room in Falmouth,
> Mass. Shaking off fatigue from the four-day search for John F.
> Kennedy Jr. and two others, he picked up the receiver and heard the
> voice of his chief crash investigator.
> "They've found a big piece of the airplane," Robert Pearce
> told the chairman of the National Transportation Safety Board.
> Pearce had just been called on a secure phone line from the USS
> Grasp, which made the discovery.
> This was the beginning of the end of a high-pressure search for
> Kennedy, the son of the nation's 35th president, his wife, Carolyn
> Bessette Kennedy, and her sister Lauren Bessette. All three were
> aboard Kennedy's red-and-white Piper Saratoga when it plunged into
> the waters southwest of Martha's Vineyard, Mass., about 9:40 p.m.
> on July 16.
> The end came five days later, when divers unstrapped Kennedy and
> the sisters from their seats in the plane, put the bodies in body
> bags and brought them to the surface. The remains were then placed
> in aluminum transfer cases, which have the crisp look of military
> caskets.
> Sen. Edward M. Kennedy, D-Mass., and his two sons escorted all
> three to land.
> "I wanted those kids to come home with some dignity," said one
> person closely involved in the recovery.
> Based on interviews with Hall and other government officials,
> The Associated Press has been able to reconstruct the conclusion of
> a search that transfixed two families, and much of America.
> -----
> Kennedy took off in his single-engine airplane from Fairfield,
> N.J., at 8:38 p.m. on July 16. He intended to fly to Martha's
> Vineyard to drop off his 34-year-old sister-in-law to visit
> friends. Kennedy, 38, and his wife, 33, were then to fly on to
> Hyannis, Mass., where they were to be guests the next day at the
> wedding of his cousin Rory Kennedy, the youngest child of the late
> Sen. Robert F. Kennedy.
> One hour and two minutes into the flight, the airplane went into
> a dive, slipped beneath radar coverage and crashed into the sea
> about 7 1/2 miles off the coast.
> Kennedy won his pilot's license little more than a year earlier.
> He was not rated to fly just with instruments. Veteran pilots and
> flight instructors speculate that he may have become disoriented
> flying in the dark and the haze.
> The Federal Aviation Administration went to work. It collected
> radar readouts from throughout the region and sent the printouts
> and computer tapes to the safety board. In Washington, analysts fed
> the data into computers.
> Estimates about where the plane crashed were relayed to ships
> and planes operated by Coast Guard, Air National Guard, National
> Oceanic and Atmospheric Administration and the Civil Air Patrol.
> At 9:45 p.m. on July 18, however, the head of the search and
> rescue effort, Coast Guard Rear Adm. Richard M. Larrabee, told a
> news conference that there was no hope of survivors. He said the
> would-be rescuers would now support the safety board with wreckage
> recovery and its accident investigation.
> "We did everything we possibly could to find survivors,"
> Larrabee said.
> Working through the night on Monday, NTSB performance analyst
> Dan Bowers and aeronautical engineer John Clark narrowed the search
> area to a projected "splash point."
> "Tuesday morning I was optimistic," said Hall. "I thought

> that day was going to be the day we recovered the wreckage."
> The Navy laid a grid over Bowers and Clark's splash point. Three
> sonar-equipped ships started a crisscross pattern, coming up with
> 10 targets on the ocean floor. With a remote-controlled camera, the
> Navy checked the sites one by one. The first five were not airplane
> wreckage; one particularly promising piece turned out to be an
> anchor.
> Dejection.
> "At that point, you knew about the anxiety of the families and,
> of course, the many, many people around the world who were paying
> attention to this," Hall recalled. "You always know there is a
> possibility that you can do all of this and not be able to find the
> wreckage."
> Late Tuesday, Hall watched the 11 o'clock news and then went to
> bed. About 11:40 p.m., a submersible from the Grasp came across the
> plane's wreckage.
> Chief investigator Pearce was at the Coast Guard command center
> at Otis Air Force Base on Cape Cod. He had been sleeping there each
> night. Suddenly, his phone jingled with the news from the Grasp. He
> called Hall shortly after midnight, and notifications continued up
> and down the line -- including to the Kennedy and Bessette families.
> The success, however, was incomplete. While Kennedy's body was
> plainly visible, the remote TV camera could not locate the sisters.
> Divers would have to finish the search.
> -----
> When Kennedy's plane went missing, the news reverberated through
> the nation and the government.
> President Clinton, spending the weekend at Camp David, the
> presidential retreat in the Maryland mountains, was told upon
> awakening. Housing Secretary Andrew Cuomo, married to another of
> Robert Kennedy's daughters, pleaded to his colleagues that the
> government not appear to overreact.
> Nonetheless, the secretary of transportation, the head of the
> Coast Guard and the chief of the Federal Aviation Administration
> were kept abreast of the search.
> All denied that a celebrity like Kennedy was getting special
> treatment, but Clinton said at a news conference on Wednesday the
> family had sustained "enormous losses" on behalf of the country
> and he agreed to give extra time to complete the search.
> To keep the news media at a distance, the FAA instituted
> unprecedented airspace restrictions around the search area. Once
> the wreckage was discovered and the bodies located, the
> restrictions were increased to keep any aircraft at least five
> miles away.
> The FAA found that some pilots promptly violated the
> restrictions by turning off equipment relaying their aircraft's
> identification in Hall recalled seeing such a swarm of reporters only once before:
> the July 1996 crash of TWA Flight 800. By coincidence, Hall and his
> top assistants were on Long Island when Kennedy crashed for a
> Flight 800 memorial service, monument dedication and investigation
> update.
> The timing made Hall and Larrabee especially concerned about the
> Kennedy and Bessette families.
> "The media is extremely important to the American system that
> we all enjoy, and it's extremely important that the media have
> information," Hall said. "But when the media causes pain and
> suffering on families at a time of grief, that kind of behavior
> should not be tolerated."
> By 10:40 a.m. Wednesday, the Grasp was able to send down two
> divers. Arriving at the wreckage site some 116 feet under the

> surface, they were quickly able to locate the Bessette sisters amid
> the twisted metal.
> The recovery of the bodies wouldn't come until the afternoon,
> after the arrival of Kennedy and his sons Edward Jr. and Patrick, a
> congressman from Rhode Island.
> Speaking hours later at a news conference, Larrabee lamented
> that what started as a search and rescue mission early on July 18
> ended Wednesday with a confirmation of death.
> "But I think today," Larrabee said, looking into the glare of
> television cameras, "that we were able to bring closure to two
> families, and I think that we realize is very important, and so I
> think this evening we can feel relatively good about our work
>
>
> FOR IMMEDIATE RELEASE
> CONTACT: Dr. Dennis L. Noble, Ph D dln@olypen.com
> 360-683-7188
> DATE: 15 July 1999
>
> The Foundation for Coast Guard History
>
> The new The Foundation for Coast Guard History starts officially on 4
> August 1999, the birthday of the U.S. Coast Guard. The U.S. Coast Guard
> is credited with the richest history of all the United States armed
> forces. To assist in recording that colorful past, a group of concerned
> individuals dedicated to assist the Service's historical program formed
> the The Foundation for Coast Guard History.
>
> The Foundation provides assistance in records management for the U.S.
> Coast Guard's historians office and the service's museum program. Vice
> Admiral Howard B. Thorsen, U.S. Coast Guard (Retired), Chairman of the
> Board of Trustees, points out that The Foundation- among other of its
> goals-encourages researchers to write on the history of the Service by
> sponsoring grants to individuals working on the history of the Service
> and
> awards prizes for the best published books, articles, photographs and art
> work. This year's prize awards will be announced 4 August 1999 in a
> separate news release.
>
> The Foundation's staff is composed of active duty, retired and reserve
> Coast Guard members, Auxiliarists and friends of the Service.
> Professional qualifications on the staff include historians,
> museologists,
> and archaeologist and an educator.
>
> The Foundation for Coast Guard History is seeking non-professional
> volunteers to assist in the U.S. Coast Guard's history program in the
> following fields:
> Grant writing
> Computer technology
> Speakers for Speakers Bureau
> Interviewers and transcribers
> Researchers to locate historic Coast Guard materials
> Assistance to the Coast Guard Historian organizing manuscripts
> and photographs in Washington, D.C.
>
> A membership drive is presently underway. Direct membership and
> volunteer
> queries to:
>

