

15 cents on defense, and 16 cents on other domestic programs (education, transportation, law enforcement, etc.). International programs take 1 cent, and interest on the debt consumes 14 cents. The President would reserve 1 cent of each dollar for Social Security reforms, reducing the publicly-held federal debt in the process.

The economic assumptions used by the President seem sound. The President estimates that the economy will slow from 3.7% growth last year to 2% in 1998 and 1999, and that inflation will remain low. This is reasonable, even conservative, compared to most economists' forecasts. However, a recession would put great strains on the federal budget.

Major Themes: As in past years, the largest spending increases come in Social Security and health benefits. In the remainder of the budget, only research, education, and law enforcement rise faster than inflation. Spending in other areas is cut back to make room for these increases.

The major initiatives of the President's budget include a voluntary expansion of Medicare to persons age 62 to 64, provided they pay for their benefits; reducing elementary school class size with 100,000 new teachers; expanding child care tax credits for employers and families; and tax credits and research funding to reduce and protect against global warming.

Research: The President proposes unprecedented increases in research funding for science and technology. The budget requests almost \$80 billion for military and civilian research programs combined. The National Institute of Health, the Department of Energy, and the National Science Foundation have sizable increases in their budgets for medical research, energy efficiency, climate studies, and science education. I support investment in research as an investment in future economic growth.

Social Security: The President proposes to "Save Social Security first" by placing any budget surpluses in a reserve to help reform Social Security. I agree that Social Security should take priority over calls to finance additional spending or tax cuts. I do not think we should squander a surplus that has yet to appear when we have a large national debt and long-term problems with Social Security.

There will be a heated discussion in Congress about the use of possible budget surpluses. Reducing the debt and protecting Social Security would reduce interest payments and raise private investment in the economy. The President's plan puts an obstacle in the way of others who want to give away the surpluses in a sweeping tax cut.

Tobacco: The President proposes to take \$13 billion a year from a proposed tobacco settlement to fund a number of education and health initiatives. The exact source of funds in a settlement is not clear—the original settlement suggested that tobacco companies pay the government large yearly sums, but others have proposed a substantial increase in cigarette taxes. These revenues are highly speculative and uncertain because payment would only come from an overall settlement approved by Congress. If the tobacco settlement does not come through the President has indicated he will find other sources to support his domestic initiatives, or will drop them all together. This adds pressure to approve a settlement.

Next Steps: Congress will begin work on the budget as the House and Senate budget committees form a template budget resolution to lay the groundwork for additional congressional action. Congress will vote on the budget resolution in late spring, and the detailed spending and tax bills will be finalized over the summer. A final budget rec-

onciliation bill is supposed to be completed by the end of the fiscal year September 30. If Congress and the President fail to work out their differences by this date, they must pass a "continuing resolution" or see the government shut down.

Conclusion: The President's budget is artfully crafted. It carefully balances increases in popular programs with fiscal discipline elsewhere. The booming economy, aided by tough deficit reduction packages in 1993 and 1997, has enabled the President to make a strong statement of policy and politics. The opponents of the President's budget have not rejected his proposals out of hand. They offer alternatives to meet the nation's problems, such as school vouchers, larger tax credits, business incentives, and other devices. Although there is some sweeping rhetoric about differences with the President, there is strong bipartisan support for action on child care, education, and tobacco. The stage has been set for a dynamic and important debate about the future of the country.

STATEMENT OF THE HONORABLE PETE SESSIONS, THE HONORABLE DICK ARMEY, THE HONORABLE JOE BARTON, THE HONORABLE MARTIN FROST, THE HONORABLE KAY GRANGER, THE HONORABLE SAM JOHNSON, AND THE HONORABLE EDDIE BERNICE JOHNSON TO ENCOURAGE THE DIRECTOR OF THE OFFICE OF NATIONAL DRUG CONTROL POLICY TO DESIGNATE NORTH TEXAS A HIGH INTENSITY DRUG TRAFFICKING AREA

HON. PETE SESSIONS

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Thursday, February 12, 1998

Mr. SESSIONS. Mr. Speaker, my colleagues Congressman RICHARD ARMEY, Congressman JOE BARTON, Congressman SAM JOHNSON, Congresswoman EDDIE BERNICE JOHNSON, Congresswoman KAY GRANGER, and I wish to inform other members of the House of Representatives about a situation in the greater Dallas/Fort Worth metropolitan area which demands our attention.

