

an integral component to the unprecedented success of Blue Diamond.

When Walter Payne was named CEO, he vowed to spend 15 percent of his time in the fields meeting with growers, listening to and addressing their concerns. It was this commitment to open and honest communication that won him national acknowledgment as "CEO Outstanding Communicator of the Year" in 1998, awarded by the Cooperative Communicators Association.

Mr. Speaker, it is a great honor for me to pay tribute to my friend, Walt Payne, a truly outstanding member of our community. As CEO, he fostered an atmosphere based on teamwork, open communication and productivity at all levels. As a testament to his success, Payne's first crop as a young marketer at Blue Diamond totaled 145 million pounds. His last crop set a state record at 830 million pounds. I ask all of my colleagues to join with me in celebrating the accomplishments of an extraordinary leader and wish him all the best as he begins a new phase in his life.

HOUSE CONCURRENT RESOLUTION
371

HON. MATT SALMON

OF ARIZONA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, December 5, 2000

Mr. SALMON. Mr. Speaker, in September Congress ratified H. Con. Res. 371, which resolves that Congress supports the goals and ideas of National Alcohol and Drug Addiction Recovery Month. Clearly, each Member shares the commitment to keep America's youth drug-free, and return those who have used drugs to a drug-free life. I add these comments in an effort to help achieve this goal.

First, H. Con. Res. 371 states that "26 million Americans currently suffer the ravages of drug or alcohol addiction." This statistic is presumably based on the U.S. Department of Health and Human Services' 1999 National Household Survey on Drug Abuse, which finds that roughly 26 million Americans are heavy drinkers or are casual-to-dependent users of one or more illicit drugs. The report does not state that these individuals are suffering from an addiction. The absence of this distinction could result in misdirected program development and misappropriated funding. Affected are those who direct public and private resources; to counselors and treatment professionals who develop protocols for assistance; to employers who strive to maintain drug-free work environments; to the criminal justice system which must be accountable to the public they serve; and to our Nation's families who rely on accurate information, accurately communicated.

H. Con. Res. 371 also states that adolescents who undergo addiction treatment report less use of marijuana, less heavy drinking, and less criminal involvement. Let us hold ourselves and treatment outcomes to a higher standard. While interim goals can be applauded, the fact that youth who receive treatment continue to use drugs—albeit less often—and continue to be involved in criminal activity—albeit less often—cannot become our Nation's standard for success.

Nelba Chavez, Administrator of the Substance Abuse and Mental Health Services Ad-

ministration, spoke of the need to provide better focus of the treatment programs that serve young people, when she said that, "few seek help, and those who do often receive treatment that is inappropriate. Many treatment programs are designed for adults and are ill-equipped to meet the needs of adolescents."

Although abstinence from illicit drug use is the central goal of all drug abuse treatment, researchers and program staff involved with adult treatment commonly accept reductions in drug use and criminal behavior as realistic goals. Surprisingly, we are now advised by the National Institute on Drug Abuse that "a good treatment outcome may be a sizable decrease in drug use and long periods of abstinence."

Our Nation's policy goal regarding drugs is the creation of a drug-free America. Specifically, in the Anti-Drug Abuse Act of 1988, drug abuse is to be curbed by preventing youth from using illegal drugs, reducing the number of users, and decreasing drug availability.

Let us hold this vision of a drug-free America and hold ourselves to this standard. Anything less is a disservice to ourselves, to the adults who currently use drugs and, most certainly, to our most precious resource—America's youth.

IN RECOGNITION OF ANDREAS
COMODROMOS

HON. ROBERT MENENDEZ

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

Tuesday, December 5, 2000

Mr. MENENDEZ. Mr. Speaker, I rise today to recognize Andreas Comodromos for his outstanding contributions to the Greek community. The Greek Orthodox community will honor Mr. Comodromos at the 65th Anniversary of Evangelismos Tis Theotokou. The parish has chosen to commemorate the event with a special presentation entitled "Remembering Our Past . . . Looking to Our Future."

Mr. Comodromos, the former Supreme President of the Cyprus Federation of America, was born on the island of Cypress in 1949, where he was raised by his parents in the Greek Orthodox faith. There, he attended high school and performed his compulsory military service before gaining employment with the Cyprus offices of the American Life Insurance Co.

Mr. Comodromos and his wife, Anna Zachariades, had their first child, Eliza, in 1974, the same year Turkey invaded Cypress. To realize a better life for himself and his wife and son, Mr. Comodromos and his family immigrated to America, where he could pursue a college education. In the United States, they became members of the Evangelismos Tis Theotokou Greek Orthodox community, and in 1978, Mr. Comodromos graduated Magna Cum Laude from St. Peter's College with a Bachelor's Degree in Accounting.

In the following years, Mr. Comodromos celebrated the birth of his second child, Demitrios, while working at the international accounting firm Ernst & Ernst. In 1982, he became a CPA and co-founded the accounting firm of Comodromos Associates with his brother Michael. He is currently the president and managing partner.

In addition to his impressive professional and personal achievements, Mr. Comodromos

has served the community through his firm commitment to the cause of justice in Cyprus. He is dedicated to liberating the island from Turkish occupation. He has served on the board of the Cyprus Federation of America, and was elected president for two consecutive terms (1991–1995). Mr. Comodromos has been recognized for his contributions with several awards and honors, including the 1978 Newcomer Society of America Award, election to the National Council of the Order of St. Andrew, the Ellis Island Medal of Honor, and the Offikion Archon Dikaiophylax Award.