> Capt.
> Fred Herzberg, USCG (Ret.)
> Coast
> Guard Museum Northwest
> 1519
> Alaska Way South
>
> Seattle,
> WA 98134
>
>
> US Coast Guard faces complex Cuban refugee policy
> 06:45 p.m Jul 27, 1999 Eastern
>
> By Jim Loney
>
> ABOARD U.S. COAST GUARD CUTTER CHANDELEUR, July 27 (Reuters) - When they
> found a group of 19 Cubans trapped in mangrove trees in shallow water off
> the Florida Keys in March, U.S. border guards faced a tough question: Had
> the boat people actually landed on shore?
>
> It was a critical question for the boat people. According to the U.S.
> ``wet feet/dry feet'' immigration policy, if Cubans reach shore, they are
> allowed to stay. If they are caught at sea, they are sent back to their
> communist-ruled homeland.
>
> ``The question was, were they 'feet wet' or 'feet dry'?'' said Coast
Guard
> spokesman Ron LaBrec. ``There was a question as to whether they had
landed
> or not.''
>
> Seeking guidance from their Washington bosses, the U.S. Coast Guard and
> Border Patrol ultimately allowed the Cubans to leave the shallow water
for
> safe haven in Florida.
>
> The incident highlighted a growing number of bizarre and sometimes
> dangerous confrontations between U.S. border patrols and Cuban migrants
> determined to make landfall in Florida.
>
> Cuban boat people, desperately seeking refuge on U.S. shores, have swung
> machetes at their pursuers, officials say. They have threatened to torch
> themselves and pretended to throw their babies into the ocean. They have
> jumped into the sea miles (km) offshore and started to swim.
>
> ``They're being, if not aggressive, more determined,''' said Lt. Russ
> Rhinehart, commander of the Coast Guard cutter Chandeleur. ``The stakes
> are high. They know if they reach land, they're here to stay.''
>
> Under fire for recent incidents in which a migrant died and another was
> doused with pepper spray, the Coast Guard on Tuesday took reporters
aboard
> the 110-foot (33.3-metre) Chandeleur for a tour of the Miami coast, where
> it patrols in search of migrants and smugglers.
>
> Officials talked about the difficulty of their mission to safeguard human
> life while enforcing a controversial immigration policy that mandates the
> interception of refugees at sea to keep them out of the United States.
>

> Rhinehart recalled one incident where a migrant slashed himself in the
> abdomen with a knife in order to win a medical evacuation to the United
> States.
>
> ``It's a very tough assignment,'' he said.
>
> Both the Coast Guard, which interdicts migrants at sea, and the Border
> Patrol, which takes them into custody on land, have seen dramatic
> increases in illegal Cuban migration this year.
>
> The Coast Guard has intercepted 1,050 to date this year, compared to
1,047
> for all of last year. Border Patrol agents have taken 1,955 into custody
> this year, compared to 615 in all of 1998 and just 125 in 1997.
>
> In the incident that cast the spotlight on Coast Guard interdiction
> efforts, crews tried to fend off six Cuban migrants on June 29 a few
> hundred yards (metres) off Surfside, north of Miami. As television
> helicopters hovered overhead, transmitting live pictures, Coast Guardsmen
> fired pepper spray at a migrant who dove into the water in a bid for the
> shore.
>
> The incident enraged Miami's Cuban exile community, spurring protests and
> accusations of brutality. Eight Coast Guardsmen were suspended from law
> enforcement duty pending an investigation. A report is due by month's
end.
>
>
> On July 9, a woman drowned after a collision between a Coast Guard cutter
> and a boat carrying 12 illegal Cuban migrants off the coast north of
> Miami.
>
> The Coast Guard is under orders to stop migrants at sea so they can be
> taken back to Cuba. Crews are allowed to use force if they are threatened
> -- how much depends on the situation.
>
> Before the United States began sending migrants back to Cuba under a 1995
> immigration accord with Cuban President Fidel Castro's government, U.S.
> Coast Guards were heroes to Cuban rafters, who often hailed patrol boats
> from their rafts.
>
> Now the relationship is increasingly hostile.
>
> In one recent incident, a migrant doused his boat with gasoline,
> threatening to burn himself and others on board. In another, a migrant
> tried to grab a Coast Guardsman's weapon.
>
> ``You've got to wonder what he was trying to do. Maybe provoke a standoff
> or a hostage incident?'' LaBrec said.
>
> The confrontations have forced U.S. authorities to rethink their
policies.
> Following the Surfside incident, the Coast Guard banned the use of pepper
> spray against swimming migrants.
>
> Immigration and Naturalisation Service officials are still trying to
> clarify whether Cubans wading in shallow water have ``wet feet,'' or the
> ``dry feet'' that give them passage to the United States.
>
> RADM Patrick M. Stillman

> United States Coast Guard
> Assistant Commandant for Governmental & Public Affairs (G-I)
> 2100 2nd St, S.W.
> Washington, D.C. 20593-0001
> 202-267-1397/Fax: 202-267-4307
> EMail: pstillman@comdt.uscg.mil
>
Date: Thu, 29 Jul 1999 08:33:29 -0400
From: "Patton, Vincent MCPOCG" <VPatton@comdt.uscg.mil>
Subject: FW: USCGC MIDGETT'S SITREP FROM THE ARABIAN GULF BATTLE GROUP
To: 1st-GoldCMC <1st-GoldCMC@comdt.uscg.mil>
Cc: "Stillman, Patrick RADM" <PStillman@comdt.uscg.mil>, "Fagerholm, Eric
CAPT" <EFagerholm@comdt.uscg.mil>, 'FRA' <news-fra@fra.org>, "'Johnson,
Dick - NCOA'" <djohn@ncoausa.org>, 1st-All-Rating-Managers
<1st-All-Rating-Managers@comdt.uscg.mil>, 'USNI - Kevin Clarke'
<KClarke@usni.org>
Message-id: <3A395A2DEB1CD3118D6208002BB491F2646BF5@HQEX3.comdt.uscg.mil>
MIME-version: 1.0
X-Mailer: Internet Mail Service (5.5.2448.0)
Content-type: text/plain; CHARSET=US-ASCII
Content-transfer-encoding: 7BIT
Here's a status report on MIDGETT's deployment from LT Joe Direnzo, the
USCG
Liaison officer with the COMAMPHIBRON ONE Battle Group. Our folks are
doing
well and it sounds like they're having a good time.

Interesting stuff!

MCPOCG VWP

MCPOCG Vincent W. Patton, III
The Master Chief Petty Officer of the Coast Guard
2100 Second St. SW, Room 2216
Washington, DC 20593-0001
PHNR: (202) 267-2397
FAX: (202) 267-4487
EMail: VPatton@comdt.uscg.mil
Web site: <http://www.uscg.mil/hq/mcpocg>

> -----Original Message-----
> From: Direnzo Joseph LT [SMTP:direnzoj@cpr1.navy.mil]
> Sent: Thursday, July 29, 1999 11:10 AM
> To: Patton, Vincent MCPOCG
> Subject: CHECKING IN FROM THE ARABIAN GULF BATTLE GROUP
>
> Good Morning Master Chief Patton:
>
> A quick e-mail to update up on MIDGETT's progress in this important
> deployment to the Arabian Gulf. For the past two weeks we have been
> operating as part of the USS PELELIU Amphibious Ready Group under the
> command of Commander Amphibious Squadron One (Commodore Hopper). This was
> done because of some unit moves in the gulf. We will rejoin CONSTELLATION
> and her escorts in a few weeks. Some highlights for you:
>
> (1) MIDGETT has completed two successful Replenishments at Sea (RAS) from
> PELELIU. This was the first time since WWII that we have refueled from an

> amphib. (It was also the first time in six years this amphib has refueled
> anyone!)

