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Stack:	Row:	Section:	Shelf:	Position:
S	25	2	6	2

continued from previous page

To provide ships capable of serving NOAA missions well into the next century, NOAA began a modernization program. Six of the older, less efficient ships have been taken out of service; three new ships have been placed into service since 1996, and several others have gone through extensive upgrades. The condition of the remaining ships in the fleet has improved significantly since the modernization program started and most ships will continue to operate for the next few years. NOAA believes that its fisheries research ships will need to be replaced by modern platforms within the next 10 years, and plans have been made accordingly.

NOAA is fulfilling its ship support needs by complementing NOAA ships with ships from other sources, such as the private sector and the university fleet.

These charters will meet both short- and long-term NOAA needs for oceanography and fisheries research projects. Where practical, NOAA is contracting directly for collection of hydrographic data.

What Are the Benefits?

NOAA's ships and aircraft are flexible, multi-purpose platforms that support a wide range of activities related to weather forecasting and prediction, public safety, navigation and trade, natural resource management and environmental protection. NOAA ships and aircraft are the only such platforms in the United States with the capability of meeting NOAA's program requirements. One such example is the combined fishery-oceanographic research and fishery stock assessment vessels. Under NOAA management, NOAA ships and aircraft are cost-effective and have demonstrated a tremendous safety record and successful mission accomplishment while operating in frequently hazardous environments.

Through the Office of NOAA Corps Operation's commitment to diligent maintenance, NOAA ships currently operate well beyond the normal service life of comparable research and survey ships. Such commitment has resulted in a cost savings to the taxpayers. ☺

For more information, contact Jeanne Kouhestani, NOAA Public Affairs, at (202) 482-6090, or visit our Web site at <http://www.nc.noaa.gov>

May 1999

The Ceremony

The assumption of command ceremony is a simple and dignified ceremony in which an officer assumes command of a vessel or a uniformed service. The ceremony originates from the early days of sail, long before American independence, when an officer assumed command of a vessel. The essential elements of this ceremony have changed somewhat in form over the years, however, there has been very little change in its substance.

Despite its brevity, the ceremony is a significant and symbolic moment, both for the officer assuming command and those under the officer's command.

On the part of the officer concerned, the ceremony provides a very public forum for acknowledging the acceptance of the duties, responsibilities and accountabilities that characterize command.

This ceremony is the formal recognition and witness by those under the officer's command that command has been lawfully assumed and may be asserted.

In the early days of sail, an officer would be piped aboard by the watch on deck, with all hands mustered aft in the vicinity of the quarterdeck. With the full ship's company present, the officer would 'read himself in' and that fact would be immediately entered into the ship's Log Book.

This tradition has been followed by the NOAA Commissioned Corps and its predecessors since 1917, when Congress passed the legislation that authorized a commissioned corps within the Department of Commerce.

Schedule of Events

Welcome by Master of Ceremonies
Deputy Secretary of Commerce
Robert Mallett

Presentation of Colors

Arrival of Official Party

National Anthem

Invocation
Reverend James R. Fields
Plymouth Congregational United Church of Christ

Remarks by Commandant,
Naval District Washington
Rear Admiral Christopher B. Weaver, USN

Remarks by Secretary of Commerce
William M. Daley

Remarks by Under Secretary of Oceans and Atmosphere
and Administrator, NOAA
Dr. D. James Baker

Remarks and Reading of Orders by
Rear Admiral Evelyn J. Fields, NOAA

Benediction

Departure of Official Party

Retirement of Colors

SEQUENCE OF EVENTS SUMMARY
(Based on 1000 arrival time)

<u>Time</u>	<u>Event</u>
0930	Official party assembles at VFQ, quarters P-6
0945	Spouses/guests depart for ceremony site
0952	Briefing of events
0955	Official party departs for ceremony site
1000	Arrival honors for Secretary of Commerce National Anthem Invocation Welcome and introduction by Admiral Weaver Remarks by Secretary Daley Remarks by Dr. Baker Remarks and reading of orders by Admiral Fields Break Admiral's Flag Benediction Departure of official party and guests
1100	Reception

**FAIR WEATHER PLAN
(CEREMONY ON PIER ONE)**

Official party will consist of:

Christopher B. Weaver, Rear Admiral, USN, Commandant, NDW
William M. Daley, Secretary of Commerce
Robert Mallet, Deputy Secretary of Commerce
D. James Baker, Under Secretary and Administrator, NOAA
Evelyn J. Fields, Rear Admiral, NOAA, Director, Office of NOAA Corps
Operations
Rev. James R. Fields, Plymouth Congregational United Church of Christ,
Charleston, SC

Escorts: Commander Susan McKoy, NOAA
Commander Richard Behn, NOAA

Other attendees at P-6 Quarters: Deputy Secretary Mallett, Mrs. Baker, Mrs. James Fields, Mrs. Jerlean Fields, Mrs. Clara Jones

1. The ceremony will be held on Pier One, Audience Facing NOAA Ship WHITING, Washington Navy Yard, on Tuesday, July 27, at 10 a.m.
2. The Master of Ceremonies (MC) will be Deputy Secretary Robert Mallett
3. Sequence of Events:

0900	Set up Department of Commerce and NOAA flag by dias
0905	Ushers assemble at entrance to Pier One Jim Martin sets up tape system, ensures system is operating properly
0915	Bugler and soloist arrive for set up
0920	Escorts assemble at Quarters P-6.
0930	Members of Official Party with their spouses and guests assemble at Quarters P-6

0945 Mr. Mallett, Mrs. Baker, Mrs Jerlean Fields & Mrs. James Fields, Mrs. Clara Jones, depart Quarters P-6

CDRS White: - stop escorting guests to walk to end of pier for arrival of car to escort Mr. Mallett, Mrs. Baker, Mrs Jerlean Fields & Mrs. James Fields, Mrs. Clara Jones to assigned seats.

- escort other family members to assigned seats.

0950 All attendees should be present and seated.

0950 Briefing of Official Party at Quarters P-6.

0955 Rear Admiral Weaver, Secretary Daley, Dr. Baker, RADM Fields, Rev. Fields & escorts (CDRS Behn & McKay) depart P-6 for Pier One.

0958 *Master of Ceremonies (MC) stands at podium.*

1000 MC: "GOOD MORNING AND WELCOME TO THE ASSUMPTION OF COMMAND CEREMONY FOR REAR ADMIRAL EVELYN J. FIELDS. I AM ROBERT MALLETT, DEPUTY SECRETARY OF COMMERCE, AND WILL BE MASTER OF CEREMONIES FOR TODAY'S CEREMONY. WILL YOU PLEASE RISE FOR THE PRESENTATION OF COLORS."

MC: "ADVANCE THE COLORS."

JMARTIN: - *Taped music plays Trio to the National Emblem*

COLOR GUARD(CG): - *Advances Colors.*

MC: *When CG is in position and halted:*

MC: "PRESENT THE COLORS."

J.MARTIN: *Plays "To the Colors"*

MC: "POST THE COLORS."

J.MARTIN: *Plays "Trio to the National Emblem"*

CG: *-Personnel post colors and take position.*

MC: *- Once music has stopped and CG has halted and ordered down.*

MC: "GUESTS, PLEASE BE SEATED."

1005 *- Upon sighting vehicles with Official Party*

BUGLER: *- Sounds "Attention."*

MC: "GUESTS, PLEASE RISE FOR THE ARRIVAL OF THE OFFICIAL PARTY AND REMAIN STANDING."

RADM WEAVER *- Escorts Official Party to honors positions facing the audience.*

SECRETARY DALEY: *- Steps forward one pace.*

J.MARTIN: *-Plays 4 Ruffles and Flourishes followed by Admiral's March.*

-Firing of 19 Gun Salute (at Leutze Park)

SHIP: *- Secretary Daley's flag is broken on the starboard side yardarm on WHITING.*

- When honors are concluded.

SECRETARY DALEY *- Steps back one pace.*

MC: "OUR NATIONAL ANTHEM"

- Official Party remains at their honors positions for the singing of the National Anthem.

SOLOIST *- Sings National Anthem.*

MC: "REVEREND JAMES R. FIELDS, WILL NOW DELIVER THE INVOCATION."

REV FIELDS *- Steps to podium and Delivers Invocation*

- At the conclusion of the Invocation, Official Party takes seats.

MC: "GUESTS, PLEASE BE SEATED."

(Pause)

MC: "LADIES AND GENTLEMEN, IT IS MY PLEASURE TO INTRODUCE THE HOST OF TODAY'S CEREMONY, REAR ADMIRAL CHRISTOPHER B. WEAVER, COMMANDANT, NAVAL DISTRICT WASHINGTON."

RADM WEAVER: *- Walks to podium, makes remarks, then is seated.*

MC: "THANK YOU, ADMIRAL WEAVER. IT IS NOW MY DISTINCT PLEASURE TO INTRODUCE, THE SECRETARY OF COMMERCE, MR. WILLIAM M. DALEY."

SECRETARY DALEY: *- Walks to podium,*

(SECRETARY DALEY'S REMARKS)

SECRETARY DALEY: *returns to his chair.*

MC: "THANK YOU, MR. SECRETARY. IT IS WITH HONOR THAT I INTRODUCE THE UNDER SECRETARY FOR OCEANS AND ATMOSPHERE AND THE ADMINISTRATOR OF THE NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION, DR. D. JAMES BAKER.

DR. BAKER: *Walks to podium.*

(INSERT DR. BAKER's Speech Here)

DR BAKER: *Returns to seat.*

MC: "THANK YOU, DR. BAKER, LADIES AND GENTLEMEN, IT IS WITH THE GREATEST OF HONOR THAT I INTRODUCE REAR ADMIRAL EVELYN J. FIELDS."

CDR McKAY: *- Stands by MC to be ready to step up to microphone*

RADM FIELDS: *- Steps to lectern,*

"I WILL NOW READ MY LETTER OF APPOINTMENT"

- reads letter and states,

"CDR. McKAY, BREAK MY FLAG."

CDR McKAY: "AYE-AYE, MA'AM.

MC: "GUESTS PLEASE RISE."

CDR McKAY: *- facing ship states -*

"LCDR Glang, Break REAR ADMIRAL FIELD'S FLAG "

SHIP: *-RADM FIELD's flag is raised on Port Side yardarm.*

LCDR GLANG: "THE ADMIRAL'S FLAG HAS BEEN BROKEN"

CDR McKAY: "MA'AM, YOUR FLAG HAS BEEN BROKEN"

CDR McKAY: *- Steps back from MC's podium*

MC: *- Steps forward*

MC: "GUESTS, PLEASE BE SEATED."
(PAUSE)

RADM FIELDS: - Turns toward **SECRETARY DALEY**

SECRETARY DALEY: - Stands

RADM FIELDS: -Salutes and states,

"MR. SECRETARY, I REPORT FOR DUTY AS
DIRECTOR, OFFICE OF NOAA CORPS
OPERATIONS AND NOAA CORPS."

SECRETARY DALEY: Acknowledges salute

- Takes seat.

MC: "LADIES AND GENTLEMEN, REAR ADMIRAL
EVELYN FIELDS, DIRECTOR OFFICE OF
NOAA CORPS OPERATIONS AND NOAA
COMMISSIONED CORPS."

RADM FIELDS: - Steps to lectern,

(INSERT RADM FIELD's REMARKS HERE)

- Returns to seat.

MC: "GUESTS, PLEASE RISE FOR THE
BENEDICTION AND REMAIN STANDING FOR
THE DEPARTURE OF THE OFFICIAL PARTY
AND THE RETIREMENT OF COLORS."

(Pause)

MC: "REVEREND FIELDS WILL NOW DELIVER THE
BENEDICTION."

REV FIELDS: - *Steps to Podium.*
- *Offers Benediction.*

Official Party: - *Walks to stairs*

Escorts BEHN & McKAY: - *(Are standing by stairs)*
- *escort Official Party to reception area (tent by TAYLOR building)*

MC: - *When official party has departed.*

"RETIRE THE COLORS."

J.MARTIN: - *Plays "Trio to the National Emblem" (Colors March).*

CG: - *Retire colors.*

CDRS WHITE: - *Escort family & spouses to reception area*

MC: "LADIES AND GENTLEMEN, THE CEREMONY IS CONCLUDED. ON BEHALF OF SECRETARY DALEY, DR. BAKER AND OUR HONORED FLAG OFFICER, REAR ADMIRAL FIELDS, WE THANK YOU FOR COMING. THE NOAA SHIP WHITING IS OPEN FOR TOURS. YOU ARE ALL CORDIALLY INVITED TO A SMALL RECEPTION AT THE TENT ON YOUR LEFT.

Usher: - *Escorts MC to reception area*

FOUL WEATHER PLAN
LOCATION: SAIL LOFT

- 0930 - Members of Official Party with their spouses and guests assemble at Quarters P-6.
- 0940 - Bugler & Soloist take positions.
- Master of Ceremonies (MC) assumes position at podium.
- 0945 - Spouses of Official Party depart Quarters P-6 with escorts via sedans.
- Ushers escort family members to assigned seats.
- Chaplain departs Quarters P-6 and proceeds to a position in official party area (Chart 3).
- 0952 - Briefing of Official Party.
- MC may delay opening announcement for remaining guests to be seated.
- 1000 MC: "GOOD MORNING AND WELCOME TO THE ASSUMPTION OF COMMAND CEREMONY FOR REAR ADMIRAL FIELDS. WILL YOU PLEASE RISE FOR THE PRESENTATION OF COLORS."
- MC: "ADVANCE THE COLORS."
- CD plays Colors March.
- Color Guard (CG) advances Colors. When CG is in position and halted:
- COT: "PRESENT THE COLORS."
- CD plays "To the Colors."
- CG presents Colors. At completion of music:
- COT: "POST THE COLORS."
- CG takes position between two platoons facing audience.
- MC: - Once music has stopped and CG has halted and ordered down:
- "GUESTS, PLEASE BE SEATED."

0955 Senior Officials depart Quarters P-6 via sedans for the Sail Loft.

? 1005 - - **Bugler** sounds "Attention."
- Secretary Daley's flag is broken on the eastern yardarm of the flag pole at Leutze Park.

MC: "GUESTS, PLEASE RISE FOR THE ARRIVAL OF THE OFFICIAL PARTY, AND REMAIN STANDING FOR OUR NATIONAL ANTHEM AND THE INVOCATION."