Drug abuse and illegal drug trafficking are a major problem in the Dallas/Fort Worth area, as they are in all other parts of the country. However, there is evidence that points to the establishment of the area as a major transshipment point for major drug trafficking operations. For instance, major Colombian and Mexican drug trafficking organizations have established significant transshipment operations in the Dallas/Fort Worth metropolitan area.

Law enforcement agencies in North Texas have reported dramatic increases in the importation, transportation, and distribution of heroin, methamphetamine, cocaine, and marijuana. And the increased drug trafficking active in the area has become a breeding ground for the proliferation of street gangs and related violent crime.

But, Mr. Speaker, despite the powerful statistics, what brings these problems home to us is the deaths of children recently in and around Plano, Texas. As the Dallas Morning News wrote in a recent editorial, "At least a dozen young people from the Plano area have

died from heroin-related overdoses since 1996." Just this week, we lost 17-year-old Natacha Marie Campbell to a heroine and cocaine overdose. This just adds a tragic, human dimension to our fight against illegal drugs.

Although the law enforcement community has obtained significant convictions and sentences against major drug traffickers, the increased drug activity in North Texas is overwhelming current law enforcement resources. We urge the Director of the Office of National Drug Control Policy to commit the necessary resources to the fights against drugs in the Dallas/Fort Worth area by making North Texas a High Intensity Drug Trafficking area. This crucial designation will mean greater resources or and coordination among area law enforcement agencies. It will help the parents in the Dallas/Fort Worth area take control of this problem.

Mr. Speaker, I would like to submit for the record a resolution recently passed by the Greater Dallas Crime Commission which makes similar points, and urges the Director of the Office of National Drug Control Policy to designate North Texas a High Intensity Drug Trafficking Area.

GREATER DALLAS CRIME COMMISSION RESOLUTION

Whereas: Major Colombian and Mexican drug trafficking organizations have established significant transshipment operations in the Dallas/Fort Worth metropolitan area (the "Metroplex") and North Texas generally since the early 1990's; and

Whereas: Law enforcement agencies in North Texas have reported dramatic increases in the importation, transportation and distribution of heroin, methamphetamines, cocaine, and marijuana into the area since the early 1990's; and

Whereas: Law enforcement seizures of heroin in North Texas have increased by more than 500% in recent years, and the purity of the heroin on North Texas streets has increased dramatically and lethally; and

Whereas: The increased drug trafficking active in the area has become a breeding ground for the proliferation of street gangs and related violent crimes including theft, robbery, prostitution, assault and murder; and

Whereas: The impact of the increased drug activity in North Texas has resulted in an increase of drug overdose deaths in the area, with most of the victims being teenagers or younger; and

Whereas: Although the law enforcement community has obtained significant convictions and sentences against major drug traffickers, the increased drug activity in North Texas is overwhelming current law enforcement resources; and

Whereas: Designation of North Texas a High Intensity Drug Trafficking Area by the Director of the Office of National Drug Control Policy will mean greater resources for and coordination among area law enforcement agencies to combat drug trafficking organizations; and

Now therefore, the Greater Dallas Crime Commission urges the designation of North Texas as a High Intensity Drug Trafficking Area.

In Witness Whereof This Twenty-second Day of January, 1998.

CULLEN M. GODFREY,
Chairman.
NICKIE MURCHISON,
Executive Director.

TRIBUTE TO SGT. HERMAN SMITH:
WE WILL NEVER FORGET

HON. HAROLD ROGERS

OF KENTUCKY

IN THE HOUSE OF REPRESENTATIVES

Thursday, February 12, 1998

Mr. ROGERS. Mr. Speaker, on February 20, 1998, Sgt. Herman Smith of Williamsburg, Kentucky, and nine other World War II crewmen of the B-24H "Liberator," serial number 42-95064, will be buried with full military honors at Arlington National Cemetery.