> MIDGETT impressed both the sailors and the members of the 11th USMC MEU
> onboard with their shiphandling and esprit de corps. I stood on the Flag
> Bridge with the Marine Corps Colonel (who is a Brigadier General selectee)
> and he was very impressed with MIDGETT. The second unrep was done in 8 ft
> seas and 45 kt winds. MIDGETT performed like it was a glassy pond.
>

> (2) VBSS Training: Two members of MIDGETT and I have put together a
> training
> package for all the boarding teams on the Navy ships. This has been
> received
> extremely well, especially when we teach the JPC course. Even the Marines
> are using what we can offer by shooting JPC tomorrow. In fact I will
cross
> deck to USS OGDEN to conduct training within the week.
>

> (3) USN-USCG interoperability: This continues to grow every day that we
> are
> out here. We are running an aggressive cross-deck program moving sailors
> back and forth between ships allowing different services to experience
> each
> other. We even have had Navy pilots fly in the H-65 for SSC patrols.
> Further, we have set up several sporting events between the services. I
am
> proud to report MIDGETT cleaned the clock of USS CONSTELLATION, DESRON
> SEVEN, GROUP ONE and USS CHOSIN in a tournament in Korea. This morning
> MIDGETT will battle PHIBRON ONE. These activities build on professional
> associations.
>

> (4) COMREL projects: The Coast Guard continues to show its humanitarian
> side
> by actively participating in every COMREL project which the onboard
> chaplains develop. This goes for the port visits in Korea and here in
> Singapore. In fact, here is a great data point for you. Twice the number
> of
> MIDGETT crew members signed up for cleaning and work at a children's home
> than the bus could seat. The XO actually had to turn crew members away.
>

> (5) Crew Morale: Very high from my vantage point. I go over routinely
> (since
> we are pierside its easy). A few personnel problems but nothing that
> doesn't
> normally happen on ALPATS. Overall they are "doing the king's mission in
> style"!
>

> That is all from the front. I will continue to send reports like this if
> you
> find them useful. Have a great Coast Guard Day...Semper Paratus!
> Respectfully,
> LT Joe DiRenzo III
>

Date: Mon, 26 Jul 1999 21:39:01 -0400

From: Norm Paulhus <otterx@erols.com>

Subject: CGF FORWARD: ADMIRAL LOY'S 7/15 TESTIMONY ON NTSB ROLE IN INVESTI
GATIONS

To: CGFNETWORK <otterx@erols.com>

Message-id: <379D0DB5.130A@erols.com>

MIME-version: 1.0

X-Mailer: Internet Mail Service (5.5.2448.0)

Content-type: text/plain; charset=iso-8859-1
Content-transfer-encoding: 7BIT
DEPARTMENT OF TRANSPORTATION
U.S. COAST GUARD
STATEMENT OF
ADMIRAL JAMES LOY
ON
NATIONAL TRANSPORTATION SAFETY BOARD AMENDMENTS OF 1999
COMMITTEE ON COMMERCE, SCIENCE AND TRANSPORTATION
UNITED STATES SENATE

JULY 15, 1999

Good morning, Mr. Chairman and distinguished members of the Subcommittee. I am Admiral James Loy, Commandant of the United States Coast Guard. I am pleased to have the opportunity to provide you with the views of the Coast Guard concerning a legislative proposal transmitted to the House of Representatives on April 27, 1999, by the National Transportation Safety Board (NTSB). This legislative proposal, entitled the "National Transportation Safety Board Amendments of 1999," re-authorizes the NTSB through 2002 and includes provisions concerning the jurisdiction and the primacy of the NTSB over marine casualty investigations that could adversely affect the Coast Guard's role in ensuring public safety. I would like to address the provision of greatest concern today.

Current law prescribes the NTSB's authority to investigate transportation accidents with priority over any other agency's transportation investigation, except for marine casualties. Section 7 of the NTSB's proposal would give the NTSB primacy in marine casualty investigations as well. The Coast Guard strongly opposes this proposed change. The Coast Guard's reasons for opposing the proposed changes to the NTSB primacy in marine casualty investigations are set out below.

- Operational Control of the Response to a Marine Casualty and Control of the Investigation Should Not Be Divided.

The complexity of marine casualties necessitates a single on-scene lead agency. The U.S. Marine Transportation System is a critical component of our national transportation system. Our marine infrastructure supports our engagement in world affairs, including protection of U.S. national security interest. The variety of marine equipment—from cruise ships to freight vessels to mobile offshore drilling units and more—is enormously complex. Marine casualties are typically quite different from other transportation accidents. A marine casualty incident can last for weeks as an ongoing event, beginning with intense and risky search and rescue operations, fire-fighting, or damage control, and transitioning to waterway closures, marine traffic control issues, salvage efforts and pollution response. These response actions generally occur concurrently with the investigation of the incident. Moreover, there are often other Federal, State and local agencies involved, and coordination among all of the involved parties is vital to the overall success of the operation. Under Federal Law, the Coast Guard Captain of the Port has unique authorities and the responsibility to direct and coordinate these response activities. The Coast Guard-wide adoption of the Incident Command System (ICS), based on the National

Interagency Incident Management System (NIIMS), for all response operations has strengthened the Coast Guard's already extensive capability in marine casualty response and investigations. Its use has been particularly effective in providing a common response organization and process that non-Coast Guard personnel can assimilate rapidly. Marine casualties almost always result in the need for other organizations to be represented during the response and investigation. Through the ICS system, the Coast Guard establishes a seamless relationship with other involved parties during the response and investigation of a marine casualty.

Giving primacy to the NTSB for marine casualty investigations with the Coast Guard responsible for response activities would increase the potential for confusion and disruption of critical operations. The ability of Coast Guard operational commanders to safely and efficiently conduct their multifaceted response operations could also be impaired.

- Marine Casualties Provide Vital Feedback for Prevention Activities.

Investigations of marine casualties provide critical information about the safety risks of specific vessel types and operating conditions that help the Coast Guard to better focus its prevention efforts. The Coast Guard has extensive technical expertise in naval architecture, marine engineering, and salvage. Our personnel have a strong seagoing expertise by the very nature of the service, as well as an intimate knowledge of commercial vessels and their operation gained from daily interactions as part of our regulatory responsibilities. These capabilities permit Coast Guard investigators to quickly focus on potential causal factors which can be extraordinarily complex in marine systems. The current process allows the Coast Guard to take the lead in those investigations it considers most vital in refocusing casualty prevention programs. In cases in which an investigation uncovers safety issues that appear urgent, the current process enables the Coast Guard to issue safety alerts quickly and commence regulatory program changes based on compelling interim findings. For example, in the recent sinking of the vessel MISS MAJESTIC at Hot Springs, Arkansas, two safety alerts were issued-the first was issued 5 days after the casualty and the second 13 days later.

- Concern Over Coast Guard Impartiality is Unfounded.

The joint Coast Guard and NTSB regulations, as well as the Memorandum of Understanding (MOU) between the two agencies, ensure that any potential conflicts of interest are fully considered in determining which agency should take the lead role in an investigation. Each year the Coast Guard investigates approximately 5,000 marine casualties of which about 50 are classified as major casualties. Over the nearly 60 years of successful Coast Guard leadership, the record amply demonstrates that its investigations are fair, impartial and effective. That record has never been seriously questioned. When the Coast Guard designates a Marine Board of Investigation or other formal investigation, the investigators are selected from outside the chain of command of the "regulating unit", specifically to avoid conflicts of interest or any appearance of bias. Parties to a formal investigation are allowed to be represented by counsel and have the right to cross-examine

witnesses under oath. Furthermore, the NTSB is always invited to participate as a full partner in the investigation, allowing it the opportunity to call witnesses and to ensure the openness and impartiality of the Coast Guard investigation.

Conclusion - The Current Process Functions Well and
Should Not Be Changed.

The existing MOU and regulations allow the NTSB to fully participate in all marine casualty investigations and to lead those investigations where appropriate. Given the Coast Guard's unique expertise and the operational considerations that so often accompany marine casualties, the Coast Guard must be able to determine how the investigation should proceed. The existing process protects the safety of the maritime community while also addressing the environmental and operational needs of the marine transportation system. The current system need not and should not be changed.

Thank you for the opportunity to state the Coast Guard's views on this legislative proposal.

Date: Wed, 28 Jul 1999 20:40:12 -0400

From: Norm Paulhus <otterx@erols.com>

Subject: CGF FORWARD: DETAILED RECAP OF JFK JR SEARCH HISTORY

To: CGFNETWORK <otterx@erols.com>

Message-id: <379FA2EC.61D6@erols.com>

MIME-version: 1.0

X-Mailer: Internet Mail Service (5.5.2448.0)

Content-type: text/plain; charset=iso-8859-1

Content-transfer-encoding: 7BIT

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- - - - -
AP Online

Sunday, July 25, 1999

12:03:00 AM

End of Kennedy Search Was a Relief

By GLEN JOHNSON

Associated Press Writer

WASHINGTON (AP) -- Jim Hall had just fallen asleep early Wednesday when the telephone rang in his hotel room in Falmouth, Mass. Shaking off fatigue from the four-day search for John F. Kennedy Jr. and two others, he picked up the receiver and heard the voice of his chief crash investigator.