TAPE: - ADMIRAL WEAVER escorts Official Party to honors positions facing the colors. (Chart 3).
- Plays 4 Ruffles and Flourishes followed by the **Admiral's March**.
- When honors are concluded.

MC: - "OUR NATIONAL ANTHEM."
- Official Party remains at their honors positions for the singing of the National Anthem.

SOLOIST - Sings National Anthem.

At conclusion of National Anthem, Official Party moves to seats (Chart 2) and remains standing, facing audience.

MC: "REVEREND JAMES R. FIELDS WILL NOW DELIVER THE INVOCATION."

REV. FIELDS Delivers Invocation.

- At the conclusion of the Invocation, Official Party takes seats.

MC: "GUESTS, PLEASE BE SEATED."

(Pause)

MC: "LADIES AND GENTLEMEN, IT IS MY PLEASURE TO INTRODUCE THE HOST OF TODAY'S CEREMONY, REAR ADMIRAL CHRISTOPHER B. WEAVER, COMMANDANT, NAVAL DISTRICT WASHINGTON."

ADMIRAL WEAVER: makes remarks, then is seated

MC: "THANK YOU, ADMIRAL WEAVER. IT IS NOW MY DISTINCT PLEASURE TO INTRODUCE WHAT IN DEFENSE TERMINOLOGY WOULD BE OUR SECCOM, THE SECRETARY OF COMMERCE, MR. WILLIAM M. DALEY.

SEC DALEY: Secretary Daley makes remarks, then is seated

MC: "THANK YOU, MR. SECRETARY. IT IS WITH HONOR THAT I INTRODUCE THE UNDER SECRETARY FOR OCEANS AND ATMOSPHERE AND THE ADMINISTRATOR OF THE NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION, WHICH THIS SHIP BEHIND OUR GUESTS SO PROUDLY DISPLAYS, DR. D. JAMES BAKER.

DR. BAKER: Makes remarks, then is seated

MC: "THANK YOU, DR. BAKER, LADIES AND GENTLEMEN, IT IS WITH THE GREATEST OF HONOR THAT I GET TO INTRODUCE TO YOU THE REASON WE ARE HERE TODAY. WITHOUT FURTHER ADIEU, THE NEW DIRECTOR OF THE OFFICE OF NOAA CORPS OPERATIONS AND THE DIRECTOR OF THE NOAA CORPS, REAR ADMIRAL EVELYN J. FIELDS.

ADM. FIELDS Steps to lectern, delivers remarks and concludes saying, "I WILL NOW READ MY ORDERS."

RADM FIELDS: - Turns toward **SECRETARY DALEY (who stands) OR DR. BAKER??**, salutes and states, "MR. SECRETARY (OR DR. BAKER?), I REPORT FOR DUTY AS DIRECTOR, OFFICE OF NOAA CORPS OPERATIONS AND NOAA CORPS."

SECRETARY DALEY/DR. BAKER returns salute and takes seat.

?? MC: "LADIES AND GENTLEMEN, REAR ADMIRAL EVELYN FIELDS DIRECTOR OFFICE OF NOAA CORPS OPERATIONS AND NOAA COMMISSIONED CORPS

MC: "GUESTS, PLEASE RISE FOR THE BENEDICTION AND REMAIN STANDING FOR THE DEPARTURE OF THE OFFICIAL PARTY AND THE RETIREMENT OF COLORS."

(Pause)

"REVEREND FIELDS WILL NOW DELIVER THE BENEDICTION."

REV FIELDS: - Offers Benediction.

- Admiral Weaver escorts Official Party from dias to side honors positions.
- Escorts guide spouse and family members to position to observe side honors.

When official party has departed.

MC: - "RETIRE THE COLORS."

CD: - Plays Colors March.

CG: - Retire colors.

Official party walks over to cars to depart for reception area (tent by TAYLOR building if not raining)

MC: "LADIES AND GENTLEMEN, THE CEREMONY IS CONCLUDED. ON BEHALF OF SECRETARY DALEY, DR. BAKER, AND OUR HONORED FLAG OFFICER, REAR ADMIRAL FIELDS, WE THANK YOU FOR COMING. THE NOAA SHIP WHITING IS OPEN FOR TOURS AT PIER ONE. (IF NOT RAINING) YOU ARE ALL CORDIALLY INVITED TO A SMALL RECEPTION FOR ADMIRAL FIELDS LOCATED AT THE TENT TO THE LEFT OF PIER ONE.

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WORLD

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LOCAL

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WEATHER

BUSINESS

SPORTS

SCI-TECH

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BOOKS

TRAVEL

FOOD

HEALTH

STYLE

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Hearing focuses on pilot skills in bad weather

July 23, 1999

Web posted at: 4:51 p.m. EDT (2051 GMT)

From Reporter Kathleen Koch

WASHINGTON (CNN) -- Do pilots have enough skills and information to handle changing weather conditions?

Some aviation experts expressed serious reservations Friday at a congressional hearing scheduled before the July 16 crash of John F. Kennedy Jr.'s plane.

Pilots seeking a basic private pilot's license receive some training on how to fly with only instruments as their guide, but they are not certified to do so.

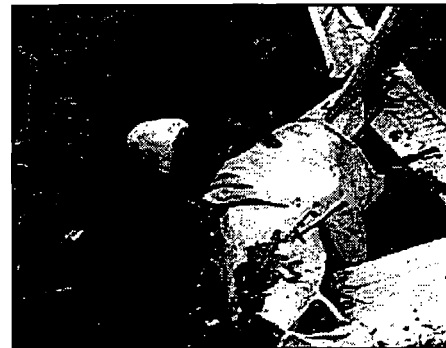
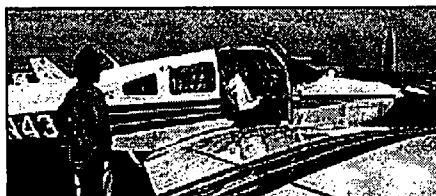
Still, in 1997, 83 percent of fatal, weather-related general aviation accidents occurred when pilots restricted to visual flight -- like Kennedy -- encountered poor visibility.

"You can't regulate good judgment," said Phil Boyer, president of the Aircraft Owners and Pilots Association, which represents private plane owners.

A non-attentive pilot, looking at a map, for example, might suddenly lose "complete sight of the horizon because they go into a cloud," he said.

Boyer recommended more pilot education.

"Greater awareness of how fast you can get disoriented if you allow the visual cues to evaporate is very, very important."



About 80 percent of fatal, weather-related general aviation crashes in 1997 involved pilots restricted to visual flight

VIDEO

CNN's Kathleen Koch reports on the congressional hearing

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Commercial pilots also make mistakes

Commercial pilots are not immune to disastrous errors during bad weather. On June 1, while landing





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weather. On June 1, while landing in a severe thunderstorm in Little Rock, Arkansas, an American Airlines jet struck a tower and broke apart, killing 11 people.

Pilots want better weather information in the cockpit to help them make sound decisions

The Massachusetts Institute of Technology, conducting a study at the Dallas-Fort Worth airport in Texas, determined that many pilots flew into thunderstorms willingly. Most often they did so when they were late, were following other aircraft or flying at night.

Jim Hall, president of the National Transportation Safety Board, feels commercial as well as general aviation pilots need more training to help prevent weather-related accidents.

"There's got to be an increased emphasis on training of the operators, whether they be in ... commercial or general aviation," Hall said.

Pilots insist they need better weather information in the cockpit, not additional training.

Capt. Paul McCarthy of the Air Line Pilots Association said pilots don't always have the necessary information to make the "legitimate" decision to fly or not.

"We prove that by an accident every five or ten years. We do the best we can, but the best we can based on the information we have," he said.

Whether reforms will take place to address weather-related risks remains a cloudy subject. The Federal Aviation Administration is gradually improving weather radar systems, but has no plans to change training requirements for commercial or private pilots.

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How Dangerous Is Piloting Your Own Plane?

Aired July 26, 1999 - 9:00 p.m. ET

THIS IS A RUSH TRANSCRIPT. THIS COPY MAY NOT BE IN ITS FINAL FORM AND MAY BE UPDATED.

LARRY KING, HOST: Tonight, the merits and dangers of private flight: In the wake of John Kennedy Jr.'s tragic accident, the debate continues and we'll talk to five well-known, experienced pilots.

In Salt Lake City, Olympic gold medalist Bruce Jenner, who owns an aviation company; in Greensboro, North Carolina, famed defense attorney F. Lee Bailey, who has been flying for more than four decades; in Spokane, Washington, former Air Force fighter pilot Scott O'Grady; in Los Angeles, the popular musician Kenny G -- he flies a sea plane -- and in Washington, the aviation accident investigator Ned Clarke.

They are all next on LARRY KING LIVE.

In the wake of that tragedy of last week, the subject tonight is private pilots and private flying and noncommercial aircraft, and we have five outstanding guests. And we'll talk to them and take your calls about every facet of this.

Let's individually start with Bruce Jenner. Why did you want to fly?

BRUCE JENNER, PILOT: As a little kid, I remember going to Westchester County airport in Westchester County in New York, and going there and watching the airplanes land. I remember climbing up in a tree one time and watching them coming in -- as close as I could get to the airplane and never thinking I'd ever have the opportunity to do it.

But then after the games in 1976, I was in a position where I could actually learn to fly. So, that was one of the first things I did. I got my original private pilot's license back in 1977. So I have been doing it for almost 23 years now.

KING: Kenny G, what got you interested in wanting to fly your own plane?

KENNY G, PILOT: Well, I've always been fascinated about how airplanes fly. Thing that are mysterious to me are very attractive. And I just wanted to solve the mystery about why airplanes fly.

MAIN PAGE

WORLD

U.S.

LOCAL

POLITICS

WEATHER

BUSINESS

SPORTS

SCI-TECH

NATURE

ENTERTAINMENT

BOOKS

TRAVEL

FOOD

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just wanted to solve the mystery about why airplanes fly.

So I took classes and took instructions, and then now the mystery was replaced by the love and the freedom that I get when I'm flying up in the air. It's an unbelievable feeling. And when I write my music, it's a great way for me to visualize some of my melodies.

KING: Scott O'Grady, why you?

SCOTT O'GRADY, PILOT: Well, my father took me up when I was younger on my very first flight. He was a private pilot, and we flew from the Long Beach airport over to Catalina Island, and I just thought it was the most fascinating thing I've done in my life.

And then growing up he owned a plane also, and my father just brought me into the love of aviation, and I took it on as a profession.

KING: Ned Clarke?

NED CLARKE, AVIATION ACCIDENT INVESTIGATOR: Well, when I was in college in Blacksburg, I had the opportunity to just take a lesson kind of on a whim. And the first time the airplane lifted off the ground, I watched the landscape fall beneath me -- I was hooked.

And nowadays I'm still hooked. When you want to go somewhere and you get up and you fly at relatively low altitude, it's just like flying on a magic carpet, to watch all the landscape unfold below you. It still holds the same magic it did 35 years ago.

KING: Kenny G, you get a kick every time you go up?

KENNY G: I think Ned said it very well. Absolutely. I take off from the water and land on the water, and I can land in places where, you know, you just can't get to unless you have a sea plane or a helicopter.

So I get to see some very, very beautiful scenery that really my eyes would never be able to visualize if I wasn't a pilot.

KING: Lee, what made you take it up?

F. LEE BAILEY, PILOT: Well, we were at war, in the Korean War, and I thought being in a trench was a bad idea and maybe being a pilot would be a good one. So I joined the Navy, went to Pensacola, got my wings, then went into the Marine Corps, because they had fighters and the Navy didn't at that time. And I got hooked. I got hooked in the Marine Corps to two things, flying and trying cases.

KING: Now, a lot of guys, Lee, learn in the service, they fly, and then come home and never fly again. You chose to be a private pilot, right?

BAILEY: No, more than that. We got an automatic transition into a commercial pilot's license with an instrument rating. So we were serious pilots when we got out and didn't have to spend all the time and the money that is the lot of the private pilot, who wants to go and ascend through all the higher ratings. And I've always been very grateful for that, because the military does something that you can't do in the private sector.

It's primary object is the mission, not safety. And you fly whenever a flight needs to be. But in the private sector, the primary mission is safety, thank goodness, and so you don't get tested in the more difficult regime sometimes.

KING: Before we get into lots of things, Bruce, did private flying get a bad rap last week?

JENNER: Yes, it did. It's unfortunate. Obviously, it's a tremendous, tremendous tragedy. And anytime something like this happens, it does -- it hurts general aviation, mainly because it just -- really, it's a very safe thing to do. Unfortunately when something goes down, when a plane goes down, it's not like a car accident you never hear about. When a plane goes down, small or big, you hear about it on the news and so you think they're going down all the time. But really, it's a very safe way to travel.

KING: Do you feel as safe in your plane as you do in your car?

JENNER: Oh, yes. I feel probably safer in the airplane than I do in a car. Cars aren't going in the other direction, you know, at 50, 60 miles an hour.

Airplanes, we have separation. The equipment is extremely reliable. It's more reliable than a car. You have air traffic control to keep everybody else away. It certainly is.

Certainly, if the engine goes or you have a mechanical problem or something like that, then obviously the excitement heightens. But I have fortunately in almost 5,000 hours of flying have never had really anything that's really scared me.

KING: But there is risk, is there not, Ned? I mean, we think about the risk of just -- the amazing fact of being off the ground.

CLARKE: That's the amazing fact. I mean, statistically, though, is says there is risk...

KING: Defies logic.

CLARKE: Well, yes, it does. Why does this thing get off the ground and fly? But the numbers say that there are accidents. We have on the order of about five general aviation accidents per day. And over the course of the year, there's about one fatal accident per day.

KING: Much less than automobiles?

CLARKE: Oh, yes, much less than automobiles.

KING: Five accidents a day, one fatal?

CLARKE: One fatal accident a day. On an average year, you have 350 to 400 fatal accidents a year.

KING: You ever come close, Lee?

BAILEY: I have come close several times: twice in the military and

once in a Learjet, taking off into some very bad weather, where -- I didn't notice it -- but the co-pilot got us in 9 degrees of bank just after liftoff. That was close.

KING: Scott, you've been shot down. So, that's one feeling. You ever come close piloting your own plane privately?