This ceremony is a long-overdue recognition of the honor, bravery and devotion displayed by ten World War II servicemen who lost their lives nearly 54 years ago when their plane crashed in northeastern Brazil on April 11, 1944.

At 9:05 a.m. on that fateful day, 42-95064's pilot requested weather information. That was the last word from 42-95064 and her crew.

Today, no one quite knows where the crew of 42-95064 was heading, what their mission was, or why the plane went down. For 51 years, no one even knew where the plane and her crew were. Sgt. Herman Smith's mother passed on without ever knowing what happened to her boy. Like thousands of other mothers, fathers, wives, sons and daughters whose loved ones were listed as missing in action, Mrs. Smith lived her life with an empty place in her heart, never knowing the fate of her son.

Although Herman Smith and thousands of other American servicemen have been listed as missing, they have never been forgotten. Over the years, we have continued efforts to discover the fate of American service members lost during times of war. And, with the help of the Army Central Identification Laboratory in Hawaii, hundreds of missing servicemen have been identified, providing their families with peace of mind and final resolution.

That is the story of the long-lost crew of 42-95064. During the 1990s, reports started coming back of plane wreckage in an uninhabited, isolated area of the Amazon jungle. After a 1994 search party failed to find the site, officials finally confirmed the plane's location. On Independence Day 1995, a 15-man team from the U.S. Army Central Identification Laboratory arrived in Brazil to begin the arduous process of bringing our boys back home.

Next week, the 10 crew members of 42-95064 will be placed in their resting place after 54 long years. Phyllis Bowling of Williamsburg, a first cousin of Sgt. Herman Smith and his closest living relative, will attend the service. For the people of Williamsburg, Kentucky, this service means that one more man, whose name has been forever captured on the VFW Post 3167's memorial commemorating those killed from Whitley County during the Great War, will finally receive the military honors he deserves.

Every day, men and women from counties all across our nation volunteer, like Herman Smith did, for one of the most important jobs America has to offer—military service in the United States Armed Forces. These men and women have so much faith, honor, love and respect for this nation that they are prepared to sacrifice their lives in order to preserve and protect the United States and all that she stands for.

In turn, we must remain committed to them. We must support our service personnel in

times of war and times of peace. We must help their loved ones cope with the demands and stress placed upon them as military families. We must honor them after they return from service, and if they don't return, we must be dogged in our pursuit to bring them home. But, most important, we must never forget the sacrifices they have made.

We should remember, because every man and woman who has served in this nation's armed forces has helped secure the peace that we enjoy today. In times of peace and war, American's military personnel have been a beacon of hope in the darkness of conflict. They answered the call of service, prepared to make the ultimate sacrifice in the line of duty. The next generation must know about the courage, honor and strength of the men and women who gave their lives for us. Our service members must know that we will never forget.

Mr. Speaker, so everyone will remember the story of the men on B-24H "Liberator," serial number 42-95064, I ask that a newspaper article appearing in the Whitley Republican-News Journal in Williamsburg, Kentucky, be printed here, for everyone to read.

May God bless all the men and women who serve in America's Armed Forces, and may God bless the United States of America.

[From the News Journal—February 4, 1998]

LOCAL MAN WAS BALL TURRET GUNNER ON
LONG-LOST WWII B-24H BOMBER

Somewhere in some foreign field, The gunner sleeps tonight . . .

But we cannot write off his final scene—Hold onto the dream . . .

"The Gunner's Dream," Pink Floyd, 1982

(By Philip A. Todd)

Like thousands of his fellow World War II servicemen, a Williamsburg man listed as missing in action (MIA) for over a half century will never come home.

However, after making the ultimate sacrifice for their country, Sgt. Herman Smith and the nine other crewmen on his B-24H bomber will finally receive the remembrance they earned with their lives.