"They've found a big piece of the airplane," Robert Pearce told the chairman of the National Transportation Safety Board. Pearce had just been called on a secure phone line from the USS Grasp, which made the discovery.

This was the beginning of the end of a high-pressure search for

Kennedy, the son of the nation's 35th president, his wife, Carolyn Bessette Kennedy, and her sister Lauren Bessette. All three were aboard Kennedy's red-and-white Piper Saratoga when it plunged into the waters southwest of Martha's Vineyard, Mass., about 9:40 p.m. on July 16.

The end came five days later, when divers unstrapped Kennedy and the sisters from their seats in the plane, put the bodies in body bags and brought them to the surface. The remains were then placed in aluminum transfer cases, which have the crisp look of military caskets.

Sen. Edward M. Kennedy, D-Mass., and his two sons escorted all three to land.

"I wanted those kids to come home with some dignity," said one person closely involved in the recovery.

Based on interviews with Hall and other government officials, The Associated Press has been able to reconstruct the conclusion of a search that transfixed two families, and much of America.

Kennedy took off in his single-engine airplane from Fairfield, N.J., at 8:38 p.m. on July 16. He intended to fly to Martha's Vineyard to drop off his 34-year-old sister-in-law to visit friends. Kennedy, 38, and his wife, 33, were then to fly on to Hyannis, Mass., where they were to be guests the next day at the wedding of his cousin Rory Kennedy, the youngest child of the late Sen. Robert F. Kennedy.

One hour and two minutes into the flight, the airplane went into a dive, slipped beneath radar coverage and crashed into the sea about 7 1/2 miles off the coast.

Kennedy won his pilot's license little more than a year earlier. He was not rated to fly just with instruments. Veteran pilots and flight instructors speculate that he may have become disoriented flying in the dark and the haze.

The Federal Aviation Administration went to work. It collected radar readouts from throughout the region and sent the printouts and computer tapes to the safety board. In Washington, analysts fed the data into computers.

Estimates about where the plane crashed were relayed to ships and planes operated by Coast Guard, Air National Guard, National Oceanic and Atmospheric Administration and the Civil Air Patrol.

At 9:45 p.m. on July 18, however, the head of the search and rescue effort, Coast Guard Rear Adm. Richard M. Larrabee, told a news conference that there was no hope of survivors. He said the would-be rescuers would now support the safety board with wreckage recovery and its accident investigation.

"We did everything we possibly could to find survivors," Larrabee said.

Working through the night on Monday, NTSB performance analyst

Dan Bowers and aeronautical engineer John Clark narrowed the search area to a projected "splash point."

"Tuesday morning I was optimistic," said Hall. "I thought that day was going to be the day we recovered the wreckage."

The Navy laid a grid over Bowers and Clark's splash point. Three sonar-equipped ships started a crisscross pattern, coming up with 10 targets on the ocean floor. With a remote-controlled camera, the Navy checked the sites one by one. The first five were not airplane wreckage; one particularly promising piece turned out to be an anchor.

Dejection.

"At that point, you knew about the anxiety of the families and, of course, the many, many people around the world who were paying attention to this," Hall recalled. "You always know there is a possibility that you can do all of this and not be able to find the wreckage."

Late Tuesday, Hall watched the 11 o'clock news and then went to bed. About 11:40 p.m., a submersible from the Grasp came across the plane's wreckage.

Chief investigator Pearce was at the Coast Guard command center at Otis Air Force Base on Cape Cod. He had been sleeping there each night. Suddenly, his phone jingled with the news from the Grasp. He called Hall shortly after midnight, and notifications continued up and down the line -- including to the Kennedy and Besette families.

The success, however, was incomplete. While Kennedy's body was plainly visible, the remote TV camera could not locate the sisters. Divers would have to finish the search.

When Kennedy's plane went missing, the news reverberated through the nation and the government.

President Clinton, spending the weekend at Camp David, the presidential retreat in the Maryland mountains, was told upon awakening. Housing Secretary Andrew Cuomo, married to another of Robert Kennedy's daughters, pleaded to his colleagues that the government not appear to overreact.

Nonetheless, the secretary of transportation, the head of the Coast Guard and the chief of the Federal Aviation Administration were kept abreast of the search.

All denied that a celebrity like Kennedy was getting special treatment, but Clinton said at a news conference on Wednesday the family had sustained "enormous losses" on behalf of the country and he agreed to give extra time to complete the search.

To keep the news media at a distance, the FAA instituted unprecedented airspace restrictions around the search area. Once the wreckage was discovered and the bodies located, the restrictions were increased to keep any aircraft at least five miles away.

The FAA found that some pilots promptly violated the restrictions by turning off equipment relaying their aircraft's identification information to air traffic controllers.

Hall recalled seeing such a swarm of reporters only once before: the July 1996 crash of TWA Flight 800. By coincidence, Hall and his top assistants were on Long Island when Kennedy crashed for a Flight 800 memorial service, monument dedication and investigation update.

The timing made Hall and Larrabee especially concerned about the Kennedy and Besette families.

"The media is extremely important to the American system that we all enjoy, and it's extremely important that the media have information," Hall said. "But when the media causes pain and suffering on families at a time of grief, that kind of behavior should not be tolerated."

By 10:40 a.m. Wednesday, the Grasp was able to send down two divers. Arriving at the wreckage site some 116 feet under the surface, they were quickly able to locate the Besette sisters amid the twisted metal.

The recovery of the bodies wouldn't come until the afternoon, after the arrival of Kennedy and his sons Edward Jr. and Patrick, a congressman from Rhode Island.

Speaking hours later at a news conference, Larrabee lamented that what started as a search and rescue mission early on July 18 ended Wednesday with a confirmation of death.

"But I think today," Larrabee said, looking into the glare of television cameras, "that we were able to bring closure to two families, and I think that we realize is very important, and so I think this evening we can feel relatively good about our work

RECORD TYPE: FEDERAL (NOTES MAIL)

CREATOR: Erica S. Lepping (CN=Erica S. Lepping/OU=WHO/O=EOP [WHO])

CREATION DATE/TIME: 4-AUG-1999 09:22:05.00

SUBJECT: press guidance requests

TO: Kris M Balderston (CN=Kris M Balderston/OU=WHO/O=EOP@EOP [WHO])

READ:UNKNOWN

TO: Michael A. Hammer (CN=Michael A. Hammer/OU=NSC/O=EOP@EOP [NSC])

READ:UNKNOWN

TO: David Vandivier (CN=David Vandivier/OU=OMB/O=EOP@EOP [OMB])

READ:UNKNOWN

TO: Leanne A. Shimabukuro (CN=Leanne A. Shimabukuro/OU=OPD/O=EOP@EOP [OPD])

READ:UNKNOWN

TO: Melissa G. Green (CN=Melissa G. Green/OU=OPD/O=EOP@EOP [OPD])

READ:UNKNOWN

TO: Paul J. Weinstein Jr. (CN=Paul J. Weinstein Jr./OU=OPD/O=EOP@EOP [OPD])

READ:UNKNOWN

TO: Sean P. O'Shea (CN=Sean P. O'Shea/OU=WHO/O=EOP@EOP [WHO])

READ:UNKNOWN

TO: LEAVY_D@A1@CD@VAXGTWY@EOP (LEAVY_D@A1@CD@VAXGTWY@EOP [UNKNOWN]) (NSC)

READ:UNKNOWN

TO: Natalie S. Wozniak (CN=Natalie S. Wozniak/OU=NSC/O=EOP@EOP [NSC])

READ:UNKNOWN

TO: Linda Ricci (CN=Linda Ricci/OU=OMB/O=EOP@EOP [OMB])

READ:UNKNOWN

TO: Jonathan A. Kaplan (CN=Jonathan A. Kaplan/OU=OPD/O=EOP@EOP [OPD])