O'GRADY: Yes. I've had different experiences as a private pilot with spatial disorientation as well as aircraft emergencies that I've had to take care of. And it's just something that you're trained on how to be able to recognize those, you know, spatial disorientation events, and you fall back on your training to get you out of those situations.

And experience helps you out a lot with that, to be able to, No. 1, recognize if there's something going wrong, and then two, how to be able to correct it.

KING: Kenny G, I guess no substitute for the more times you fly, the better you are, right?

KENNY G: I think the more experience you have, the better you are. Yes. I got my instrument rating as well right after I got my regular pilot's license.

And the only problem I ever had was just once one of my flights into the clouds, and I started picking up ice on my wings. And that was pretty scary, and the rest of the pilots know that you don't want to get ice on your wings. And I just asked air traffic control to get me up above the clouds, and they brought me up as quickly as they could. And fortunately, I got into some sunshine and the ice melted off the wings.

But that's as close as I've come to getting into some real trouble.

KING: We'll be right back with more with our pilots. Your phone calls later. Big "Los Angeles Times" front-page story about all of this today. Back with more after this.

(COMMERCIAL BREAK)

KING: Now, let's discuss private piloting and weather. NBC had reported tonight that John F. Kennedy had a report of clear skies and visibility of 8 miles when he took off. First, do we know he got that report?

CLARKE: Well, we don't know that he got that report, but that's what the automated weather from Martha's Vineyard at the time he took off. In fact, within eight minutes, that was when it was, that that report came out, eight miles visibility on the East Coast in the summer time is good weather. So I think almost any pilot would not have been intimidated by that...

KING: Could weather change?

CLARKE: Weather can change... KING: It can change dramatically. Last night a thunderstorm hit here from nowhere.

CLARKE: Yes, it did. And at the time of night he was flying, when the temperature was going down with a lot of humidity in the air, the temperature and the dew point get together, the air -- you get moisture in the air, and that tends to reduce the visibility. So it was a poor time of night for that to happen.

KING: Lee, if you're not instrument rated and then suddenly you take off in fair weather and then you hit bad weather, what do you do?

BAILEY: Well, that can be big trouble, but you are instrument rated to a limited degree if you have a private pilot's license.

KING: Every private pilot has limited instrument rating?

BAILEY: He has at least three hours of instruments, he has to demonstrate he can recover from an unusual attitude, which is probably what happened to this airplane this night, and John F. Kennedy Jr. was trained in perhaps the finest, certainly one of the finest, schools in the United States. People from all over the world flock to that school to be trained for airline piloting.

So all of the talk -- loose talk I might say -- about his bad decisions or perhaps lack of training or lack of experience are simply not true. He had the requisite experience. He may have had the misfortune of hitting a particularly bad night in the Martha's Vineyard area, where the references to normal flight that is outside the windshield were marginal, and then something happened in that cockpit that night that, in my view, the airplane went into a spin.

KING: Bruce, have you taken off where it's fine and then it goes bad?

JENNER: Oh, yes, but I've only done that under instrument conditions. As a VFR pilot, I only time I can ever remember taking off out of Orange County one time, and it was VFR and it was clear. And I was taking off and just going back, a quick hop, back to Van Nuys. And next thing you know I hit a little ground fog, you know? And for about 15 seconds I went into this cloud and, I mean, the strobes were going off and it was very disorienting. But I got through them, came out the other side. An I was totally legal, but I never saw the cloud and they said it was VFR there.

You know, we talk about weather, I don't see weather as the problem here. It's really darkness was the problem. You take any airplane -- I remember seeing some maps of the direction of the airplane when it went down, and it was really kind of coming offshore out to sea. And no matter if it's -- what it is, when you point your airplane out to sea at night, there is no horizon. It is IFR, whether it's VFR conditions or not.

KING: But thousands of pilots had done that this week, right?

JENNER: Oh, yes, you do it all the time. But it can be very disorienting. And if the weather was -- they say eight miles. He was like 7 1/2 miles offshore, so meaning what little visibility he did have of the island and the few lights on the island, it was basically IFR conditions because it was just so black out there. He had no horizon.

And so for him as a, you know, a relatively inexperienced pilot, he just

kind of got himself in trouble it looks like.

KING: Scott, what do you make about what Bruce just said about darkness?

O'GRADY: Well, there are definitely problems at night with spatial -- visual cues. Your depth perception is limited and hindered. Also, the horizon can be difficult to see sometimes, but there are times where I've flown at night and I've actually had clear skies at night and the stars were out and I thought it was actually a lot easier to see things at a distance and see other aircraft. So it really depends on the weather conditions as a combination with the darkness.

No pilot, no matter what your experience level is, is immune to spatial illusions or spatial disorientation. It just comes down to experience level and flying on your instruments and relying on your instruments to be able to get you out of a bind.

KING: Can you tell me, Scott, what happens when you're disoriented? What causes it and what's the feeling?

O'GRADY: Well, your inner ear can fool you with spatial disorientation, and you might think you're upside down when you're rightly right side up. And really the only thing that can tell you is your artificial horizon inside the aircraft. And you have to rely on those instruments and do not believe what your inner ear is telling you.

I myself have been in a couple of situations where I was just happy to land after being spatially disoriented, and the only thing that was able to, you know, save me from my incident of spatial disorientation was knowing that if I relied on my instruments and flew off them that it would save my life.

KING: Kenny, you fly a sea plane. Have you landed at night?

KENNY G: I don't fly at nighttime.

KING: Why?

KENNY G: Well, a seaplane, for one thing, the water's just completely black. There's no way to know where -- when you're actually going to hit the water, and I just want to take that factor out of my things that could happen to me. I just think that nighttime flying inherently is not as safe as daytime flying, because when I fly the main thing that I think about is what am I going to do if I need to land the plane in an emergency? So I'm always looking for places to land. I can see places better at nighttime than I can in the daytime, so I just do not fly at nighttime. KING: You can see places better in the daytime, you mean.

KENNY G: I can see -- did I -- yes. I can see places better in the daytime than you can at nighttime. If you have to land in an emergency, you know, a field will work. For me, any lake will work. A river will work, anything will work, but I can't see them at nighttime.

KING: Is he being wise, Ned?

CLARKE: Well, he is, but there's a special condition that he's talking

about with seaplanes, the fact that you don't have runway lights to help you let down. And that's a big visual cue, being able to see those runway lights. They help to judge your altitude and...

KING: Could you make a -- now, it's so -- way early. We're not going to get this report until when, by the way?

CLARKE: I think six months would be optimistic, maybe nine might be more realistic.

KING: Could there have been a myriad of reasons for this?

CLARKE: There are...

KING: Could there be more than ten?

CLARKE: There could have been more than 10, and what the NTSB is doing is going through a process of elimination, trying to say this is not factor, that was not a factor. It's like peeling an onion, trying to go in and find out what the core issue is. So they're spending as much time excluding items as they are trying to actually find the cause of it.

KING: Because with the private plane you don't have the recording, right?

CLARKE: No, you don't have either a flight data recorder to tell what the aircraft was doing or you don't have a cockpit voice recorder, either.

KING: So does it always come down to an educated guess?

CLARKE: No, not necessarily. In the case of mechanical problems, sometimes you can...

KING: You can see that.

CLARKE: Yes, you can see this is exactly what the problem was. In case of pilot issues it's a little more difficult.

KING: More with our pilots, more on aviation and your phone calls ahead.

Don't go away.

(COMMERCIAL BREAK)

KING: F. Lee Bailey, as I understand it, you flew a twin engine Piper aircraft today, the Bailey Bullet from Maine to North Carolina, right?

BAILEY: That is correct.

KING: Nice easy flight today?

BAILEY: It was. I had the benefit of having my wife, who is also a very experienced pilot, sitting in the right seat, and, perhaps more important, the autopilot.

John F. Kennedy Jr. had an autopilot. Any time you have one, you

ought to use it, and he may have been using it that night. That's one of the things the NTSB hopefully will be able to sort out.

KING: Why should you use it?

BAILEY: The reason is because if you have an autopilot, number one, it doesn't make many mistakes if you program it correctly and it gives you a chance to watch it, but if you have to divert your eyes to look at a chart or change fuel tanks, et cetera, it doesn't go peeling off. That could be what happened that night.

KING: Bruce, do you always use yours?

JENNER: I love my autopilot. Yes, I use it quite a bit. You know, I'll try to do instrument training where I actually fly in instrument conditions and actually fly the aircraft myself and not use the autopilot, because sometimes you can rely so much on the autopilot that you forget you have to fly this thing. And in an emergency situation, you don't want that to happen, to be unfamiliar with actually flying in IFR conditions.

But I think in John F. Kennedy's case, you know, he may have been using the autopilot for a long time but he just started his descent. And a lot of guys when they start their descent, they'll turn off the autopilot and hand-fly it down into the ground. And who knows? Maybe that happened.

KING: Ned, is that the correct they go to do?

CLARKE: Yes, it is. In fact, using the autopilot in descent is a good thing, but you've brought up something, the fact that the use of the autopilot is one of the most overlooked items in flight instruction. There's nothing in an FAA curriculum about use of the autopilot...

KING: You're kidding?

CLARKE: No, and when you buy an airplane, most pilots are not checked out accurately on their autopilot. So...

KING: Why not? CLARKE: It's considered to be a luxury item, and people just don't get good checkouts on them. Most pilots don't pre-flight them properly, most of them don't know what the capabilities are, they don't know how to operate them correctly, and don't get anywhere near the capabilities.

KING: Can it do what it sounds like? Can it automatically fly the plane?

CLARKE: It can -- it can fly the airplane automatically, or the pilot can fly the airplane through the autopilot, where he makes specific commands for turns, as an example, or commands a descent. And then once he commands that, then it'll follow through.

KING: Scott, does a fighter pilot use it?

O'GRADY: In the F-16 we have an autopilot, but I rarely used it, actually. It was a lot of hands-on flying. The F-16 is not just an aircraft

to go out to fly you from point A to point B. You're out there flying your formations, running your tactics, running your radar...

KING: Do...

O'GRADY: ... and you have a lot of hands-on things you have to do.

KING: Do you use it when you fly general aviation?

O'GRADY: For general aviation, en route a lot of times I'll put it on just to maintain a heading and an altitude, and I think it's an excellent tool to be able to use to be able to help you as private pilot.

KING: Kenny, do you use it?

KENNY G: My plane doesn't have an autopilot, but actually I just prefer hand-flying it. As a seaplane pilot, I'm flying low over the water a lot and I'm just basically just doing things from visual landmarks. Although I'm IFR rated, I just don't fly my airplane in those conditions. I just don't fly in bad weather.

KING: Do you plan to go beyond seaplanes?

KENNY G: Oh, yes. I've -- actually I've co-piloted a Learjet. I've got probably eight or 900 hours in that plane, but I prefer the seaplane flying because that's really what I get out of it is the true sense of freedom. I mean, I'm out there flying and if I see a lake in the middle of the mountains I can go land in that lake. I can land in a river. I can do whatever I want to do. I can land in the ocean if it's calm enough. And to me, that's what the joy of flying is, is being able to go to places that are just not reachable by car.

KING: Lee talked about training. We'll ask about that. And there's a lot of speculation about Kennedy's training as well.

This is LARRY KING LIVE. We'll be right back.

(COMMERCIAL BREAK)

KING: Lee, many reports in the aftermath of this story. One is that the training and the regulations may be better in other countries: true or not true?

BAILEY: Well, true and not true. Some countries simply do not permit night flight without an instrument rating. That would include Greece, France, Portugal, Spain and Italy. Most countries permit night flight without an instrument rating, provided you have some additional special training. That's true in the U.K., Germany, Austria, Switzerland, Denmark, and, indeed, Canada, which has one of the more rigid systems. But the fact is, Larry, that 95 percent of the people who have private pilot ratings do not have instrument ratings, do fly at night, and very few of them get in trouble.

KING: We don't like to speculate, but there's nothing else you can do while waiting nine months for a report. Do you have some thoughts, Bruce, as to -- what's the number one thing in your mind might have happened?

JENNER: Well...

KING: Allowing that this is conjecture.

JENNER: It is, yes, totally speculation, because, no, I think he was flying along, everything was fine. He was -- kind of looked like from the direction, the way the aircraft was going, it was kind of going out to sea. It was very dark. He really doesn't have a good horizon, whatsoever. I think the island is off to his left a little bit and still pretty far away, he starts his descent -- he shuts off the automatic pilot -- he starts his descent, he's going along and then, you know, starts getting into a slow bank, doesn't realize he's really in a slow bank, you know, you can -- then from then on you just start over correcting and trying to get it back.

You know, one problem leads to the next. And I'm sure he was really hustling, but, you know, I guess the plane was descending at 1,300 feet at 4,700 feet per minute, which...

KING: Ned, now what -- in your -- speculative -- causes that kind of dive? What generally causes it?

CLARKE: Well, excluding something falling off of the airplane, it's going to be a loss of control, probably by the pilot. Now why...

KING: You know why, that's what (OFF-MIKE)

CLARKE: We could talk about a lot of other things, too. Was there an electrical failure? If so, then you'd lose autopilot, lights and instruments. Could there have been a failure of the instruments themselves? There are both electrical and...

KING: They're not infallible.

CLARKE: That's right, electrical and vacuum systems that drive the instruments.

KING: You mention a bird could have hit the plane.

CLARKE: A bird strike is possible. We've had one of those down in Fort Lauderdale just a few months ago that incapacitated the pilot. So there's a lot of things need to be excluded.

KING: Scott, what do you guess?

O'GRADY: It's just going to be a good guess. I'm going to guess that there were some spatial illusions because of weather and the night that led into spatial disorientation and an out-of-control situation that he you wasn't able to recover from, unfortunately.

KING: Kenny, I know you don't want to speculate, so I'm not going to ask you to speculate. But have you had great fear in a plane?

KENNY G: Just a couple of times when I just got my instrument rating and I thought I was "Mr. Instrument Pilot," and I'd go up in a single engine airplane, fly in the clouds, and, like the time I mentioned, I got

some ice on my wings. I was in the clouds, I had no visual landmarks, I was just trusting my instruments as I was taught. But I had a really good flight instructor, and he really taught me to see your problems early and...

KING: And what do you do when you're scared?

