

# EXTENSIONS OF REMARKS

IN MEMORY OF LUCIAN C. CRUTCHFIELD AND WILLIAM F. BROOKS

## HON. MICHAEL R. McNULTY

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Monday, February 27, 1995

Mr. McNULTY. Mr. Speaker, on March 5, 1995, in a small town in northern Italy two United States B-25 Airmen, 2d Lt. Lucian C. Crutchfield of San Antonio, TX and Flight Officer William F. Brooks of Cohoes, NY, both killed during World War II, will be recognized at a ceremony in which a granite memorial will be dedicated in their honor. Mr. Larry Pisoni, now a U.S. citizen, and coordinator of the event entitled "Thank You America," explains his realization of a lifelong dream in the attached article which appeared in the Capital, an Annapolis, MD, newspaper, on February 7, 1995.

[From the Capital, Feb. 7, 1995]

ANNAPOLIS MAN PLANS RETURN TO ITALY TO DEDICATE MONUMENT FOR U.S. FLIERS

(By Michael Cody)

In the 50 years since Nazi soldiers executed two U.S. airmen near his hometown in Italy, Lorenzo Pisoni has taken America's heroes as his own.

Next month, 12 miles from Vezzano and thousands of miles from his new home in Annapolis, Mr. Pisoni 57, will dedicate a monument to 2nd Lt. Lucian C. Crutchfield of San Antonio, Texas, and Flight Officer William F. Brooks of Cohoes, N.Y.

They were among a crew of seven aboard a B-25 bomber that was shot down on Feb. 27, 1945, while trying to cripple a railroad through the Adige River valley.

Mr. Pisoni was 7 then, and was called "Enzo" by family and friends. He was having lunch in a second-story room when he saw each member of the crew bail out, and each parachute open.

Many years later, while examining U.S. documents, Mr. Pisoni confirmed that the plane went down at 11:57 a.m., just as he was eating his meal. From 1943, when Allied bombing began in earnest, until the end of the war, he never saw another plane destroyed.

Some of the B-25 crew members were taken prisoner by Nazi soldiers. Others escaped capture with help from brave, anti-Nazi partisans.

"It was risky. The German law compelled them to turn them in right away. If they didn't, they could have killed them—they had to keep the people in terror," Mr. Pisoni said.

The feared SS took 2nd Lt. Crutchfield, the co-pilot, and Flight Officer Brooks into custody.

The next day, Enzo went to his little town's square. He doesn't remember why. Possibly it was the rumor of American prisoners that drew him.

He saw the prisoners, led by two Nazis—one tall, and one small.

The Americans looked healthy and honest, not at all the monsters described in Nazi propaganda.

The group walked out of town, south ward toward Arco, a much larger city. Along the

mountain trail in the Italian Alps, partisans said, 2nd Lt. Crutchfield slipped. Flight Officer Brooks stooped to help him.

Both were shot and killed. The SS reported they were trying to escape.

"They just mowed them down," said Charles Reagin, of Cory, Ind., the plane's radio operator, who was captured separately and spent the rest of the war in a prison camp.

The news traveled quickly, even among a populace hardened to conflict.

"My life was greatly influenced by this episode," Mr. Pisoni said. "They (the SS) said they wanted to escape, but no one believed that."

And long after the war, when he had graduated from an Ohio college and had become a U.S. citizen, Lorenzo "Larry" Pisoni drove past the spot in Italy and thought of the men who died for another country as well as their own.

"It's time to say thank you," he said, describing a March 5 ceremony he helped plan. The airmen's survivors and 12,500 Italian families are invited.

The regional administration of Trentino-Alto Adige has lent its support to the event, and a local stonemason has donated granite for the monument.

"At this spot, on Feb. 28, 1945, two American airmen were shot by Nazis," its tablet will say, in two languages. They were two of more than 38,000 Americans who gave their lives on Italian soil during World War II to help Europeans of good will regain freedom and democracy."

An Alpine bank is practicing American songs in honor of 2nd Lt. Crutchfield.

Mr. Pisoni, who splits his time between Annapolis and Vezzano, said he expects all five surviving crew members to attend, including Mr. Reagin, pilot Jay DeBoer of Virginia Beach, Va., and navigator Robert Cravey of Thomaston, Ga.

Mr. DeBoer escaped from the Germans crossing the Swiss border disguised as a monk, while Mr. Cravey was hidden by an Italian family.

"It's going to be an emotional thing," said Mr. Reagin, a retired Air Force master sergeant. "Not only going back with the guys, but going to that spot."

Mr. Pisoni, owner of Gourmet Italia, a pasta-importing firm, said he didn't start the monument effort to reconstruct what happened. "I like to consider this a symbol of what the United States has done for Europe. The U.S. is the only country in the world that has helped its former enemies."

IN SUPPORT OF H.R. 227—THE INTERSTATE WASTE ACT OF 1995

## HON. HAROLD ROGERS

OF KENTUCKY

IN THE HOUSE OF REPRESENTATIVES

Monday, February 27, 1995

Mr. ROGERS. Mr. Speaker, the American people said loudly and clearly that they want Washington bureaucrats out of their hair. This is especially true in the hardworking, patriotic areas of eastern Kentucky. Well, I agree with these citizens, and that is why I rise today in strong support of H.R. 227, the Interstate

Waste Act of 1995, and urge its immediate passage by the House.

I firmly believe that local citizens ought to have the right to make decisions regarding their lives. As we return power to our communities, we should start with the regulation of out-of-State trash. Simply stated, local citizens should have the final say whether their town becomes a national garbage dump—not the Supreme Court or Washington know-it-alls.

H.R. 227 is the way to accomplish this goal. It says that, and I'm quoting from the bill.

[E]ffective January 1, 1996, a landfill or incinerator in a State may not receive for disposal or incineration any out-of-State municipal solid waste unless the owner or operator of such landfill or incinerator obtains explicit authorization from the affected local government to receive the waste.

What a concept. Local people making local decisions. In Kentucky, we call this horse sense. Washington could sure use a strong dose of that, Mr. Speaker.

But seriously, this is a fundamental right of our local communities, and they have waited far too long for us to give them that right. We were close last year—the House passed the bill unanimously in the 11th hour of the session. But unfortunately, the session ended before the Senate could take action.

But we are moving again this year. I have spoken to my good friend and colleague, the gentleman from Ohio [Mr. OXLEY], who is the chairman of the Subcommittee on Commerce, Trade and Hazardous Materials which has jurisdiction over this bill. He has assured me that this legislation will get a fair hearing in the subcommittee and he is confident that we can bring it before the full House for floor consideration.

Mr. Speaker, this is a critical issue that we must deal with and I am committed to seeing that H.R. 227 is acted on this year.

We need jobs, clean water, and good roads in Kentucky—not tons of trash from Florida.

PREVENTION OF PROGRESSION TO END-STAGE RENAL DISEASE

## HON. FORTNEY PETE STARK

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Monday, February 27, 1995

Mr. STARK. Mr. Speaker, I would like to address this issue of kidney disease and its progression to end-stage renal disease [ESRD]. The Social Security Act section 1881 has established the ESRD Program as part of Medicare in order to provide treatment for patients with renal failure. Currently there are about 200,000 beneficiaries of the ESRD Program. The average ESRD patient is now costing the health care system—primarily Medicare—an estimated \$51,000 per year, or \$4,250 per month. The number of patients entering the ESRD Program is increasing, and these patients are sicker than in the past. Obviously, delaying the onset of kidney failure could greatly improve a patient's quality of life and

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