READ:UNKNOWN

TO: Patrick M. Dorton (CN=Patrick M. Dorton/OU=OPD/O=EOP@EOP [OPD])

READ:UNKNOWN

TO: Courtney O. Gregoire (CN=Courtney O. Gregoire/OU=OPD/O=EOP@EOP [OPD])

READ:UNKNOWN

CC: Richard L. Siewert (CN=Richard L. Siewert/OU=WHO/O=EOP@EOP [WHO])

READ:UNKNOWN

CC: Barry J. Toiv (CN=Barry J. Toiv/OU=WHO/O=EOP@EOP [WHO])

READ:UNKNOWN

CC: Jennifer M. Palmieri (CN=Jennifer M. Palmieri/OU=WHO/O=EOP@EOP [WHO])

READ:UNKNOWN

TEXT:

today, please, by 11:00, on:

* Emergency Ag Relief...all papers...OMB

- * Foreign Ops... NYT... need more than SAP? let us know...OMB
 - * Guns... lawsuits...HUD testifies/USA T., guns still held up...and WP/NYT cost of treating gunshot wounds...DPC
 - * Dollar...weakening...why? rebound likely? what action could be taken? NEC
 - * Youth Violence...new CDC study, declining? why need for reform, then?...WP/WSJ...DPC
 - * Tax Cuts... I will again recycle unless you want to form guidance that directly responds, beyond our stance, to latest Repub. merge of proposals...NYT/WP/USA T.NEC/OMB
 - * NE Dairy Compact...vote today...NEC/Cab Affairs (please run whatever AG talking points exist by NEC)...FLOTUS press office, FYI...
 - * JFK, Jr. wire story... costs of retireval? cab affairs... I will fax story to you... what is cabinet answer/justification? Cab Affairs
 - * D.C.approps...SAP out yet? our position, per needles? OMB
 - * NSC... see Cuba policy story in NYT
 - * Vietnam Trade... please send a rendition of previous guidance, updated with Congressional action... NYT...NEC
 - * Drought... update... conditions worsening? determinants? if we've known about it for so long, why just intervening now? Cab Affairs... all papers
- thank you...

RECORD TYPE: FEDERAL (NOTES MAIL)

CREATOR: Anne W. Bovaird (CN=Anne W. Bovaird/OU=WHO/O=EOP [WHO])

CREATION DATE/TIME: 9-AUG-1999 07:49:43.00

SUBJECT: Colombia Update?

TO: David B. Peterman (CN=David B. Peterman/OU=NSC/O=EOP@EOP [NSC])

READ:UNKNOWN

TEXT:

Hi Brian! I just wanted to check in with you and see if there was any update re: further arrivals of remains from the Colombia crash. I understand that Captain Odom's funeral took place on Saturday. Have you heard any word re: a memorial service for all of the victims? I believe that will happen in TX at some point, but I don't have any kind of timeline. Any further info you have would be appreciated!

On an unrelated topic, we have arranged for USCG Admirals Larrabee and Loy to have a photo opportunity with the POTUS on Tuesday, August 17 at 4:30pm. I'm also going to try to get a White House tour for them and their wives either before or after the photo op. We're also still working on getting the lists from DOT and NOAA for thank-you letters to those that participated in the search and rescue/recovery efforts for JFK Jr. and passengers.

RECORD TYPE: FEDERAL (NOTES MAIL)

CREATOR: "Peterman, Allie" <APeterman@comdt.uscg.mil> ("Peterman, Allie" <APeterman

CREATION DATE/TIME: 9-AUG-1999 08:45:10.00

SUBJECT: FW: 19 July Weekly Summary

TO: David B. Peterman (CN=David B. Peterman/OU=NSC/O=EOP [NSC])

READ:UNKNOWN

TEXT:

Allie Peterman

U.S. Coast Guard International Affairs

> tel: (202)267-2956/2280

> fax: (202)267-4588

> mail to: apeterman@comdt.uscg.mil

>

> -----Original Message-----

> From: Riggs, Thomas CDR

> Sent: Wednesday, August 04, 1999 2:37 PM

> To: Allie Peterman; camposvm@state.gov; Dean, Gerald D. CDR;

> Eppler_Larry CAPT; FEACTION; Ford_Brian Cdr; Guillory Mark Cdr; James

> Carmichael; JudgeB@jag.navy.mil; LCDR Todd Gatlin; 'mccarthy@state.gov';

> MIDET Singapore; Minutolo_Steve Cdr; Mizell, Larry Capt; Palmer, Gary

Capt

> ONDCP; Pisel, Scott Lt; Richard Huwel; Scully, Michael LCDR; Scully_Mike

> LCDR w/attach; Slack Capt; TUNSTALL; vince; 'White, LCDR Mike (TD -

> Home)'; 'White, LCDR Mike (TD STATE)'; Zimbalkin_Gene

> Subject: FW: 19 July Weekly Summary

>

>

> -----Original Message-----

> From: Stillman, Patrick RADM

> Sent: Friday, July 23, 1999 6:13 PM

> To: 1st- CCS-Flags

> Cc: Snyder, Sandy; Jutte, Evelyn

> Subject: 19 July Weekly Summary

>

> 23 July All flags/SES.

>

> CV discussed superlative effort by all concerned in the JFKJR search and

> recovery effort. Solicited input on tangible ideas for workload

> reduction...key point of focus for upcoming leadership council. 13

August

> meeting of Board of Control of CGA Alumni Association here in DC. Bob

> Bell of NSC will be here for lunch on Tuesday 27 July and all flags/SES

> are encouraged to attend.

>

> CRC indicates final approval of emergency supplemental is

imminent...final

> administrative issues being attended to.

>

> L working issue of DOD primacy in frequency spectrum arena...inter-agency

> opposed; S providing tangible examples where DOD language would prove

> unacceptable.

>

> M to discuss NTSB primacy issue with Gilchrest on Friday 30 Sept. G-O

> will discuss YTL decom issue at same meeting. Working to roll back SIV

> restrictions on GOY vessels.

>
> O involved in successful meeting in Mexico on SAR. Also addressed issues
> related to maritime safety with promise of tangible developments in this
> area...port state control issues etc.
>
> W indicates CCS briefed on officer management plan...Comdt to be briefed
> soon. WK advocated appropriate hot wash and discussion of all lessons
> learned from JFK Jr. incident...in the works. Concern over housing costs
> in San Diego with 14% appreciation this past year...leased housing will
> have to be part of solution in this area. Chief Knowledge Officer SES
> position solicitation has closed. SES position for Deputy A will be
> advertised shortly.
>
> Notes from Wednesday staff brief:
>
> 1. G-SEA brief on C-130 sensor upgrade, CASPER (airborne sensor w/
> palletized electronic reconnaissance). Cooperation with OCA made this a
> success. System allows patrol craft to locate, classify targets and
> transmit data via UHF or MILSEC comm. First article initiated 6/99, all
> aircraft will be modified by 08/01, Clearwater and Kodiak first. Video
> showed its excellent visibility, even at 5-mile distance, and in
low-light
> conditions. Great system--interfaces with everything the Navy has.
>
> 2. CCS said CV has been very involved with intense high-level interest
and
> phone calls on the JFK, Jr case.
>
> 3. FY01 budget bill: more OE money is coming to restore short accounts,
> but not all we requested. Budget activity increasing this week.
>
> 4. DOT is concerned about agency coverage during Y2K, wants to air on
the
> side of caution, having enough people on hand during the critical period.
>
> 5. Deepwater concerns: Need reprogramming for FY 99. Need a definitive
> yes from OMB. ALEX HALEY underway for first test.
>
> 6. CORM; meeting Monday on strategic roles. S-2 is going aboard the BEAR.
> CORM members being scheduled for strategic visits to CG operations.
>
> 7. H reported on NAACP conference. VP spoke, as did Sec Albright. 14,000
> attendees, including 1500 at the military affairs banquet, which featured
> several Service 3-star officers. CG civil rights to be in charge of next
> year's military banquet, in Baltimore. It will be a 25th anniversary of
> the banquet.
>
> 8. L had been dealing with Primacy issues. First, an interagency meeting
> addressing provisions in the DoD Auth. Bill, which gives DoD primacy in
> spectrum management, which would mean all equipment would have to be
> designed not to interfere with defense frequencies--difficult for other
> agencies to accomplish. CG has so many spectrum requirements, this would
> be unworkable. There was solidarity among the interagency group along the
> same vein. The second issue involves NTSB primacy. NTSB pressing for
> maritime primacy...working issue on hill and with General Counsel.
>
> 9. G-S: RADM Ron Silva is aboard.
>
> 10. M: pulled IMO credentials from a US-owned tanker in Houston, now
> unions are complaining that this action takes jobs from Americans. Owner