KENNY G: You don't panic. You look at your instruments, you trust your instruments, and then you go through your check list of items that you need to go through to make sure everything's OK, and talk you talk to air traffic control, tell them you've got a problem. I told them I had ice on my wigs, could they get me higher. And they said we'll do best we can, because, as Bruce said, you know, they're just separating airplanes. So there was others airplanes in the clouds, you know, wherever they were, but they got me up high enough to where the ice came off my wings. And I was really relieved, and from that moment on I have not flown in the clouds in a single engine airplane. I just won't do it anymore.

KING: Lee, what's your speculation?

BAILEY: There are several possibilities. Number one, a pilot like John Kennedy would have been trained to shift to the fullest tank -- there are two in this particular airplane. I fly one from time to time -- and possibly in the course of switching got his head in the cockpit, didn't make a perfect connection. But you're suppose to land on the fullest tank. That would have been a natural.

One of the things that might have happened -- and this is a problem with that airplane and others that have one engine and one source of electricity -- if the belt that drove the alternator snapped and it wasn't realized immediately, he could have lost electrical power. Now he wouldn't be able to see the instruments without a flashlight,...

KING: Like Ned said.

BAILEY: ... even though they were vacuum driven. So that's a real possibility. Once again, if that was a broken belt the NTSB may be able to tell us that, maybe they can't. That airplane hit the water going awfully fast.

KING: We're going to take a break, come back, reintroduce our guests, go to your phone calls. This is LARRY KING LIVE.

Governor Ann Richards tomorrow night, Don Imus on Wednesday. And we'll repeat the interview with John F. Kennedy Jr. of four years ago on Friday night.

Don't go away.

(COMMERCIAL BREAK)

KING: Welcome back. We're discussing the experience of private flight with some well-known pilots. In Salt Lake City, the 1976 Olympic gold medalist in the decathlon, Bruce Jenner. He now owns an aviation company. In Greensboro, North Carolina, famed defense attorney F. Lee Bailey, who has been flying since the Korean War. In

Spokane, Washington, the famed Scott O'Grady, retired Air Force fighter pilot, certified instructor. In Los Angeles, Kenny G, the popular musician. He flies a sea plane based near Seattle. He also, by the way, has a new CD out, "Classics in the Key of G," just released from Arista. And this fall, he'll begin touring to promote that album. And in Washington, aviation accident investigator and certified instructor Ned Clarke.

Let's include some of your phone calls. Toronto, hello.

CALLER: Yes. Good evening, Mr. King.

KING: Hi.

CALLER: I have a question basically for the entire panel. Being experienced pilots yourself yourselves, I'm wondering, do you feel that Mr. Kennedy's decision to fly the plane, having his cast removed just the previous day, was wise?

KING: What about that, Ned? He just had a cast removed. That ain't a big place, the cockpit?

CLARKE: No. That's no problem whatsoever with regard to this particular accident. In fact, for that part of the flight, if he wanted to, he could have been flying with his feet flat on the floor. There was no need to manipulate the rudder pedals if he didn't want to. So the cast was a nonissue with regard to this accident.

KING: What's a good rule, Lee, on night flying for a new pilot? Is there a good rule?

BAILEY: I think there is, because night flying can be very easy if you're flying over brightly lit cities and you have good points of reference to keep the wings level. It can be extremely difficult if you fly into a cloud, which you can't see, by accident.

KING: So what's the rule?

BAILEY: Suddenly you have nothing. Lots -- lots of training and never overextend your own abilities. And that's what happens too frequently.

Yes, I'm a good night pilot on a good night, but now I'll try it on a not-so-good night. And that can lead to trouble.

KING: Would it be a good idea, Scott, to always have an instructor when you fly at night for a long period of time until you're fully capable?

O'GRADY: I don't necessarily think you have to have a flight instructor with you all the time. I think you have to know your capabilities as a pilot. You have to know the capabilities of the aircraft. And then you also have to understand that mother nature has a role to play in this and you shouldn't ever exceed those limits either.

KING: Bruce, you got a good tip for the new flyer?

JENNER: Well, I firmly believe in always being conservative when it

comes to flying. I've never gotten into the airplane when I didn't think I could handle the situation, weather-wise, whatever the flight may be, whatever the trip may be.

If I don't feel comfortable, you know what? I don't ever have to be anywhere. And so I'll cancel the flight. I'll go someplace else. I mean, I've diverted flights because I didn't like the weather at the landing sight.

I've always been very much on the conservative side, because you know, in aviation, there's two kinds of aviation. There is the aviation to get from point a to point b -- traveling, get from here to there. But then there's also kind of the sport of aviation.

You know, Kenny's got his seaplane. That's kind of the fun stuff. I had acrobatic airplanes. I flew acrobatics for years and really did a lot of fun things. I'd fly helicopters; old, antique airplanes and things like that. And those you do under great conditions on a beautiful day: ultralights, things like that. You just have to be conservative. You just -- you know, you can't let your macho get to you and just take off.

KING: It's a stupid place to -- stupid place to be risky, right, Ned?

CLARKE: Definitely is.

KING: And you also were telling me, before we take the next call, a lot of risks occur in flights that passengers never know about, right? Pilots face little things that occur, which when we're driving in a car we see. Hey, we almost hit that car. CLARKE: Yes, they do. And lot of the panelists this evening have talked about their different experiences: a little fright here and little fright there. We have that all the time when we drive cars.

You know, we went through an intersection and somebody ran a red light and just missed us. Or you know, somebody stopped suddenly and we had to put on brakes and skid sideways.

We have those kinds of emergencies all the time in a car. So I don't...

KING: But are there -- are there lots of little things in airplanes?

CLARKE: Oh, yes.

KING: That I may never know about sitting in the back?

CLARKE: Yes, there are, and you really shouldn't be concerned about them. The pilot is handling them for you, and you might not have enough understanding of it to appreciate whether it's a serious problem or not.

KING: Sarasota, hello.

CALLER: Good evening. This call is for Mr. Clarke. I'm a private pilot with about the same amount of hours as Mr. Kennedy. If I had the unfortunate -- unfortunate of going down, would the National Transportation Safety Board investigate extensively?

KING: Private plane goes down, three passengers: How much do they investigate?

CLARKE: Well, there's no question that the investigation that's being done for Mr. Kennedy is different than the one that would happen for you or I or virtually anybody else. All you have to do is look at what happened on the preceding day to Mr. Kennedy's accident. There were three fatal accidents, and over the weekend after that -- the Saturday, Sunday and Monday -- after that, there were five more fatal accidents.

KING: Plane accidents.

CLARKE: These are general aviation, plane accidents. How many of those had a member of the five members of the National Transportation Safety Board show up at those accidents? The answer is none.

KING: But are all accidents investigated?

CLARKE: All accidents are investigated. This particular accident is not the equivalent of all the other accidents.

KING: Lee, are you peeved at that attention or not? BAILEY: No, not at all peeved, because here's something that has riveted the nation to the problems, if there are some, that are annexed to this case of private pilots flying at night. Answers will be coming out of this that might never have come out if his name were John Alexander instead of John Kennedy.

All that, I think, is a good thing, and it's a natural phenomenon. If the president gets killed, he gets more attention than the local bartender.

KING: Is anybody on the panel peeved?

JENNER: None whatsoever. I would be very upset with anybody who would be. I mean, look what this family has done for this country. Look at this kid. No. They put a lot of extra time and energy into this, and I think rightfully so.

KING: Scott, was your military training -- is military -- this is for Scott and Lee, since you both had it -- you first, Scott. Military versus private training: Is military better?

O'GRADY: Oh, I think it was very extensive. The year that I had individual in the Air Force, the pilot training that I went through, it was the toughest year I've been through as far as, you know, any type of educational programs I've ever been through.

We're very disciplined. You just take it very seriously. It's not pleasurable. You go out there. You have a mission. And you know, you're there to perform your job.

KING: Do you -- do you fly props before jets in military training?

O'GRADY: You go out and you get a couple of hours if you're not a private pilot in a propellered aircraft. But once you get into the Air Force and you're going through pilot training, you start off in jet trainers. And when I was there, it was a T-37 and then I went off to the

T-38, which is a supersonic jet trainer.

And you're, you know, a very proficient when you graduate. When you pin on the wings as a United States officer -- as a United States Air Force pilot.

KING: Lee, would you agree: military is superior just by the nature of it?

BAILEY: It is, because it invites risks, insists on risks that civilian pilots can never take. I'll give you one simple one. How many civilian pilots can land on a carrier?

KING: Good point. We'll take a break on that note and come back with more. Don't go away.

(COMMERCIAL BREAK)

KING: Ned Clarke points out to me it takes a million dollars to train a military pilot and 5,000 a private pilot.

CLARKE: Roughly that ratio, yes.

KING: To Huntington Beach, California, hello.

CALLER: Yes. Given the level of expertise that Mr. Kennedy had, they have -- the people on the panel -- if they had the same expertise as Mr. Kennedy, would they have taken off that evening on that flight?

KING: That's some hindsight. Scott, would you have? Given the weather report he was given, given what you know.

O'GRADY: The little that I know, yes, I would have taken off, you know, because it sounded like the weather report was very good.

KING: Kenny, would you have?

KENNY G: Well...

KING: You're the most careful one on the panel.

KENNY G: I just don't like flying at nighttime.

KING: So you wouldn't have taken off, period.

KENNY G: I would not have taken off, just because I don't fly at night.

KING: Bruce, would you? Bruce?

JENNER: I probably would have. It was basically VFR, within your -- you know, your ability here. But what I would have done that he didn't do is I would have gotten flight following. I never fly at night, even VFR if I do -- very rarely, most of the time I go IFR. But if I go VFR at night, I get what they call flight following, where you actually talk to air traffic control along the way.

And at least it gives you a comfort zone. If anything were to happen,

you would have somebody there right away. And I think that showed a little bit of...

KING: Inexperience.

JENNER: ... maybe a lack to attention and stuff like that. I would have gone with flight following?

KING: Lee, would you have flown?

BAILEY: I would have. I did.

KING: Did you agree with Bruce, though? Would you have had flight following?

BAILEY: I do. I think flight following is a good idea. It's always a good idea to be talking to someone, even if only so that they can find you more quickly. But I don't believe in this particular instance that having an air traffic controller, who may well be a pilot himself, on the other end of the microphone would have saved the accident.

In my view, this happened very, very quickly. And there's one quirk that I think bothers every trained investigator, as I started out to be when I was 20 years old in the Marine Corps. And that is this airplane at 2,300 feet made a turn to the right and then climbed to 2,600 feet when it was planning to land, and then made a sharp turn to the right and then began to descend at a tremendous rate of speed. What does that mean?

KING: Good point. Ned's the investigator. What does it mean?

CLARKE: Well, one of the possibilities is the initial turn and the climb were actually the start of a spatial disorientation that continued further into the impact with water.

KING: That would explain going up before going down.

CLARKE: Yes, it would. The confusion where up and down -- the airplane is going down, coming back up, flying a little bit steady, then rolling and going into the water.

KING: There is a debate over single versus double engine. We will talk about that with the panel. Take some more calls as well.

This is LARRY KING LIVE. Ted Koppel on Thursday night. Don't go away.

(COMMERCIAL BREAK)

KING: Before I ask about single versus double, Hot Springs, Arkansas, hello.

CALLER: Hello.

KING: Hi.

CALLER: Hi.

KING: Go ahead.

CALLER: My question is for Scott O'Grady.

KING: Sure.

CALLER: In your opinion, spatial disorientation is what caused this crash?

KING: Is that -- are you thinking that way, Scott?

O'GRADY: Well, in my opinion, I'm just giving you some speculation as to what could have caused the crash. I'm going to speculate, from what I have been hearing, what happened with this incident, is that he probably had spatial illusions that probably led into a disorientation as far as the attitude of his aircraft, and then that probably led into an out-of-control situation, which he was not able to recover from unfortunately.

KING: Kenny...

O'GRADY: That's what I'm just going to speculate.

KING: All right. Now, let's discuss double versus single. Kenny, your plane is single engine?

KENNY G: Yes, it is -- single engine.

KING: Would you feel better if it were double?

KENNY G: I wouldn't mind having an extra engine on my airplane. I wouldn't mind that at all. But this particular airplane, you know, I feel it's a real safe airplane to fly, especially because I always fly over water and I only fly over water that's not too rough. So to me, there's to me there's really not even a problem.

If I lose the engine or if the engine shuts down for some reason, I can just glide and land at any particular time. That's not even an issue for me, because I just wanted to take that area of nonsafety away from my experience, because I do it for fun.

Like Bruce said, we're just doing this for fun. I'm having a great time with it. And I don't have to be anywhere. It's just a recreation to me. So I just don't want to take a chance that a crash could kill me.

So if I lose my engine, one engine's fine for me.

KING: Bruce, do you have any thoughts, Bruce, on single versus double? Some people have said they would rather have no single-engine plane.

JENNER: Well, no, I think a single-engine aircraft is a very safe aircraft if used properly, maintained well. It's -- I had a Bonanza. My first aircraft in 1978, I bought a brand new Bonanza. And that thing gave me -- I put about 700 hours on that aircraft. It gave me great, great service for years. And I got my instrument rating in it.

But then I went from there to a twin-engine aircraft. My first one was a pressurized Baron (ph). And I did feel safer in it.

But in certain situations, high angle of attack, things like that, low to the ground, actually a twin engine can be more dangerous than a single. But overall, I would much rather have two things out there cutting into the wind.

O'GRADY: Oh, the majority of my flying, whether it's civilian or in the military, has been in single-engine aircraft. I'm very comfortable. They're very safe. And you know, I think that when you have two engines, it does give you maybe a little bit of safety margin and a different performance. But I don't really necessarily say that one is safer versus the other.

KING: Lee?

BAILEY: Well, at night, on instruments, in bad weather, generally over mountains where you can't make a forced landing, I'd go for two engines. In good weather, particularly if the terrain is such that you can set it down most anywhere and walk away from it, one engine is fine. I still fly both.

KING: Ned?

CLARKE: I think it's a matter of crew training. If a pilot is well-versed in flying engine-out procedures in a twin-engine airplane, it can be safer. If he's not proficient at that, he'll actually cause a more serious accident because of the nature of the accident where the airplane ends up rolling over on its back and crashing upside down and becomes a fatal accident instead of just a landing in a field.

