

passengers and the two crew members were killed. The pilot, Capt. Mike Hillis, was hired by American Eagle just 4 days after he was forced to quit by his previous employer because of poor piloting skills. American Eagle had no knowledge of his prior poor performance ratings or the fact that he had, in effect, been fired for poor piloting skills.

One of the passengers who died on flight 3379 was William Gibson of Kernersville, NC. Mr. Gibson's parents, Mary Ann and Howard Gibson, and his sister, Susan Gibson Berson traveled to Washington, DC, last December to appear before a subcommittee hearing on this issue. Mary Ann and Howard came all the way from Warren, OH, in my congressional district. The approval of H.R. 3536 today by the subcommittee is a testament to the hard work, dedication, and vision of the Gibson family and countless other families who have lost loved ones in plane crashes caused by pilot error.

It sorrows me to note that on January 20 of this year, Howard Gibson passed away. I can't think of a more fitting tribute to Howard Gibson and his son, William, than approval of H.R. 3536.

William Gibson was 39 years old when he died. In addition to his parents and sisters, he left behind his wife, Roberta, and three beautiful children: Katie, age 12; Courtney, age 9; and Ross, age 4. William was a senior executive accountant for American Sunroof Corp.

His death was a tragedy—a tragedy shared by the families and friends of other victims who died in airplane accidents that could have been avoided if the employing airline knew of the pilot's previous record.

According to the NTSB, the probable cause of the American Eagle flight 3379 accident was pilot error. The pilot mistakenly assumed that an engine had failed, and the pilot subsequently failed to follow approved procedures for engine failure, single-engine approach and go-around, and stall recovery. Most significantly, the NTSB found that a key contributor to the accident was the failure of American Eagle to identify, document, monitor, and remedy deficiencies in pilot performance and training.

The Federal Aviation Administration does not require a potential employer to conduct a pilot applicant background check. While the FAA requires airlines to conduct security checks of pilot applicants, there is no FAA requirement to verify flight experience, determine an applicant's safety/enforcement history, pilot training and performance in the pilot's previous position, or any criminal or driving history.

The Airline Pilot Hiring and Safety Act requires an airline to obtain the records of a pilot from the pilot's previous employer before hiring that pilot. The bill requires airlines to keep pilot records for up to 5 years, and allows pilots full access to their records and notice of whenever records are being provided. The bill also provides immunity to airlines unless the airline knowingly lies about the pilot's record.

I would like to note for the record that the airline pilots have raised some legitimate concerns about this bill. They argue that many pilot training records are subjective, and requiring record sharing and background checks will result in the sanitization of pilot records to protect pilots' careers. This, they argue, would have the effect of making the system less safe.

While I understand the pilots' concerns, I believe the bill before us strikes a reasonable balance between safety and privacy. And the bill does directly address another concern the pilots raised by requiring the FAA to issue a proposed rule within 18 months establishing minimum standards for pilot qualifications. The airline pilots are right on target when they note that one way to address the safety issue is for the FAA to standardize and tighten pilot hiring standards.

I would also repeat that the bill allows pilots to sue airlines if an airline lied about a pilot. The bill also includes clear language safeguarding the privacy of pilot records.

On balance, H.R. 3536 is a good bill and I am proud to support it. Most importantly, I am proud of Mary Ann Gibson, her daughter Susan, and the entire Gibson family for the work they have done to move this legislation forward. It is my sincere hope that this legislation is enacted into law this year.

#### TRIBUTE TO ROBERT O'NEAL

HON. ANDREW JACOBS, JR.

OF INDIANA

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 30, 1996

Mr. JACOBS. Mr. Speaker, Bob O'Neal was one of the best law enforcement officers ever in our country.

It was he who inspired the Indiana's sheriffs merit law which it was my privilege to sponsor in the Indiana General Assembly.

Sheriff O'Neal was also at one time my boss. I worked my way through night law school in Indianapolis as a sheriff's police officer during Mr. O'Neal's two terms of office.

Have thrown the mold away, they will not find another officer quite to fit the shoes of Bob O'Neal.