> had multiple violations.
>
> 11. Jeff High reports that a large interagency group--CG, State, CEQ,
> NOAA, DoD, and others as a YOTO follow-up are asking Mr Podesta to set up
> a Council for Oceans to address global environmental needs. Domestic
> agencies feel their views are not heard, want CEQ to chair the Council.
> favorable for CG.
>
> 12. G-OP: Canadians interdicted 190 Chinese off British Columbia. Doing
> local BWI interview today.
>
> 13. G-S: OSC change of Command; Capt Jim Decker now in charge.
>
> 14. G-SIA: performed a simulated comms drill, testing complete loss of
> telephone lines, nationwide HF exercise in both Areas. Will eventually
> need to test HF comms at HQ, too, as y2K exercise.
>
> 15. G-W: Plugged free USNI annual warfare expo set for Sept, some CG
> speakers. Discussed Alaska health care issues, possible fixes might be:
> increase CMAC rates, break state costs into geographic areas, or prove
> that it is an underserved area. DoD now energized on the issue. G-WK says
> that all members should be formally registered in Tricare--that this will
> increase services to members, such as better pharmacy access. Might allow
> CG to eliminate some BPAs down the road. G-WRT said that the
environmental
> assessment on the training centers will be published soon, showing review
> process. Public hearings next, followed by COMDT final decision in Fall.
>
> 16. G-IC reported great success with CG day at TRACEN Yorktown for 44
> staff from Hill. Says that several attendees have called since the JFK
> incident, with clearer understanding of CG mission since their
> introduction to operations.
>
> 17. HSC: DOT and GSA are working on new building requirements. Invited
> 1400 metro area retirees and families of deceased members to CG picnic,
> ecumenical worship, and to provide email and mailing addresses for CG DC
> directory.
>
> 18. Security: HQ undergoing personnel security review for civilians over
> the next 12 months, to be sure credentials and background clearances are
> up-to-date. Will do field civilian review after HQ. Reminded HQ employees
> that foreign nationals are the cleaning crew at HQ, often here alone at
> night--be wary of what is left behind--aggregated bits can be revealing.
>
> General Information:
>
> USCGC MIDGETT is the hard nucleus for the USS PELELIU Amphibious Ready
> Group which is sailing toward the Persian Gulf.
>
> Also FYI, CGC BEAR is working for 6th Fleet (Med) somewhere between
Venice
> and Sicily port calls . CGC DALLAS is also assigned to 6th fleet, slated
> to work with Israel, Turkey, Greek and Spanish Navies/Coast Guards while
> in standby to support contingencies in Kosovo, Bosnia, etc.
>
>
> 161321Z JUL 99 ZUI ASN-D00197000246
> FM COMDT COGARD WASHINGTON DC//G-C//
> TO ALCOAST
> BT

> UNCLAS //N05000//
> ALCOAST 242/99
> COMDTNOTE 5000
> SUBJ: COMMANDANT'S PERSPECTIVE ON RECENT MIGRANT CASES
>
> 1. THERE HAS BEEN INTENSE PUBLIC SCRUTINY OF THE COAST GUARD'S
> ACTIONS IN RECENT MIGRANT INTERDICTION CASES, ESPECIALLY THE JUNE
> 29TH INCIDENT OFF MIAMI BEACH IN WHICH TELEVISION CAMERAS RECORDED
> EFFORTS TO STOP MIGRANTS WITH PEPPER SPRAY AND FIRE HOSES. OUR
> MANDATE REMAINS THE ENFORCEMENT OF U.S. LAWS, AND WE WILL MEET THAT
> MANDATE. WE WILL ALSO HANDLE EVERY CASE IN THE MOST HUMANE MANNER
> POSSIBLE, DEMONSTRATING CONSTANT CONCERN FOR THE SAFETY OF ANYONE
> ENCOUNTERED AT SEA.
>
> 2. I WANT THE ENTIRE COAST GUARD TO BE PROUD OF OUR LAW ENFORCEMENT
> PERSONNEL. THE JUNE 29TH INCIDENT MAY HAVE REVEALED SHORTCOMINGS IN
> OUR USE-OF-FORCE POLICY, BUT IT REVEALED ABSOLUTELY NO SHORTCOMINGS
> IN THE CHARACTER OF COAST GUARD PEOPLE. THAT OUR SAILORS MANAGED TO
> COMPLETE THEIR MISSION UNDER SUCH DIFFICULT CIRCUMSTANCES WITHOUT
> INFLECTING OR SUSTAINING ANY DEATHS OR INJURIES REFLECTS WELL ON
> THEIR PROFESSIONALISM AND SEAMANSHIP. I HAVE COMMUNICATED THIS
> PERSPECTIVE IN NUMEROUS DISCUSSIONS WITH EXECUTIVE BRANCH OFFICIALS,
> MEMBERS OF CONGRESS, MEDIA, AND CONCERNED CITIZENS.
>
> 3. COAST GUARD PEOPLE SHOULD BE ASSURED THERE IS NO SEARCH FOR
> SCAPEGOATS. NEWS REPORTS ABOUT INTERNAL INVESTIGATIONS SHOULD NOT BE
> CONSTRUED AS A LACK OF CONFIDENCE IN OUR FRONT-LINE PEOPLE. MY
> PRESUMPTION IS THAT WELL INTENTIONED COAST GUARD PERSONNEL DID THE
> BEST THEY COULD TO ENFORCE THE POLICES AS THEY UNDERSTOOD THEM. IF
> THE INVESTIGATION REVEALS SOMETHING OTHER THAN THAT, IT WILL BE DEALT
> WITH APPROPRIATELY. WE ROUTINELY INVESTIGATE ALL CASES IN WHICH WE
> USE LEVEL FOUR FORCE. THE PURPOSE OF THESE INVESTIGATIONS IS TO
> REFINE OUR TRAINING, DOCTRINE, AND PROCEDURES, WHICH IN TURN WILL
> IMPROVE OUR COMPETENCY AND PROFESSIONALISM. THAT'S WHAT
> WE WILL DO THIS TIME AS WELL. IF AS A RESULT OF THE INVESTIGATION IT
> APPEARS THAT OUR USE OF FORCE POLICY DID NOT ADEQUATELY ANTICIPATE
> THE INCREASINGLY VIOLENT BEHAVIOR WE NOW SEE IN MIGRANT INTERDICTION
> CASES, I WILL BEAR THE RESPONSIBILITY FOR THAT POLICY SHORTCOMING.
>
> 4. WHEN WE DO OUR JOB WELL, WE SHOULD NOT BE OVERLY TROUBLED WHEN
> PEOPLE OUTSIDE OUR SERVICE REACT TO VISUAL IMAGES WITHOUT
> UNDERSTANDING THE COMPLEXITIES AND DANGERS OF MARITIME LAW
> ENFORCEMENT. OUR SAILORS AND AIRMEN DO DIFFICULT AND DANGEROUS WORK
> AS WELL AS IT CAN BE DONE. IN TEN YEARS, WE HAVE HANDLED ALMOST
> 100,000 MIGRANT INCIDENTS WITH VIRTUALLY FLAWLESS EXECUTION. IN THE
> LONG RUN, YOUR DEVOTION TO DUTY WILL BE APPARENT TO ALL AMERICANS.
>
> 5. BOTTOM LINE FROM HEADQUARTERS. I KNOW THE DANGERS YOU FACE. I
> APPRECIATE THE DIFFICULTY OF THE SPLIT-SECOND DECISIONS YOU MUST
> MAKE. I REALIZE HOW FEW TOOLS YOU HAVE AT YOUR DISPOSAL AND THE
> CONSTRAINTS YOU FACE WHEN TRYING TO OBTAIN COMPLIANCE WITH YOUR
> LAWFUL ORDERS. I'VE SEEN HOW HARD IT IS SOMETIMES TO DISCERN THE
> BOUNDARY BETWEEN SAR AND LAW ENFORCEMENT IN MIGRANT INTERDICTION
> CASES. YOU DO TERRIFIC WORK, AND I AM PROUD TO BE YOUR COMMANDANT.
> SEMPER PARATUS.
>
> 6. ADMIRAL JAMES M. LOY, COMMANDANT, SENDS.
> BT
> NNN
>