KING: Hate to be logical again. Wouldn't it be logical to think that two is better than one?

CLARKE: No, because it's not only an airplane engine. It's an airplane and a piloting issue, both. And so you have to look at it as the pair. And if -- even if the airplane is more reliable, if the pilot is not trained to handle those cases when the engine is out, he can create a more serious accident.

KING: We'll be back with some more moments and another phone call or two, right after this.

This week on LARRY KING LIVE, tomorrow night the former governor of Texas, Ann Richards, will be my guest.

And then on Wednesday, millions of people tune into him every morning. Don Imus for the hour.

Thursday night, ABC Nightline's Ted Koppel will take your calls.

And a very special show Friday night, a replay of my interview with John F. Kennedy Jr.

All on LARRY KING LIVE, 9:00 Eastern on CNN.

(COMMERCIAL BREAK)

KING: Ned Clarke was kind enough to bring together -- bring to us this accident investigation report of the FAA. On the day of John Kennedy's crash, his was the only fatality but there were ten general aviation crashes that day. On the day before, July -- on the day before -- rather three days later, five fatal accidents out of 27 accidents in all. On the day -- two days after, 13 accidents, three fatalities, all in general aviation.

To Colorado Springs, Colorado, hello.

CALLER: Yes, I would like to ask the entire panel what could be done to improve the image of general aviation, and what lessons are learned to improve the image? KING: That's a very good question. Let's go around the horn -- Bruce.

JENNER: Well, first of all, I think the pilots themselves have to take responsibility for the aircraft and for what they're doing. An accident -- most accidents aren't because of the airplane, most accidents are because of the pilot that's in there getting them into a situation. So I think the pilot's training, we have to look at that, but we just can't have them crash. I mean, that's all there is to it. These things are very spectacular when they happen and it really hurts the image of general aviation.

KING: Kenny?

KENNY G: Well, I agree with what Bruce said, but I -- you know, I was very well trained, and I think that when -- I think most people are afraid to fly in small planes because they just don't understand how planes fly. And if you get really good training and you know your limitations and -- there's a motto that my flight instructor taught me, and it goes: When in doubt leave it out. And I take that with me in all facets of my life. And if people understood that pilots really do think like that, and if more pilots thought like that, I think there'd be a lot less accidents and I think people would be have more confidence in flying in small planes.

KING: Scott.

O'GRADY: I think aviation is an extremely safe means of travel, as well as enjoyable just for pleasure flying. I think it comes down to the responsibility of each pilot to be vigilant, to never be complacent, always take each flight as it's your first flight, and stick within your capabilities. Never exceed them.

KING: Lee?

BAILEY: I would put a lot more emphasis than we do, if I were the FAA administrator, on emergency training. That can only be done effectively in a simulator. I have to go get simulator training periodically to stay insurable in jets and turbo props, but we could do it in smaller airplanes. In other words, part of John F. Kennedy Jr.'s training could have been the very thing that apparently happened to him -- happened to him in reality, and he could have been taught how

to cope with it. I suspect that nowhere in his training, even though he went to a wonderful school, did that occur.

KING: Ned?

CLARKE: I don't think we have a very good spokesman in accidents like this. When there's an airline accident, we always have some representative of the airline telling us how many safe flights and departures they have every day. When we have a general aviation accident for like John Kennedys, we don't have a...

KING: But there is an organization, though.

CLARKE: Yes, there is, but they don't end up representing us in these types of situations. The organization that's probably most popular is the Airline Pilots -- Airline Owners and Pilots Association,...

KING: Right.

CLARKE: ... AOPA, but we didn't have any representative from the AOPA saying, gee, it's not unusual not to have a flight plan and all of these other things to explain general aviation to us. And I think we lack a visible spokesman.

KING: Is Lee right on emergency training?

CLARKE: Oh, yes. There's no question that would improve the safety record, too.

KING: One other quick call, Ahoskie, North Carolina, hello.

CALLER: Hello.

KING: Yes, go ahead.

CALLER: My question is why is it we can't put a satellite detection system on these small planes, something like...

KING: Is that possible, Ned?

CLARKE: Well, we have emergency locator transmitters on the aircraft, and those things radiate a signal that is picked up by the rotating satellites, but the nature...

KING: So what happened here?

CLARKE: This -- in all likelihood, the ELT sank with the airplane. Most of ours are set up for land accidents or a survivable accident. Had this accident been survivable and they had a personal ELT, they could have taken it out with them.

KING: Is general aviation, Lee, safer than it was 10 years ago?

BAILEY: Oh, I think it's much safer and gets safer every year. But Ned is right about one thing -- although he should not fault the AOPA. They've been very busy -- and that is that people need to be reassured every time there is one of these accidents that it doesn't need to happen

to them. They should fly.

KING: Do you ever get nervous, Bruce, when you hear about something like this about your next flight?

JENNER: Oh, I always get nervous. That's why I'm still here today. You know, I get the NTSB reports on all the accidents out there. I read them. I'm sitting on the airplane, I'll read accident reports and see why, you know, somebody put it in. So I take, yes, I take safety very, very importantly....

KING: And I know you do...

JENNER: ... I'm chicken. Yes, I'm sorry.

KING: Kenny, you do. We know that, right?

KENNY G: You know, I take a walk around my plane. Every time I go in it, I pull the wires, I hit the -- you know, kick the tires, so to speak. And I just won't fly until I know everything is perfect. And, in fact, my wife will tell you that there will be many times when we'll get ready to go somewhere, and I'll tell her, no, it's not going to happen today. Or we'll have flown three or four hours in one direction just to turn around because I just -- I'm really that -- I'm a stickler for safety.

KING: Yes. Thank you all very much for a very enlightening hour. Always good to see you, Ned. Thanks very much to our entire panel.

Governor Ann Richards of Texas, who has opinions on everything, will be with us tomorrow night. Don Imus on Wednesday.

Thanks for joining us. From Washington, I'm Larry King. Good night.

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THE WHITE HOUSE
WASHINGTON

July 22, 1999

MEMORIAL SERVICE FOR
JOHN F. KENNEDY, JR. AND CAROLYN BESSETTE KENNEDY

DATE: Friday, July 23, 1999
TIME: 11:00 am – 12:30 pm
LOCATION: St. Thomas More Catholic Church
New York, NY

FROM: Thurgood Marshall, Jr. *T.M.*
Anne W. Bovaird *AWB*

I. PURPOSE

At the invitation of the Kennedy, Freeman and Besette families, YOU are attending the memorial service honoring the memory of John F. Kennedy, Jr. and Carolyn Besette Kennedy.

II. BACKGROUND

As you know, the plane piloted by John F. Kennedy, Jr. and carrying his wife, Carolyn Besette Kennedy, and sister-in-law, Lauren Besette, was reported missing in the early morning hours of Saturday, July 17. Kennedy and his wife were en route to the Kennedy family compound in Hyannis Port for the wedding of Rory Kennedy, John's cousin and the youngest daughter of Robert and Ethel Kennedy. When the plane failed to arrive at the Martha's Vineyard Airport as scheduled, a friend of the Kennedy family contacted the FAA, which began a preliminary search for the aircraft. Once the FAA failed to locate the Kennedy plane, a search and rescue (SAR) effort was launched by the Air Force (USAF) and the Coast Guard (USCG).

Rear Admiral Richard M. Larrabee was assigned to coordinate the SAR effort between the Department of Transportation, FAA, USCG, USAF, and other federal agencies. Once it became evident that there would be no survivors, Chairman Jim Hall and Robert Pearce of the National Transportation Safety Board were called in to head the accident investigation, which is ongoing. On Wednesday, July 21, the remote operated vehicle operated from the USS Grasp located a large portion of the fuselage of the Kennedy aircraft and Navy divers recovered the bodies of the three victims. The location was pinpointed by a coordinated effort and reflected extensive work by scientists at the National Oceanic and Atmospheric Administration at the Commerce Department.

In accordance with a request by Senator Ted Kennedy and the Freeman and Bessette families, the U.S. Navy performed a burial at sea of all three victims this morning from the USS Briscoe. At the same time, an appropriate solemn observance was conducted aboard the aircraft carrier USS John F. Kennedy. The Navy performs burials-at-sea for military personnel, dependents and noteworthy citizens approximately 500 times each year.

The memorial service for John F. Kennedy, Jr. and Carolyn Bessette Kennedy is being held at the St. Thomas More Catholic Church in Manhattan where Jacqueline Kennedy Onassis attended services until she passed away in 1994.

The Freeman and Bessette families will also hold a memorial service at the Greenwich Christ Church on Saturday, July 24.

III. PARTICIPANTS

Administration Attendees

YOU

The First Lady

HUD Secretary Andrew Cuomo

John Podesta

Melanne Verveer

Memorial Service Program

[Attached]

IV. PRESS PLAN

Closed Press

V. REMARKS

None required

VI. SEQUENCE OF EVENTS

- YOU and the First Lady arrive at the St. Thomas More Catholic Church.
- Caroline Kennedy Schlossberg and family arrive at the church.
- YOU and the First Lady proceed to your seats.
- The Mass begins.
- Upon conclusion of the Mass, the Priest leads the recessional.
- YOU and the First Lady depart with the family recessional and proceed to the Rectory Sitting Room.
- YOU and the First Lady meet with members of the Kennedy family in the Rectory Sitting Room.
- YOU and the First Lady depart.

VII. ATTACHMENTS

- Memorial Service Program
- Statement by Senator Edward M. Kennedy, *July 19, 1999*

EDWARD M. KENNEDY

Hyannis Port, Massachusetts

July 19, 1999

We are filled with unspeakable grief and sadness by the loss of John and Carolyn, and of Lauren Bessette. John was a shining light in all our lives, and in the lives of the nation and the world that first came to know him when he was a little boy.

He was a devoted husband to Carolyn, a loving brother to Caroline, an amazing uncle to her children, a close and dear friend to his cousins, and a beloved nephew to my sisters and me. He was the adored son of two proud parents whom he now joins with God. We loved him deeply, and his loss leaves an enormous void in all our lives.

John had many gifts and gave us great joy, most especially when he brought his wonderful bride Carolyn into our lives. They had their own special brand of magic that touched everyone who knew and loved them. We are thankful for her life and for their lives together.

We loved Carolyn and share in the grief of the Bessette and Freeman families at the tragic loss of both Carolyn and Lauren. Carolyn and Lauren were exceptional and accomplished young women who reflected the extraordinary qualities of their family. The Bessette and Freeman families will always be in our thoughts and prayers.

At this most difficult time, we rely on our faith in God. We are more grateful than we can ever say for the support of our family, our friends, and so many of our fellow Americans who opened their hearts to John.

We also thank in a very special way the men and women who have worked well and long and hard in these past days to find John, Carolyn, and Lauren. We will never forget the dedication, the professionalism, and the sensitivity they have shown.

We pray that John, Carolyn, and Lauren will find eternal rest, and that God's perpetual light will shine on them.



Anne W. Bovaird
07/25/99 03:28:00 PM

Record Type: Record

To: Thurgood Marshall Jr/WHO/EOP@EOP, Kris M Balderston/WHO/EOP@EOP

cc:

Subject: Kennedy Air Crash Follow-Up List

Here's a few thoughts to get us going... I'm sure there's lots more, so let's discuss!

- Collect names and addresses of all those involved in the search and rescue/recovery effort from the appropriate agencies (CAP, NOAA, FAA, USCG, DOD, etc.), including the divers, search pilots and ship crews.
- Distribute info as needed (ie. Sen. Kennedy, Sec. Cuomo)
- Draft appropriate thank you letters to the above groups and have them approved for POTUS sig.
- Figure out cost issues among the agencies, family, etc.

Note: Thus far, apart from the article in the Boston Globe this morning, there has been no general media or public outcry about the high cost of the operations, and I think that the quote in that article by Stephen Hess (Brookings Institution) sums up the general attitude: "Most people, except Kennedy-haters, can't even understand the question...I think it's just plain an exception to the rule, something the nation chooses to wink at because of the uniqueness of the situation." It is probably MORE than enough that the family has publicly offered to reimburse the government for some expenses.

- Take necessary steps to make sure that all the parties (esp. DOD and NOAA) feel that they have received proper credit and thanks for their work during the search and recovery operations, etc.

Note: We have received two scheduling requests from agencies involved in the recovery effort (NOAA and USCG) and are hoping to honor both. [Details to follow]

- Coordinate/monitor any further agency or congressional action related to this accident.

Kennedy Burial at Sea
July 26, 1999

Issue:

Is it fair that the Kennedy Burial at Sea happened within 24 hours, while many other families of deceased military members are currently backlogged for months for a ceremony at sea?

Main point (via DoD):

Kennedy's ceremony was NOT a Navy military ceremony. His remains were committed by his family members aboard a Navy ship, but it was not a military burial at sea ceremony.

The backlog issue, while not a satisfactory situation, is separate from the Kennedy burial. Questions about the backlog should be directed to the Navy, which is currently evaluating the situation.

Q: Why did John F. Kennedy, Jr. qualify for burial at sea from aboard a Navy ship?

A: When granted permission by the Navy, the following individuals are accorded disposition from a ship of casketed or inurned remains:

- Members of the uniformed services.
- Retired members of the uniformed services.
- Members discharged under honorable conditions.
- U.S. civilian marine personnel of the Military Sealift Command.
- Dependents of members and former members of the uniformed services.
- Other U.S. citizens who are determined eligible by the Chief of Naval Operations due to notable service or outstanding contributions to the United States.

Clearly, John F. Kennedy, Jr.'s contributions to his country are both notable and outstanding. These include heading up Reaching Up, a nonprofit group that provides educational and other opportunities for workers who help people with disabilities. Mr. Kennedy, along with his sister, also established the Profile in Courage Award. This award recognizes and promotes the quality of political courage and leadership valued by President Kennedy. Additionally, Mr. Kennedy was a member of the President's Commission on Mental Retardation and spent much of his life in public service, working for underprivileged youth, the homeless and the disabled.

Additionally, as the son of a former President of the United States who was a World War II Navy hero, the CNO determined that it is proper for the family to inter the remains of their loved one from the deck of a Navy ship.

Mr. Kennedy's burial at sea was not conducted with a military ceremony. Rather, his remains were committed to the sea by the family in a very simple, but dignified manner, from aboard a Navy ship.