The remains of the ten Army Air Corps aviators, who died on April 11, 1944 when their plane crashed in northeastern Brazil, will be buried Feb. 20 with full military honors in Arlington National Cemetery, official sources said.

Sadly, this recognition comes much too late for most of those who waited in vain for news of their loved ones—while for 51 years, the bomber's crash site remained lost, hidden in a dense and uninhabited region of the Amazon jungle.

Smith's mother, Martha E. Smith of Cumberland Ave., Williamsburg, apparently died years ago; and now, no one at Veterans of Foreign Wars Post 3167 seems to remember him.

His name appears on the VFW's memorial outside the courthouse, along with the other Whitley County men listed and killed during the Great War. Other than that, there has been nothing but silence surrounding Smith, the plane's ball turret gunner, and his crewmates for nearly 54 years.

DO YOU READ ME, 42-95064?

As the Allied war effort in Europe escalated towards the "longest day"—the actual invasion of Hitler's "Fortress Europe" on D-Day, June 6, 1944—America and her allies mounted heavy bombing raids throughout Axis-held Europe, North Africa and Italy.

Daily aircraft losses reaching 50 percent in some raids meant new, replacement planes moved in a steady stream from American factories to the front.

Secrecy concerns kept security so tight that even the very crews flying these replacement aircraft didn't know where they were going; and after a half-century, memories have dimmed and files have disappeared—so no one may ever know the complete story of Smith and the men on B-24H "Liberator," serial no. 42-95064.

Exact details remain a mystery; however, Smith's aircraft was apparently headed for duty in Europe by way of a series of refueling stops leading from the U.S. to Africa by way of South America when it crashed in the Brazilian jungle.

This ferry route enabled new planes to replace lost combat aircraft in a matter of a few days, instead of the weeks it would take to ship them across the Atlantic Ocean.

After probably flying from Colorado Springs to Florida and then south to Trinidad, Smith's B-24H reportedly left Trinidad's Waller Field at 6:09 a.m. April 11, 1944, enroute to Belém, Brazil.

Around 9:05, about an hour from Belém, 42-95064's pilot, 2nd Lt. Edward J. Bares, reportedly requested weather information.

A ground station in Brazil responded with a report, but heard nothing further from the plane.

Nothing further was ever to be heard from 42-95064.

LOST BUT NOT FORGOTTEN

"We were on the same route, departing probably the 16th of April," remembers R.F. "Dick" Gelvin, a B-24 navigator whose aircraft took the same route to the front only days later.

"I don't remember them telling us about having lost an airplane in the previous week."

"I do recall them telling we navigators, we would have enough fuel that we could follow the (South American) coast if we wanted to do so, but that over the (Brazilian) jungle would be closer," he said.

"After a crew discussion, we opted to take the 'great circle' (globe-line) route, over the jungle."

Apparently 42-95064's navigator, 1st Lt. Floyd D. Kyte Jr., took the same shortcut to Belém, but the plane crashed some 250 miles short of that Brazilian port city.

Authorities have never issued an official explanation for the crash.

The aircraft remained lost until the 1990s, when a group of gold prospectors reportedly stumbled across it.

A joint expedition by the Força Aérea Brasileira (FAB, Brazil's air force), and the U.S. Army located the crash site and recovered the crew's remains in July 1995.

"They told me that the place was 150 miles off course," said James K. Leitch, whose brother, Staff Sgt. John E. Leitch, was 42-95064's flight engineer.

James Leitch, also a World War II veteran, said he contacted government officials in 1995 after reading a short news report that the plane had been found.

"They don't know why it went down, but it could have run out of gas."

"They feel that the whole crew was killed on impact," he said.

A HALF-CENTURY'S SILENCE

When 42-95064 and its crew of 10 went down in April 1944, James Leitch was a 19-year-old infantryman waiting to be shipped to duty in the Pacific.

His company commander called him to the office and told him he needed to go home to Los Angeles.

There, his parents told him his brother was reported missing in action somewhere in the Brazilian jungle.

About a month later, A Brazilian native reportedly told officials he had seen the wreckage of a four-engine plane and six bodies, but the man disappeared before anyone