> President's comments concerning the JFK Jr. recovery effort:
>
> President William J. Clinton Holds News Conference
> xfdtr CLINTON-NEWS-CONFERENCE 36thadd
> XXX arrangements they want.
>
> CLINTON: ... Secondly, I will say that until just a couple of days
> ago, the
> recovery efforts, the rescue and the recovery efforts that were
> undertaken, were consistent that would have been done in any other
> case. Because the Coast Guard felt that they had the capacity to
> succeed in this, if they had a few more days, and because of the
> role of the Kennedy family in our national lives and because of the
> enormous losses that they have sustained in our lifetimes, I
> thought it was appropriate to give them a few more days.
> Elapsed Time 00:43, Eastern Time 15:17
> And they -- if anyone believes that was wrong, the Coast Guard
> is not at fault, I am. It was because I thought it was the right
> thing to do under the circumstances.
>
> Initial JFK Jr. Search Called Typical of Thousands
> Los Angeles Times
> The search for the remains of John F. Kennedy Jr. in the waters off
> Martha's Vineyard, Mass., was more aggressive and sophisticated than
> efforts usually launched for average citizens. But federal officials said
> that--at least in the early days when the focus was on finding survivors
> from Kennedy's missing plane--the mission essentially was like thousands
> of others. "Until just a couple of days ago . . . the rescue and recovery
> efforts that were undertaken were consistent with what would have been
> done in any other case," President Clinton said at a news conference
> Wednesday. "Because the Coast Guard felt they had the capacity to succeed
> . . . and because of the role of the Kennedy family in our national lives
> . . . I thought it was appropriate to give them a few more days. And if
> anybody believes that was wrong, the Coast Guard is not at fault, I am."
> Once officials switched gears into a salvage effort to recover the bodies
> of Kennedy, his wife Carolyn Bessette Kennedy and her sister Lauren
> Bessette, unusual resources were added. For example, a Navy ship was used
> to recover the bodies and the wreckage. And science ships belonging to
> the
> National Oceanic and Atmospheric Administration were used to scan the sea
> bottom. Few would quarrel with the special treatment accorded the only
> surviving son of an assassinated president. "The initial response was
> heavy but reasonably normal," said Drew Steketee, a vice president of the
> Aircraft Owners and Pilots Assn., which represents private pilots. "I
> think the public wanted to know what went wrong. It's just the way
> Americans feel about their country." But many would be surprised to know
> the lengths to which federal and state agencies, as well as volunteers,
> go
> to rescue those who go down in small planes or who capsize in boats. The
> federal government spends at least \$370 million a year on search and
> rescue, most of it for Coast Guard operations. That organization alone
> handles more than 40,000 rescue cases annually, including between 400 and
> 500 plane crashes. The other lead agency in the Kennedy case, the
> National
> Transportation Safety Board, investigated 1,907 accidents involving
> private planes last year, 361 of them fatal. The NTSB investigates all
> types of plane crashes, and it is not unusual to see the twisted
> crankshaft of a small propeller plane being analyzed at the board's
> Washington metallurgy lab alongside the fan blades of an airliner's jet
> engine. Volunteers for the Civil Air Patrol, a federally funded Air Force

> auxiliary, fly more than 3,000 missions a year, most of them in search of
> downed pilots. None of this includes the considerable expenses of state
> and local governments and volunteer groups. The Federal Aviation
> Administration radar tapes used to determine where the Kennedy plane went
> down are part of an extensive system for tracking small planes that fail
> to show up at their destinations. Lives of searchers were not at stake in
> the Kennedy case, but rescuers often put themselves in jeopardy without knowing t
> seven Coast Guard service members were killed in two separate rescue
> missions, each involving sailboats that foundered in heavy weather. Four
> helicopter crew members perished off Cape Mendocino in Northern California
> on a stormy June night as they prepared to lower a rescue basket to five
> Canadian sailors in a life raft. The low-flying helicopter may have been
> caught by a wave, experts believe. The Canadians were rescued by a Coast
> Guard cutter, which then began searching for the lost helicopter. "There
> is a tremendous amount of energy for search and rescue because it is a
> human response," said Chuck Mills, a program officer of the National
Assn.
> for Search and Rescue, an educational nonprofit organization in
Chantilly,
> Va. "It's not based on who you are." A recent crash at a Massachusetts
> seaside community provides some perspective for the Kennedy operation. In
> October, a lawyer from Albany, N.Y., ditched his private plane in the sea
> while approaching the Provincetown airport during a fierce storm. Ron
> Sinzheimer and his dog apparently tried to swim for shore. Literary agent
> Michael Snell, a friend of the Sinzheimer family, said that the Coast
> Guard and local police searched four or five days until the bodies of
> Sinzheimer and his pet chow washed up on different sides of Cape Cod. The
> search involved a helicopter, a jet, two Coast Guard boats and people on
> the ground who scoured the dunes of the Cape Cod National Seashore on the
> chance that the plane might have crashed there. For the Kennedy search,
> the Coast Guard alone deployed at least 10 boats. Sinzheimer's family is
> comfortable with what was done in the Kennedy crash. "I asked Ron's
> widow," Snell said, "and she said, 'I love the Kennedys, and I'm glad
> they're doing everything they're doing. Sure it's not the same thing they
> did for Ron, but I'm not angry.'" Snell said that he does not think the
> Coast Guard did too little for his friend, nor does he think it did too
> much for Kennedy. "Both are right for different reasons." The technology
> used in the attempt to locate Kennedy's plane was no different from that
> used in other missions. A radar tapping system allows rescuers to find
> small planes whose pilots, like Kennedy, fly without filing flight plans.
> "You use radar, weather information and intelligence about the people
> involved and that gets you to the needle in the haystack most of the
> time," said Jim Bigelow, a retired Civil Aviation Patrol official from
> Belmont, Calif., who helped design the system in the 1970s. But other
> things set the Kennedy search apart. The Grasp, the salvage ship carrying
> deep sea divers, never before had assisted in the recovery of a general
> aviation aircraft, for example. "This is the first time I know of," said
> Navy spokeswoman Lt. Meghan Mariman. "It is very rare that we would
search
> for a small civilian plane." The Coast Guard and the Navy said that they
> have no estimate of the cost of the search. Much of that cost would be
the
> fixed expense of maintaining ships and aircraft and paying their crews.
> Coast Guard officials said that they did not divert rescuers from other
> missions to assist in the Kennedy search. The high level of public
> interest and the ceaseless media coverage contributed to the decision to
> add resources, federal officials said. With the Kennedy story on
> television around the clock, no agency involved in the search or
> investigation wanted to appear lackadaisical. "If there was no media
> interest, we wouldn't need to have as many people here," said Phil Frame,