Q: How many sets of cremains are at the Naval Hospital at Portsmouth awaiting burial at sea currently?

A: There are currently 49 cremains awaiting burial at sea. Of those, 22 have been scheduled for ships that will soon be underway. The remaining 27 will be scheduled as soon as ships are identified.

Q: How long have the cremains been there at Portsmouth?

A: Some of these cremains have been at the NMC Portsmouth since March and are awaiting burial at sea.

Q: Why the delay for these cremains?

A: There is typically a one to three month wait between the time cremains are received and the time the burial at sea occurs. Continuous efforts are made to conduct the burial at sea as quickly as possible, as soon as ships are available to perform the appropriate ceremony. Occasionally, families request a certain type of ship and that may cause additional delay as the Navy works to accommodate the request.

Q: What is the Navy doing to address this situation?

A: Admiral Paul Reason, Atlantic Fleet Commander, is personally engaged and has directed that the backlog be cleared as quickly as possible. He has also directed that current procedures be reviewed to determine if the amount of time cremains are held by the Navy prior to interment can be reduced. The Navy continues to conduct burials at sea as quickly as possible, in an effort to assist in the closure process for families of the deceased.

① PA paper

② NOT Navy military
ceremony - remains
committed by family
on a Navy ship

③ Backlog issue - very
separate from Kennedy
issue →
NOT Satisfactory situation,

but separate - refer to
Navy

PHOTOCOPY
PRESERVATION

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WRONG

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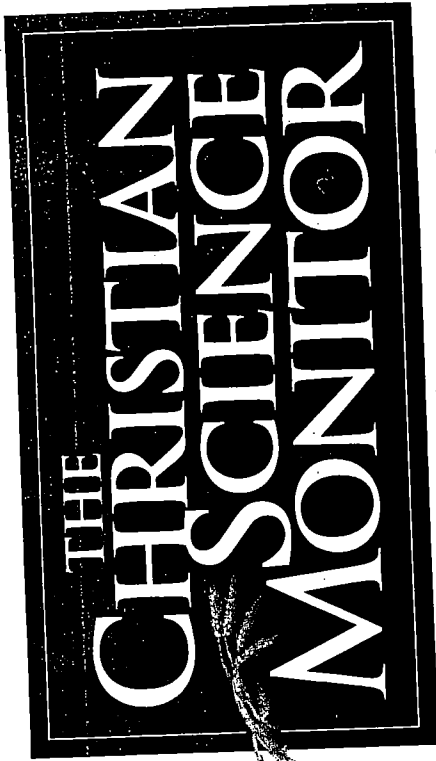
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*'To injure no man,
but to bless all mankind'*

BOSTON • TUESDAY
JULY 20, 1999

Tragedy stirs new look at small planes

■ As number of private pilots grows, J.F.K. Jr. crash focuses attention on training and safety.

By Alexandra Marks
Staff writer of The Christian Science Monitor

NEW YORK - Private pilots call it "get-there-itis" - the urge to go, no matter what. It's an impulse pilots are trained to overcome, putting safety first. But training doesn't always win out.

While it is too early to speculate on the cause of the crash of John Kennedy Jr.'s plane off Martha's Vineyard, the circumstances surrounding it are spurring a harder look at the popularity and safety of small aircraft in the United States.

From business executives to weekend hobbyists, a growing number of Americans are turning to small private planes to get around in an era of increased emphasis on mobility.

But behind the new civil-aviation boom, driven in part by a vibrant economy and changes in federal laws, are parallel concerns about the training and safety regimen of part-time pilots.

"We know that when there is a high-profile accident there is an immediate reaction that we have to do something," says Warren Morningstar of the Aircraft Owners and Pilots Association (AOPA) in Frederick, Md. "And we know that the appearance of

See **SAFETY** page 10

PHOTOCOPY
PRESERVATION

Small-plane safety gets a hard look

SAFETY from page 1

doing something is often more important than doing the right thing. But when you look through the cool, hard light of rationality, general aviation is safe and safety is improving."

The number of overall aviation accidents has dropped 20 percent in the past 10 years. The number of fatal accidents involving small private planes, known as general aviation, has dropped 22 percent, from 460 in 1988 to 361 in 1998. The decrease occurred even though the number of hours flown has increased.

But aviation experts note that it's still far riskier to fly in private planes than on a commercial flight, for a variety of reasons.

For one thing, small planes don't have as many backup systems built into them. They often fly into small airports that don't have the same high-tech equipment as larger airports. It's also not unusual for a small plane to land even when the air traffic control tower isn't open. Finally, pilots' experience and skill levels vary widely.

"You have all sorts of gradations [of safety] within general aviation," says Richard Golaszewski of GRA Consulting, a transportation consulting company outside of

Philadelphia. "Corporate jets are as safe or even safer than the airlines, while the crop dusters, small single-engine planes that fly close to the ground, are far riskier. They're the polar extremes in general aviation."

Most general-aviation pilots, like Mr. Kennedy, fly for recreation or work. In 1998, the FAA issued some 616,000 pilot certificates. That's down from a peak of 722,000 licenses in 1984, but a 13 percent increase over last year. General-aviation traffic in the United States is up 20 percent since 1993.

Experts credit the increase to the strong economy and a 1995 change in liability law that put an 18-year cap on the ability to sue airplane manufacturers. That's helped bring down the price of private planes. Currently, 192,000 private planes are certified to fly in the US.

The community of private pilots is small and close-knit, bound in part by the freedom and sense of discipline involved in flying. "Everyone is dedicated and disciplined," says New Yorker Victor Antonini, who flies a twin-engine Cessna. "They have to be. It's too dangerous otherwise."

Many pilots see the crash of the Kennedy plane as a tragic event, one that will heighten their awareness of safety but, notably, not deter them from flying.

For his part, Kennedy was a fairly new pilot. He had his license only 15 months and reportedly logged between 100 and 200 hours of time in the air. He was certified for what's called "visual flight rules," or VFR. That means, during the day, visibility must be at least five miles. At night, a pilot must be able to see three miles. Conditions were near that limit when he flew.

He was also piloting a new, high-performance plane, the Piper Saratoga. "That's a nice, forgiving, easy airplane to fly. Its handling characteristics are good," says Mr. Morningstar.

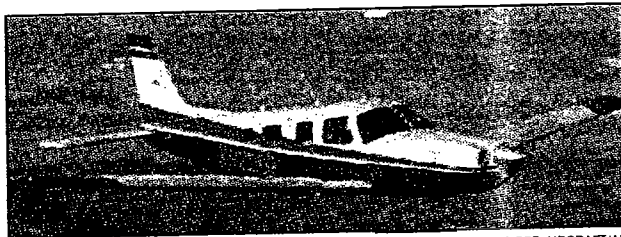
KENNEDY was supposed to have left during the day with his wife, Carolyn, and her sister, Lauren Besette. But between traffic jams and other factors, they left later than expected. It was 8:30 p.m. by the time they took off, dark and hazy.

Kennedy had just purchased the plane in April. He was stepping up from a less powerful Cessna 182. That raises questions in pilot Antonini's mind.

"In an emergency situation, instinct is what saves you, habit is what saves you," he says. "In a new aircraft, it can be more difficult."

According to the NTSB, 71 percent of all accidents are a result of pilot error, or misjudgments. That can include everything from not checking an unusual rattle in the engine, to deciding to go ahead and trying to land despite a sudden change in weather.

When Kennedy left Friday night, the haze was starting to set in. It was reportedly quite thick over Martha's Vineyard. "Being out over the water in haze is even difficult for experienced pilots," says Mr. Golaszewski. Pilots with little time in the air "tend not to exercise the same degree of judgment as more experienced ones."



NEW PIPER AIRCRAFT/AP

MISSING: John F. Kennedy Jr. was flying a Piper Saratoga, like the one here. Its safety record is good.

THE WHITE HOUSE

WASHINGTON

July 26, 1999

RADM Evelyn Fields
Director of the Commissioned Corps
National Oceanic and
Atmospheric Administration
Silver Spring, Maryland 20910

Dear Admiral Fields:

I am pleased to join your family, friends, and colleagues in congratulating you as you assume your new duties as Director of the National Oceanic and Atmospheric Administration's Commissioned Corps.

This assignment is just the latest in a series of challenging responsibilities you have fulfilled in your distinguished 26-year career with NOAA. With skill, vision, and exceptional leadership, you have made outstanding contributions to NOAA's mission of scientific inquiry and environmental study, particularly in the fields of hydrographic survey operations and oceanographic and fisheries research.

The crucial role of the NOAA ships *Rude* and *Whiting* in last week's search efforts for John F. Kennedy, Jr.'s, missing aircraft underscored for all Americans the dedication and technological skill that NOAA personnel bring to their varied and demanding operations. I know you take great pride in the NOAA Corps' history of achievement, and you can rightfully be proud of adding to that history with your assumption of command as Director of the Corps.

Best wishes for a memorable ceremony and continued success in the years to come.

Sincerely,

A handwritten signature in black ink, appearing to read "Bill Clinton". The signature is written in a cursive, flowing style with a large initial "B" and a prominent "C".

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 Derek K. Ishikawa
07/23/99 11:01:18 AM

Record Type: Record

To: Anne W. Bovaird/WHO/EOP@EOP

cc:

Subject: Current Business Addresses

Anne:

Hey Anne...here are the business addresses that you requested...

If you have any questions, just give me a ring...

-Derek

Current Business Addresses

NTSB:Chairman Jim Hall

Robert Pearce

Peter Goelz

For the above individuals at the National Transportation and Safety Board, use the following general address, differentiating only by addressing each individual separately under the address heading of, for example, "Attn: Chairman Jim Hall"

National Transportation & Safety Board
490 L'Enfant Plaza East, SW
Attn:
Washington, DC 20594-0003

USCG:Adm. Jim Loy

Adm. Jim Card

For the above individuals at the USCG, use the following general address, differentiating only by addressing each individual separately under the address heading of "Attn: "

United States Coast Guard
Headquarters
2100 2nd Street, SW
Washington, DC 20593-0001

For: **Radm. Richard Larrabee**, use the following address:

Commander, 1st Coast Guard District
Attn: RAdm. Richard Larrabee
408 Atlantic Avenue
Boston, MA 02110-3350

FAA: Jane Garvey

Jane Garvey
Federal Aviation Administration
800 Independence Avenue, SW
Washington, DC 20591

Send to
Thurgood

This came from
Minyon.

29613 Gleneagles Road
Perrysburg, Ohio 43551
July 21, 1999

President William Clinton
1600 Pennsylvania Avenue
Washington, DC 20006

Subject: FAA Modernization of Our Air Traffic Control System

President Clinton,

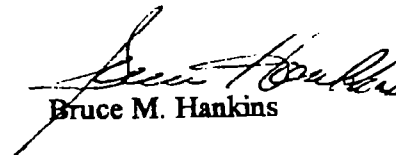
I fly, you fly, we all fly.

How about getting some funding and staffing for the FAA to bring this system up

Yes, it's important, thanks for your support.



Respectfully submitted,


Bruce M. Hankins

BG SENTINEL

Saturday, July 17, 1989 - Page 3

FAA's radar blamed for flight delays

By CLIFF EDWARDS
AP Business Writer

CHICAGO — Airlines say they're losing hundreds of millions of dollars because aging radar systems are being replaced with ones that do not work much better—and sometimes are worse.

"The chronic air traffic delays we suffer at O'Hare and elsewhere are killing us," Jim Goodwin, chairman of United Airlines' parent UAL Corp., said Thursday in Chicago.

"We will never have the on-time record we want unless the (FAA) can ensure that their system keeps up with growth."

The air traffic control system is managed by the Federal Aviation Administration, which is installing \$13 billion in improvements.

An array of radar glitches—caused by software troubles, power outages and lightning strikes—in the past few weeks have forced airlines to delay or cancel hundreds of flights. In Philadelphia in May, controllers lost radio communication with six planes.

The FAA contends only 3 percent of air traffic problems are attributed to equipment troubles, and that three-quarters of the delays are due to bad weather.

But officials at American Airlines and Delta Air Lines, the nation's second- and third-largest carriers, contend the FAA is falling down on the job.

The FAA's existing equipment is based on technology developed in the 1970s and 1980s. Newer systems are planned, but the FAA delayed the rollout of a new \$1 billion system by Raytheon Co. this year after it was found to sometimes operate slower than the old system.

Controllers trying to familiarize themselves with the new equipment have also resulted in delays.

David Stempler, president of a passenger advocacy group, the Air Travelers Association, said both sides should shoulder some of the blame.

"If there's a lack of infrastructure for the airlines to move their planes and passengers, then that's ultimately the failure of government, not only federal but state and local."

Air traffic techs upset

WASHINGTON (AP) — Technicians who maintain the nation's air traffic control system are protesting because they believe equipment is being rushed into service without sufficient testing or training.

They planned to leaflet 21 airports across the country today with their complaints.

The Federal Aviation Administration, which is responsible for ensuring the system's safety, said the labor union representing the 10,000 technicians is merely trying to spur along stalled contract negotiations.

"We go through an extensive development and testing of equipment before it is even sent to the specific air traffic facility," said the FAA's William Shumann.

The Professional Airways Systems Specialists union says a "rush to modernize" the system has caused equipment outages and traffic delays at facilities controlling air travel in several cities, including Atlanta, Boston, Chicago, New York and L.A.

"The biggest problem is that the Federal Aviation Administration is not listening to its highly skilled technicians about how the outages can be avoided," said a statement by union President Michael D. Fanfalone. "The agency has also refused to provide appropriate staffing levels or to train employees on new technology so they can quickly deal with equipment failures."

BG SENTINEL 7/16/89

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Text of Eulogy by Sen. Kennedy

The Associated Press
Friday, July 23, 1999; 3:27 p.m. EDT

Text of the eulogy delivered by John F. Kennedy Jr.'s uncle, Sen. Edward Kennedy, D-Mass:

Thank you, President and Mrs. Clinton and Chelsea, for being here today. You've shown extraordinary kindness through the course of this week.

Once, when they asked John what he would do if he went into politics and was elected president, he said, "I guess the first thing is call up Uncle Teddy and gloat." I loved that. It was so like his father.

From the first day of his life, John seemed to belong not only to our family, but to the American family.

The whole world knew his name before he did.