ROBERT O'NEAL, EX-CHIEF OF INDIANA STATE POLICE, FORMER COUNTY SHERIFF

Services for Robert Andrew O'Neal, 82, Speedway, retired Indiana State Police superintendent and former Marion County sheriff, will be May 24 at 9:30 a.m. in Conkle Funeral Home, Speedway Chapel, and at 10 a.m. in St. Christopher Catholic Church, of which he was a member.

Calling will be from 3 to 9 p.m. May 23 in the funeral home.

Burial will be in Holy Cross Cemetery.

He died May 20.

Mr. O'Neal joined the State Police in 1934. He was appointed superintendent July 1, 1952, becoming the first state police officer to be promoted progressively from the lowest to the highest position in the department.

In 1954, he was elected Marion County sheriff, a position he held until 1962, when he was appointed a U.S. marshal by President John F. Kennedy.

Mr. O'Neal was re-appointed superintendent of the State Police in 1965 and served in that position until retiring from the department in 1968.

He then was appointed police commissioner for the town of Speedway. He was re-appointed in 1980 and 1983.

He received numerous awards for his law enforcement activities. He received the Good Government Award by the Indianapolis Junior Chamber of Commerce, the State Legislation Citation for outstanding police work, the Liberty Bell Award by the Indiana State Bar Association and Sheriff of the Year Award by Indiana Sheriffs Association.

Mr. O'Neal served many years as chairman of the 500 Race Traffic Committee after

Anton "Tony" Hulman bought the Indianapolis Motor Speedway in 1946. After an unsuccessful bid to regain the Marion County sheriff's job in 1986, he served as the track's safety director from 1988 until his 1994 retirement.

Among the many positions he held in the Speedway community, Mr. O'Neal had been president of Speedway Lions Club and chairman of the Speedway High School Athletic Fund Committee. He also had been secretary of the Speedway School Building Corp. more than 20 years.

He was a member of Indianapolis Athletic Club, Knights of Columbus Council 437 and Indiana Sheriffs Association.

Mr. O'Neal was a graduate of the State Police Training School and FBI Academy.

Memorial contributions may be made to the Bob O'Neal Memorial Fund, in care of St. Christopher Catholic Church.

He was the widower of Emma F. Bernhardt O'Neal.

Survivors: children Robert A. Jr., J. William, John A., Joseph M., Mary Ann O'Neal; eight grandchildren; 11 great-grandchildren.

#### TRIBUTE TO THE BEACH HOUSE

HON. MARCY KAPTUR

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 30, 1996

Ms. KAPTUR. Mr. Speaker, I rise today to pay tribute to a Toledo institution which has been serving women and their families for 75 years. The Beach House has worked to meet the needs of our city's homeless women, children, and entire families.

Our Nation's lack of affordable housing is a crucial problem and a principal reason why women often find themselves and their families without shelter. Beach House provides emergency shelter for 30 days in a clean and safe environment with 24-hour supervision 365 days a year. An on-staff licensed social worker helps clients to establish a plan of action, which includes finding housing and making referrals to other agencies for needed assistance.

Beach House opened its doors in May, 1921, under the guiding hand of Mrs. Helen Beach Jones, the wife of Toledo's Mayor "Golden Rule" Jones. Mrs. Jones worked with several women's organizations to establish the shelter, and named it Beach House in honor of her mother Harriet Beach. In 1982, the shelter expanded its clientele to include fathers and husbands in order to keep homeless families intact.

The Women's Protective Association has governed and managed the shelter from its inception. In 1941, Beach House moved to its present location, and in 1963, it received a charter as a nonprofit organization. A recent complete remodeling of the shelter has made it accessible to disabled persons.

Beach House also operates a transitional shelter project called Steinquest House that allows qualifying women and families to continue supportive services for up to 24 months.

Mr. Speaker, at 75, Beach House is a wonderful example of a community helping its own. It has seen good times and bad times. It has seen depression and war, and throughout its years Beach House has served the women of Toledo and their families with steadfastness and with compassion. I commend Beach House to my colleagues. We know it will be there whenever there is need.