> a spokesman for the National Transportation Safety Board. Three public
> relations officials, to say nothing of the board chairman, joined the
> contingent. Cmdr. Pat Philbin, a spokesman for Adm. James Loy, the Coast
> Guard commandant, said that response from the public has been positive.
> Among Coast Guard, Navy and Massachusetts rescuers, there is what some
are
> calling a "Saving Private Ryan" attitude--a sense that helping bring
> closure to the Kennedy family and the nation is valuable in its own
right.
> "I think that there is a perspective that it's the right thing to do,"
> Philbin said. "If we had an unending ability, we would do it in every
> case. In this instance, because of the contribution the Kennedy family
has
> made, I think it's important for many Americans."
>
> Thanks, Coast Guard
> Extra efforts to find JFK Jr. mean the family and country are spared an
> unseemly circus.
> Philadelphia Inquirer
> July 23, 1999
> It could happen tomorrow or next month or next year.
> A private plane goes down off the Atlantic Coast. A business executive is
> aboard. The Coast Guard searches for two days, declares there are no
> survivors and packs up and goes home - as is standard practice.
> But then the pilot's spouse and children call a news conference to pose a
> pointed question: "The government spent days and many dollars to find and
> recover the body of John F. Kennedy Jr. Why is my loved one worth any
> less?"
> Cut to a shot of a fidgety Coast Guard officer trying to explain ...
> President Clinton tried to forestall such a scenario this week by noting
> he approved the extraordinary government effort on behalf of a private
> citizen because of John F. Kennedy Jr.'s link to American history as the
> child of an assassinated president.
> Some will nod in solemn assent. But others will insist it's wrong for the
> government to treat elected officials and their families as a distinct,
> privileged class. Some will see the Coast Guard's extra effort as a stamp
> of approval for the popular culture's treatment of the Kennedys as
> American royalty.
> Until a Kennedy was the one lost at sea, standard operating procedure was
> to halt the search once the Coast Guard determined there were no
> survivors. Recovering the bodies or the wreckage was paid for by the
> insurance company or the survivor's family.
> But the government had solid reasons to do what it did off the
> Massachusetts coast. Consider what might have happened had the government
> not completed the "search and retrieval":
> As the Coast Guard cutters departed, a flotilla of private boats and
ships
> and divers would have descended on the site, followed, if not financed,
by
> tabloid newspapers and television shows.
> Then, the mainstream media would have added to the din by repeating the
> "news" dredged up by their more flashy compatriots. Soon, the nation
would
> have been treated to video footage of shattered debris, or worse, and
> Internet auctions of aluminum remnants of the Piper Saratoga.
> Perhaps the Kennedys would have financed salvage operations themselves -
> they could, and still can, afford it - further fueling the media circus.
> Failure to find the wreck or victims would inspire freelance conspiracy
> theorists to spin wild tales about sabotaged controls or spiked fuel. The
> unseemly possibilities are endless.

> In a sense, the government action - however much it may have been a boon
> to a famous family - did the rest of us a favor, too. It spared us
further
> encounters with our worst selves.
> ,1999 Philadelphia Newspapers Inc.
>
> Royal Caribbean fined \$18 million
> Cruise line admits illegal dumping
> By FRANK DAVIES Miami Herald Staff Writer
> WASHINGTON -- In the largest penalty ever levied against a cruise line
for
> polluting U.S. waters, Royal Caribbean agreed Wednesday to pay \$18
million
> and plead guilty to 21 felony counts for dumping oil and dangerous
> chemicals and illegally storing hazardous waste in locations from Alaska
> to the Port of Miami.
> 'Royal Caribbean gambled that we would not learn about this illegal
> conduct,' Attorney General Janet Reno said, noting that the cruise line
> had paid a \$9 million fine as part of an interim settlement for dumping
> and lying about it last year. 'They gambled and they lost.'
> The record fine was the result of a 'fleet-wide conspiracy' to cover up
> illegal acts and lie to the Coast Guard, according to federal lawyers and
> investigators, and because some of the coverup occurred after the company
> was placed on probation when it agreed to pay the earlier fine in June
> 1998.
> The cruise line's president said the fine and plea agreement demonstrated
> the company's 'zero-tolerance policy toward environmental violations'
> and followed changes in equipment, procedures and employees to ensure
that
> the law is followed.
> 'We are profoundly sorry that a group of our employees willfully
violated
> environmental laws and our own company policy,' Jack Williams, president
> of Royal Caribbean International, said in Miami, the company's home base.
> 'The majority of these violations reflect a lapse in our enforcement
> efforts -- not a lapse in our corporate conscience or our commitment to
> protecting the ocean.'
> 'We learned a lot from this investigation. The government did a very
good
> job,' added Williams, who said the company had added new bilge-water
> technology in all of its 16 ships, had improved auditing and training,
and
> had hired new managers for safety and environment.
> The company admitted that at least eight of its ships continued to dump
> oily bilge and falsify logs after it was told that an investigation was
> under way in 1994, when the Coast Guard videotaped the Sovereign of the
> Seas dumping oily waste off the coast of Puerto Rico.
> In six locations
> The illegal acts took place in six locations: the Port of Miami, the
> environmentally sensitive Inside Passage of Alaska, the coast of
> California, the Virgin Islands, Puerto Rico and the Port of New York.
> Fines were assessed for each location, from \$1 million for Puerto Rico to
> \$3 million for Miami and \$6.5 million for Alaska.
> 'They dumped everywhere -- at sea, in port, at sensitive areas,' Reno
> said.
> 'This happened even in the shadow of their executive suites' in Miami,
> she added. 'They didn't care.'
> In the Port of Miami, Royal Caribbean ships discharged illegal pollutants
> in 1995-96, including dry-cleaning waste and photo-processing and
printing

> chemicals.
> In addition, hazardous, ignitable wastes -- solvents such as acetone and
> benzene -- were stored in a pierside facility at the port in 1997-98.
> On the high seas, ships discharged oil-contaminated bilge waste, then
> falsified records in logs inspected by the Coast Guard. Some employees
> later told investigators that the oil record book was known as the
> eventyrbok, or 'fairy tale book' in Norwegian.
> Conflicting actions
> In Alaska, Royal Caribbean staff sported 'Save the Waves' buttons on
> their lapels while 'below decks it was business as usual' with illegal
> dumping, said Steve Solow, head of the Justice Department's environmental
> crimes section.
> Late Wednesday, the Justice Department sharply disputed some of Royal
> Caribbean's characterizations of the plea agreement. Williams said that
> while some of the bilge discharges were deliberate, he described his
> company's other dumping and waste storage in Miami as mistakes and
lapses.
>
> 'The Department of Justice does not prosecute mistakes,' a spokesman
> said in a department statement. 'Royal Caribbean has been prosecuted for
> deliberate violations of the law which it has admitted to in court
papers,
> but not to the newspapers.'
> Federal officials emphasized that investigation of 'responsible
> individuals' is continuing, and the plea agreement requires the company
> to cooperate in the prosecution of employees. Two former engineers with
> the company are fugitives in the original Puerto Rico case.
> Grounds for firing
> Nancy Wheatly, the company's senior vice president for environment and
> safety, said that 'if an employee willfully violates U.S. law, state law
> or company policy, that is grounds for termination.'
> The plea agreements will be presented in federal court in Miami and five
> other cities in the next few weeks and are still subject to approval by
> federal judges.
> Assistant U.S. Attorney Thomas Watts-Fitzgerald, who investigated much of
> the South Florida part of the case, said prosecutors will ask U.S.
> District Judge Donald Middlebrooks, who handled the 1998 plea agreement,
> to oversee this agreement.
> A leading environmental lawyer, Peter Antonucci of New York, said he had
> followed the Royal Caribbean case for years and attributed the size of
the
> fine to 'the continued, repeated pattern of abuse -- this was so much
> more than one incident.'
> Reno said the case 'should send a message to the entire cruise ship
> industry that illegal dumping does not pay.'
> Royal Caribbean stock, listed on the New York Stock Exchange, closed
> Wednesday at 42 5/8, up 1 1/16.
> Statement of U.S. Transportation Secretary Rodney E. Slater
> on U.S. Coast Guard's Role in Royal Caribbean Cruise Lines'
> Guilty Plea for Environmental Crimes
>
> I would like to express my thanks to U.S. Coast Guard Commandant
> James M.
> Loy and the Coast Guard men and women who played an invaluable role in
> bringing about today's guilty plea of Royal Caribbean Cruise Lines
(RCCL)
> for environmental crimes.
>
> The Coast Guard's investigation, during which it observed RCCL's
> Sovereign

> of the Seas dumping oil off the coast of Puerto Rico in October 1994, led
> to the criminal prosecution resulting in today's record \$18 million fine
> and the company's guilty plea to 21 counts for dumping waste oil and
> hazardous chemicals and lying to the Coast Guard.

>

> Today's plea agreement sends the message that harming the
> environment does
> not pay, and that the Coast Guard stands, in the words of its motto,
> "always ready" to preserve the safety and environmental health of our
> waterways.

> A unique week for the Coast Guard...we were Semper Paratus and our gifted
> personnel performed in the most professional manner possible. The
> strength of our commitment to service and the value of our military
> character has been reinforced...action speaks louder than words. VR

> RADM Patrick M. Stillman

> United States Coast Guard

> Assistant Commandant for Governmental & Public Affairs (G-I)

> 2100 2nd St, S.W.

> Washington, D.C. 20593-0001

> 202-267-1397/Fax: 202-267-4307

> EMail: pstillman@comdt.uscg.mil

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