A famous photograph showed John racing across the lawn as his father landed in the White House helicopter and swept up John in his arms. When my brother saw that photo, he exclaimed, "Every mother in the United States is saying, 'Isn't it wonderful to see that love between a son and his father, the way that John races to be with his father.' Little do they know, that son would have raced right by his father to get to that helicopter."

But John was so much more than those long ago images emblazoned in our minds. He was a boy who grew into a man with a zest for life and a love of adventure. He was a pied piper who brought us all along. He was blessed with a father and mother who never thought anything mattered more than their children.

When they left the White House, Jackie's soft and gentle voice and unbreakable strength of spirit guided him surely and securely to the future. He had a legacy, and he learned to treasure it. He was part of a legend, and he learned to live with it. Above all, Jackie gave him a place to be himself, to grow up, to laugh and cry, to dream and strive on his own.

John learned that lesson well. He had amazing grace. He accepted who he was, but he cared more about what he could and should become. He saw things that could be lost in the glare of the spotlight. And he could laugh at the absurdity of too much pomp and circumstance.

He loved to travel across the city by subway, bicycle and roller blade. He lived as if he were unrecognizable, although he was known by

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He loved to travel across the city by subway, bicycle and roller blade. He lived as if he were unrecognizable, although he was known by

everyone he encountered. He always introduced himself, rather than take anything for granted. He drove his own car and flew his own plane, which is how he wanted it. He was the king of his domain.

He thought politics should be an integral part of our popular culture, and that popular culture should be an integral part of politics. He transformed that belief into the creation of ``George." John shaped and honed a fresh, often irreverent journal. His new political magazine attracted a new generation, many of whom had never read about politics before.

John also brought to ``George" a wit that was quick and sure. The premier issue of ``George" caused a stir with a cover photograph of Cindy Crawford dressed as George Washington with a bare belly button. The ``Reliable Source" in The Washington Post printed a mock cover of ``George" showing not Cindy Crawford, but me dressed as George Washington, with my belly button exposed. I suggested to John that perhaps I should have been the model for the first cover of his magazine. Without missing a beat, John told me that he stood by his original editorial decision.

John brought this same playful wit to other aspects of his life. He campaigned for me during my 1994 election and always caused a stir when he arrived in Massachusetts. Before one of his trips to Boston, John told the campaign he was bringing along a companion, but would need only one hotel room.

Interested, but discreet, a senior campaign worker picked John up at the airport and prepared to handle any media barrage that might accompany John's arrival with his mystery companion. John landed with the companion all right -- an enormous German shepherd dog named Sam he had just rescued from the pound.

He loved to talk about the expression on the campaign worker's face and the reaction of the clerk at the Charles Hotel when John and Sam checked in.

I think now not only of these wonderful adventures, but of the kind of person John was. He was the son who quietly gave extraordinary time and ideas to the Institute of Politics at Harvard that bears his father's name. He brought to the institute his distinctive insight that politics could have a broader appeal, that it was not just about elections, but about the larger forces that shape our whole society.

John was also the son who was once protected by his mother. He went on to become her pride -- and then her protector in her final days. He was the Kennedy who loved us all, but who especially cherished his sister Caroline, celebrated her brilliance, and took strength and joy from their lifelong mutual admiration society.

And for a thousand days, he was a husband who adored the wife who became his perfect soul mate. John's father taught us all to reach for the moon and the stars. John did that in all he did -- and he found his shining star when he married Carolyn Bessette.

How often our family will think of the two of them, cuddling affectionately on a boat, surrounded by family -- aunts, uncles,

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Caroline and Ed and their children, Rose, Tatiana, and Jack, Kennedy cousins, Radziwill cousins, Shriver cousins, Smith cousins, Lawford cousins -- as we sailed Nantucket Sound.

Then we would come home, and before dinner, on the lawn where his father had played, John would lead a spirited game of touch football. And his beautiful young wife, the new pride of the Kennedys, would cheer for John's team and delight her nieces and nephews with her somersaults.

We loved Carolyn. She and her sister Lauren were young extraordinary women of high accomplishment -- and their own limitless possibilities. We mourn their loss and honor their lives. The Bessette and Freeman families will always be part of ours.

John was a serious man who brightened our lives with his smile and his grace. He was a son of privilege who founded a program called Reaching Up to train better caregivers for the mentally disabled.

He joined Wall Street executives on the Robin Hood Foundation to help the city's impoverished children. And he did it all so quietly, without ever calling attention to himself.

John was one of Jackie's two miracles. He was still becoming the person he would be, and doing it by the beat of his own drummer. He had only just begun. There was in him a great promise of things to come.

The Irish Ambassador recited a poem to John's father and mother soon after John was born. I can hear it again now, at this different and difficult moment:

``We wish to the new child,
A heart that can be beguiled,
By a flower,
That the wind lifts,
As it passes.
If the storms break for him,
May the trees shake for him,
Their blossoms down.
In the night that he is troubled,
May a friend wake for him,
So that his time be doubled,
And at the end of all loving and love
May the Man above,

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In the night that he is troubled,
May a friend wake for him,
So that his time be doubled,
And at the end of all loving and love
May the Man above,

Give him a crown."

We thank the millions who have rained blossoms down on John's memory. He and his bride have gone to be with his mother and father, where there will never be an end to love. He was lost on that troubled night, but we will always wake for him, so that his time, which was not doubled, but cut in half, will live forever in our memory, and in our beguiled and broken hearts.

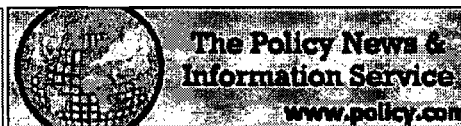
We dared to think, in that other Irish phrase, that this John Kennedy would live to comb gray hair, with his beloved Carolyn by his side. But like his father, he had every gift but length of years.

We who have loved him from the day he was born, and watched the remarkable man he became, now bid him farewell.

God bless you, John and Carolyn. We love you and we always will.

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[Back to the top](#)



Thurgood Marshall Jr

07/19/99 08:54:38 PM

Record Type: Record

To: Anne W. Bovaird/WHO/EOP@EOP, Sean P. O'Shea/WHO/EOP@EOP

cc:

Subject: JFK AIR TRAGEDY - Thank you letters

Not a rush item, but I keep forgetting.

We should try to compile a list of conference call participants, with work addresses and, wherever possible, a parenthetical to briefly indicate what they have been doing.

I envision a list organized by agency. Several people will be using some form of this list down the line, including Senator Kennedy and Secretary Cuomo. My previous experiences on these things tell me that it will be difficult to get a POTUS message of thanks to these folks, but I intend to try.

AWB - Sean and I should be able to give you a start from our notes later this week and perhaps you could then task an intern with finding mailing addresses and spellings.



Kris M Balderston

07/23/99 01:17:14 PM



Record Type: Record

To: See the distribution list at the bottom of this message

cc:

Subject: Coast Guard/NTSB Update

I just spoke to USCG Admiral Card and NTSB's Goelz about the day's activities.

The Coast Guard reports that the Willow, the Rude, and the Whiting got 90% of the aircraft fuselage and 60% of the wing surface and tail overnight. The Grasp took the wreckage back to Newport, RI and will remain off shore until 7.30 pm when they will begin to unload the wreckage onto covered trucks. The Navy and Coast Guard have taken major precautions (covered trucks, air space limits, etc) to obscure the wreckage. The trucks will transport the load to the Coast Guard Air Station on Cape Cod at approx 3 am where it will be stored in a highly secured area.

NTSB will release a written statement on Monday re the next steps.

Goody is out of town thru Tuesday, so feel free to call me over the weekend for updates. I will be in touch with DOT, the NTSB and the Coast Guard.

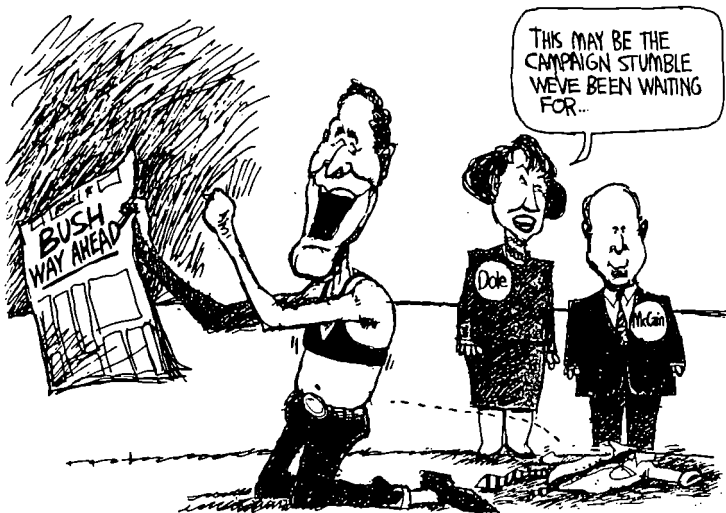
Message Sent To:

Thurgood Marshall Jr/WHO/EOP@EOP
Richard L. Siewert/WHO/EOP@EOP
Maria Echaveste/WHO/EOP@EOP
Marjorie Tarmey/WHO/EOP@EOP
Jennifer M. Palmieri/WHO/EOP@EOP
Anne W. Bovaird/WHO/EOP@EOP

PERSPECTIVES

* "It's hard not to be mindful of the historical resonance here. There is a collective pain we all feel for this family." *

Thurgood Marshall Jr., Clinton administration cabinet secretary, on news that the plane carrying John F. Kennedy Jr., his wife and his sister-in-law crashed in the waters off Martha's Vineyard



"After landing ... I realized I was going to have to say—something." Apollo 11 astronaut **Nell Armstrong**, reminiscing about his "one giant leap for mankind" line on the 30th anniversary of the first lunar voyage

"Both sides have suffered enough." Israeli Prime Minister **Ehud Barak**, pledging in a press conference with Palestinian leader Yasser Arafat to carry out U.S.-brokered peace accords between Israel and the Palestinians

"Well, folks, Governor 'Flash in the Pan' Ventura 'Ain't Got Time to Bleed' apparently also ain't got time to think." Texas Reform Party leader **Paul Truax**, on Minnesota Gov. Jesse Ventura, who has challenged Ross Perot for control of the national Reform Party

"I'm feeling like a newborn." New U.S. citizen **Sergel Khrushchev**, after pledging allegiance to the country his father, former Soviet leader Nikita Khrushchev, once promised to "bury"

"He stuck out his hand or I stuck out my hand and we just shook hands and then I handcuffed him." Texas Ranger **Drew Carter**, describing how Angel Maturino Reséndez, a drifter suspected of murdering nine people, surrendered to him in a deal Carter negotiated with the suspect's sister to end a six-week manhunt

"Can all this be done very quickly so I can say I'm guilty?" **Reséndez**, in court on a burglary charge tied to the killings, just hours before he was formally charged with murder



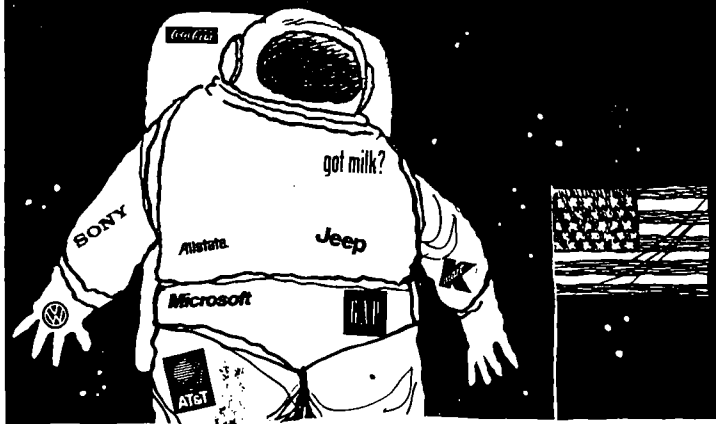
"This does not mean that if you're highly educated, your brain will shrink." Neurologist **Steven DeKosky**, on new evidence that people with higher education levels lose more brain cells as they grow older than those who are less educated

"I feel like I'm on 'Baywatch!'" **Hillary Rodham Clinton**, surrounded by lifeguards on a Long Island beach during her New York state "listening tour"

"If I had a revelation, I'd tell you. I've never spoken to God. I'd be doggone p---ed off if anyone said that." Utah Sen. **Orrin Hatch**, on reports that he was divinely inspired to seek the Republican presidential nomination

"The first thought I had was, 'Oh, good!' The second thought I had was 'Oh, no!'" British civil servant **David Chuter**, upon winning the annual Bulwer-Lytton Fiction Contest, a competition in bad writing

IF MAN LANDED ON THE MOON TODAY...





Kris M Balderston

07/23/99 09:41:03 AM



Record Type: Record

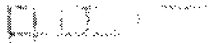
To: Anne W. Bovaird/WHO/EOP@EOP, Thurgood Marshall Jr/WHO/EOP@EOP

cc:

Subject: from the globe

for goody's file

----- Forwarded by Kris M Balderston/WHO/EOP on 07/23/99 09:40 AM -----



Richard L. Siewert

07/23/99 09:28:33 AM

Record Type: Record

To: Kris M Balderston/WHO/EOP@EOP, Thurgood Marshall Jr/WHO/EOP@EOP, Philip J. Crowley/NSC/EOP@EOP

cc:

Subject: from the globe

Expansive naval aid tied to family's service to
US

By Anne E. Kornblut, Globe Staff, 07/23/99

ASHINGTON - The Navy played an extraordinary role in the recovery and burial at sea of John F. Kennedy Jr., deploying hundreds of crew members and two of its finest vessels to a mission almost never ordered for veterans or military personnel.

About 500 members of the military and their children are buried at sea each year. But they are buried en masse, their ashes scattered during normal naval exercises, without their families on board, a Navy official said yesterday.

By contrast, the Navy transported Kennedy family members yesterday to the ocean burial site aboard the USS Briscoe. The destroyer, which costs the Pentagon approximately \$87,000 a day, had been directed to Massachusetts from the Virginia shore the night before. In addition two Navy chaplains were flown in, after Defense Secretary William S. Cohen agreed to a request from Senator Edward M. Kennedy and the family of Carolyn Bessette Kennedy and her sister, Lauren Bessette.

Ultimately, the cost of the Navy's involvement could run as high as

\$400,000, according to estimates by military analysts and a General Accounting Office report listing annual expenses.

Navy Lieutenant Commander Irene Smith said the event was "not unprecedented." Under Navy rules, children of military personnel or "other US citizens who are determined eligible ... due to notable service or outstanding contributions to the United States" can be granted permission for burial at sea.

Kennedy qualified, according to a Pentagon statement, not only because his father was president and a World War II Navy hero, but also because Kennedy's own "contributions to his country are both notable and outstanding." The statement cited his role as head of Reaching Up, a nonprofit group that assists people who work with people with disabilities, and his role on the President's Commission on Mental Retardation.

Nonetheless, officials were hard-pressed to recall naval participation in a ceremony such as yesterday's, in which none of the deceased had served in the military or held elected office. Analysts also said the Navy's three-day role in the search and recovery far exceeded normal practices, except when the accident involves a military plane.

"It's quite unusual," said retired Admiral Eugene Carroll, who spent 37 years as a Navy pilot. "General aviation pilots crash all the time, and they don't go diving for submerged wrecks. That's almost unheard of. If there hadn't been direct directions from the White House, this would not have happened."

Smith, the Navy spokeswoman, also said it was highly irregular for a ship's course to be altered for a funeral. Under normal circumstances, she said, Navy officials "will not get a ship underway just for a burial, because of fuel constraints."

"It takes a lot of money to get the ship underway," she said. "This was a request from Senator Kennedy."

President Clinton earlier defended extending the time period for recovering Kennedy's plane "because of the role of the Kennedy family in our national lives and because of the enormous losses they have sustained in our lifetimes."

"If anyone believes that was wrong, the Coast Guard is not at fault - I am," Clinton said at a news conference Wednesday. The USS Grasp, the Navy salvage ship that was brought off the coast of Martha's Vineyard on Monday to retrieve the plane and the victims, was believed to be returning to Virginia later this week.

Vice President Al Gore yesterday defended Clinton's decision to extend the Coast Guard search, saying it was appropriate given the Kennedy family's connection to the country.

"I think it was clearly the right thing to do," Gore said in an interview with WMUR-TV in New Hampshire.

The Pentagon said yesterday that although the Defense secretary directed

the destroyer to be used for the Kennedy funeral, the "impact on the operational schedule of the Briscoe was minimal." The ship, which carries 300 sailors and 26 officers, sailed from the waters off Virginia on Wednesday afternoon and is scheduled to return there today.

"The ship was going to be at sea anyway," Pentagon spokesman Kenneth H. Bacon said.

And yet Bacon also confirmed that the military has been forced to cut back its participation in veterans' funerals in recent years.

Whereas many veterans once received a military detail at their funerals - such as having two soldiers present to fold an American flag and a third to play "Taps" on the bugle - the Pentagon is now "not able to provide full teams," Bacon said. Army Lieutenant Colonel Tom Begines also said it is an "increasing strain to provide honors," primarily because of a lack of resources and the growing number of older veterans.

"Seeing the ship off Martha's Vineyard, that would pay for a lot of buglers for a lot of people who've done a lot more for their country," said John Pike, a defense analyst for the Federation of American Scientists in Washington. Pike's father, who served in World War II and the Korean war, died several weeks ago and was denied a bugle player at his funeral by the Army, he said.

The Pentagon has not raised the subject of reimbursement by the Kennedy family, and does not break out the costs of its ships per day. An associate of the Kennedy family said last night that the family had not discussed paying the military, but would make a reimbursement if there is an appropriate way to do so.

To many, payment hardly seemed appropriate, or necessary. "Most people, except Kennedy-haters, can't even understand the question," said Stephen Hess, a presidential scholar at the Brookings Institution, a Washington-based think tank.

"That's what a grateful nation does. We don't bury James Dean or Elvis Presley, but we haven't had many presidents assassinated, and I think we should feel some special responsibility," Hess said. "I think it's just plain an exception to the rule, something the nation chooses to wink at because of the uniqueness of the situation. You don't write rules or regulations for a situation this unique."



U.S. Department of
Transportation
Office of the Secretary
of Transportation

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Washington, D.C. 20590

FAX TRANSMISSION COVER SHEET

DATE: 7/22/99TO: Thurgood Marshall, Jr.

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Fax: (202) 366-3956

Number of pages transmitted, including cover sheet: _____

Message:

This is the chart (see page 4 attached)
that was passed out at the NOAA
press conference yesterday.

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THE NEW YORK TIMES
THURSDAY, JULY 22, 1999

Bodies From Kennedy Crash Are Found



DAVID RYAN/The Boston Globe

Senator Edward M. Kennedy and four of John Kennedy's cousins (from left, Patrick, Douglas, Edward Jr. and Maxwell) helped carry one of the crash victim's coffin from a Coast Guard boat yesterday.

②

By MIKE ALLEN

WOODS HOLE, Mass., July 21 — On the fifth day of a search that accompanied a great national wake, a red sonar blotch led searchers to the bodies of John F. Kennedy Jr. and his two passengers, trapped in the shattered fuselage of his plane on the floor of the Atlantic Ocean.

Mr. Kennedy's remains were located about 2:30 A.M. by an underwater camera checking objects detected by sonar. Several hours later, Navy divers in heavy-duty gear moved the crumpled wreckage and found the passengers from his flight through black haze last Friday night — his wife, Carolyn Bessette Kennedy, 33, and his sister-in-law, Lauren G. Bessette, 34.

The bodies were raised about 4:30 P.M. The discovery marked the conclusion of a frantic search that had begun Saturday morning after Mr. Kennedy did not arrive at Martha's Vineyard, where he had planned to land before attending a family wedding. Rescuers fanned out by air, sea

Plan Is for Cremation With Ashes to Be Scattered at Sea

and land, over 9,000 square miles. The first certain clue to what had happened came Saturday afternoon, when a luggage tag bearing the name of Lauren Bessette washed ashore on Martha's Vineyard.

The three bodies were found at 118 feet, about seven miles southwest of Martha's Vineyard. At a news conference tonight at the investigation's command center in Bourne, Rear Adm. Richard M. Larrabee of the Coast Guard said that all three victims were "near and under" the fuselage, still strapped in.

Kennedy family members, citing his wishes and hoping to avoid having a spectacle made of Mr. Kennedy's final resting place, have decided to have his body cremated and his ashes scattered at sea in a Navy

ceremony, a family adviser said. Plans call for the women's ashes to be scattered at sea as well.

The Navy destroyer *Briscoe*, which had been training in the area, moved toward Cape Cod for the training in the area, moved toward Cape Cod for the scattering of the ashes, which could take place as early as Thursday.

Just after noon today, Senator Edward M. Kennedy boarded a Coast Guard helicopter at his compound in nearby Hyannis Port and was taken to the Navy salvage ship *Grasp* to witness the recovery. Senator Kennedy was joined by his two sons, Representative Patrick J. Kennedy and Edward M. Kennedy Jr. The Senator and his sons accompanied the bodies tonight to the Coast Guard station in this fishing village at the heel of Cape Cod.

The Massachusetts State Police escorted the coroner's vans on yet another dark Kennedy motorcade, this time to the Barnstable County Medical Examiner's Office in Po-

Continued on Page A11

3

Bodies Found in Wreck Of Kennedy's Small Plane

Continued From Page A1

casket, where autopsies will be performed before the bodies are returned to the families, Senator Kennedy remained at the office for about half an hour.

Admiral Larrabee said the Senator and his sons had "made a request to come out prior to the time that the victims were removed, and they were on board for quite a while before we actually recovered the victims."

The water temperature, about 52 degrees, helped preserve the bodies, an investigator said in an interview.

Mr. Kennedy, 38, was piloting a single-engine Piper Saratoga with his wife and sister-in-law aboard when it was lost in the Atlantic on Friday night. He had intended to drop Lauren Bessette off at Martha's Vineyard, then fly on to Hyannis Port

for the Saturday wedding of his cousin, Rory Kennedy.

The family decided after much debate to have a private memorial service. The service will be held in New York City at a Roman Catholic church that Mr. Kennedy's late mother, Jacqueline Kennedy Onassis, attended, the Church of St. Thomas More, on 89th Street between Park and Madison. The church seats 350.

The service, described in the family announcement as "a Mass to celebrate the lives of Carolyn Bessette Kennedy and John F. Kennedy Jr.," will be held at 11 A.M. Friday. The White House said President Clinton and Hillary Rodham Clinton would attend.

Mr. Kennedy's sister, Caroline Kennedy Schlossberg, had argued in favor of a small service. Instead of a large service in a cathedral, a family source said.

A memorial service for Lauren Bessette will be held at 7 P.M. Saturday at Christ Church in Greenwich, Conn. It, too, is by invitation only.

New York's Irish community planned a public memorial service for Thursday night at Old St. Patrick's Cathedral, 269 Mulberry St.

Capt. Christopher C. Murray, the Navy's superintendent of diving, said the divers made the recovery in difficult conditions; visibility was less than eight feet, the current was strong and the ocean floor was littered with rocks and boulders.

The divers, who descended in cages that work like elevators, were attached to the Grasp by oxygen and radio lines, with divers standing by on the ship in case one of those beneath got hurt or tangled in the wreckage. Now that the bodies have been removed, divers will use straps and cables to form slings around the remaining pieces of plane before hoisting them on the Grasp's boom, which can lift 40 tons.

President Clinton, who has talked continually with Kennedy family members since the plane was reported missing, said he had authorized a continuation of the unusually long search, which has been criticized as excessive for three private citizens.

"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," Mr. Clinton

A City Prepares

Although the memorial service tomorrow for John F. Kennedy Jr. and Carolyn Bessette Kennedy is intended to be a small, private affair, it was apparent last night that the event, at a church on the Upper East Side, will bring throngs of media and traffic snarls to the area.

From noon today until late tomorrow afternoon, 88th through 91st Streets will be closed to traffic from Lexington Avenue to Fifth Avenue, the police said, in part because President and Mrs. Clinton are planning to attend the service. The Church of St. Thomas More, the site of the service, is on 89th Street between Park and Madison Avenues.

The police have also restricted parking for members of the press, who will not be allowed into the service, to Madison and Park Avenues south of 88th Street. Television vans were jockeying for parking spaces last night, double-parking while waiting for cars to leave.

4

THE NEW YORK TIMES NATIONAL THURSDAY, JULY 22, 1999

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Keith Meyers/The New York Times

One of two vans carrying the bodies of the victims left the Coast Guard station at Woods Hole, Mass., yesterday, headed for a coroner's office.

said this afternoon during a news conference on other topics.

"If anyone believes that was wrong, the Coast Guard is not at fault — I am," Mr. Clinton said. "It was because I thought it was the right thing to do under the circumstances."

According to the official announcement by the National Transportation Safety Board, "a large portion of the fuselage" was discovered about 11:40 P.M. Tuesday.

Mr. Kennedy's body was identified within three hours. Then in a 45-minute dive that began just before noon today, Navy divers located the other two bodies. This afternoon, a second set of divers recovered them.

The debris field, which investigators call the plane's "splash point," is just off Gay Head, the western tip of Martha's Vineyard, and near a private beach that Mrs. Onassis left to her children.

The piece of fuselage, about 8 to 10 feet long, was also recovered tonight, Admiral Larrabee said. He said the propeller was nearby, and said searchers found "wires, seats, the kinds of things that you can imagine that would be the result of a high-impact contact with the water."

Investigators said Mr. Kennedy's plane was plunging at 5,000 feet per minute just before radar contact was

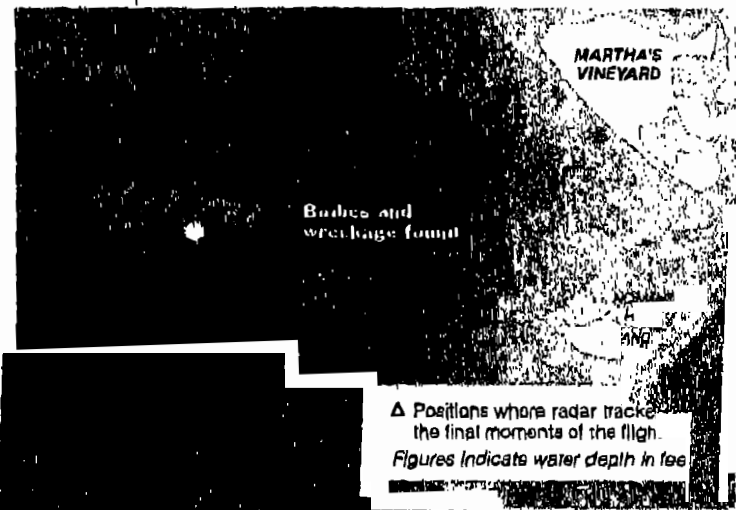
GRIEVING ON A MANHATTAN STREET

The procession of mourners at John F. Kennedy Jr.'s TriBeCa apartment grew as his body was found. New York Report, page A17.

lost Friday night, and pilots and aviation authorities said the description that has been provided seems to indicate a "graveyard spiral," a corkscrew descent in which the pilot becomes disoriented and, desperate to right the plane, loses control.

Commitment at sea is a ritual that extends back to the ancient Greeks, who dropped a coin in the mouth of the deceased for the toll at the River Styx. Paul L. Stillwell, the director of history at the Naval Institute, a private educational organization, said the service has become more rare now that bodies can be airlifted off ships at sea. With a cremation, the ashes are allowed to blow off the stern of the ship, to the accompaniment of three rifle volleys.

A Navy official said commitment at sea is typically performed for active or retired members of the service, their spouses and their dependent children. But Navy regulations allow for the service to be performed for "notable service or outstanding contributions to the United States."



The New York Times

The death of Mr. Kennedy, who grew up before the nation from a rich scion to a ruggedly glamorous entrepreneur, has provoked an outpouring of mourning and nostalgia for America's best-known political family. As crowds thronged the Kennedys' home in New York and any place with a Kennedy connection, the John F. Kennedy Hyannis Museum, operated by the Hyannis Area Chamber

of Commerce, added an easel this afternoon featuring a quote from President Kennedy, who was assassinated three days before his son turned 3.

"We are tied to the ocean," President Kennedy said in 1962 at a dinner celebrating the America's Cup. "When we go back to the sea, whether it is to sail or to watch it, we are going back from whence we came."