Mr. Comodromos currently serves as the President of the US-Cyprus Chamber of Commerce and is a member of the Council of Hellenes Abroad of the North and South American Region. He is a member of the Order of AHEPA, the American Institute of CPAs, and the New Jersey Society of CPAs. Mr. Comodromos is actively involved in various business and political endeavors, and continues his commitment to community service at the local and national level.

Today, I ask my colleagues to join me in recognizing Andreas Comodromos for his many years of dedicated service to the Greek community.

INTRODUCTION OF A BILL ESTABLISHING A COMMISSION FOR COMPREHENSIVE REVIEW OF THE FAA

HON. FRANK R. WOLF

OF VIRGINIA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, December 5, 2000

Mr. WOLF. Mr. Speaker, today I have introduced a bill calling for a tough, comprehensive review of the Federal Aviation Administration to focus on the critical need to improve aviation safety and reduce airline delays.

We should all be concerned about aviation safety. Air travel has increased dramatically in recent years. Today, more than 600 million Americans take to the skies each year—and that figure is expected to triple to 1.8 billion people a year by 2020.

With this dramatic increase we have seen increases in operational errors among air traffic controllers, increases in near mid-air collisions, and increases in runway incursions.

I am particularly concerned about internal meetings of FAA safety staff that have been reported in the press revealing statements made by top FAA safety officials concerning weaknesses in their oversight.

I want to emphasize that there are thousands of hard-working, dedicated employees at the FAA who understand the important safety mission of their agency. We need to give them a stable and efficient organizational structure under which they can perform their mission critical jobs.

Mr. Speaker, operational errors among air traffic controllers are up significantly as controllers try to cope with increasing traffic all bearing down on crowded hub airports. At the same time these errors are up, the FAA has announced a plan to significantly reduce the number of operational supervisors available to assist and monitor that traffic. These errors have risen by 25 percent in the past two years alone.

In addition, runway incursions continue to go up, raising cries of alarm from the National

Transportation Safety Board, the Office of Inspector General, and the Congress.

The Inspector General told my Subcommittee seven months ago "this safety issue is one that demands constant high-level attention," so we called for higher budgets, monthly reports and a national summit on the issue. Regrettably, the most recent report shows that runway incursions have not gone down. Instead, they continue to go through the roof.

In addition, FAA has been unable to address the growing problem of airline delays. In the summer of 1999, delays were so high that the FAA announced a special review of its traffic management programs. This review concluded that the agency could do a lot more to provide efficient movement of aircraft around the country, and they promised immediate improvements.

This past summer's delays, however, were just as high as the year before, if not worse.

The American traveling public is getting tired of these horrible delays. Business meetings are canceled, family gatherings are disrupted, commercial deals are passed up when airline commerce does not flow smoothly. I hear my colleagues complain practically every day about the horrible and unacceptable airline delays. For those who fly often, the quality of life is greatly diminished because of this problem.

Mr. Speaker, I served on the House Committee on Public Works and Transportation back in the early 1980s. I still remember FAA Administrator Lynn Helms coming before that committee and testifying about the wondrous improvements in air travel that would come about through modernization of the government's air traffic control system.

Over the next several years, this Congress appropriated billions of dollars for that effort. Yet each year, the General Accounting Office tells us how the FAA continues to fall farther and farther behind in fielding the necessary systems.

First came the termination of the microwave landing system in the late 1980s, then came termination of the advanced automation system a few years later. FAA substituted other navigation and computer programs to take their place.

I wish I could tell my colleagues that these new systems have proceeded well, but many of them have not. FAA continues to experience massive delays in developing satellite navigation and computer systems, even after Congress passed landmark procurement reform legislation to aid the FAA in 1995. Runway incursion radar systems are still not in operational use, even after eight years of development work. The agency simply hasn't been able to bring new technology on line to address these safety concerns.

We already have a number of commissions, contractors, and study groups over the years investigating the "problem" at the FAA. These groups have come up with a long list of recommendations, but, unfortunately, most of them focused on how to get the agency more money. Wrestling control of the agency's finances from Congress has been the underlying theme in almost all of these reports, not improving aviation safety.

The commission I propose would take a comprehensive approach, and it would focus on ways to improve aviation safety for the benefit of all Americans.

Specifically, the bill I have introduced would establish a Commission for Comprehensive Review of the FAA. It would look at both air traffic services and safety oversight by the agency, and make recommendations on both the organizational structure and processes of the agency. The recommendations must address FAA's organization within the existing structure of government.

The commission would have 21 members appointed by the President, and would include representatives from airlines, airports, employee unions, and pilots as well as the DOD and other relevant federal entities. The report of the commission must be submitted to the Congress within one year of enactment.

Mr. Speaker, with a new administration entering the White House in January, there is a great opportunity to start off with a fresh approach in aviation. It is the perfect time for an unbiased, impartial, and independent commission to present new findings—focusing on aviation safety—to help guide the FAA in the right direction for the future. This would be extremely helpful to the new President and the new Congress as we consider how to make our aviation system more safe and efficient for U.S. citizens and those who visit our wonderful country.

H.R. —

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE.

This Act may be cited as the "Commission for Comprehensive Review of the Federal Aviation Administration Act".

SEC. 2. COMMISSION.

(a) ESTABLISHMENT.—There is to be established a commission to be known as the Commission for Comprehensive Review of the Federal Aviation Administration (referred to in this section as the "Commission").

(b) FUNCTIONS.—the functions of the Commission shall be—

(1) to review existing and alternative options for organizational structure of air traffic services, including a government corporation and incentive based fees for services;

(2) to provide recommendations for any necessary changes in structure of the Federal Aviation Administration so that it will be able to support the future growth in the national aviation and airport system; except that the Commission may only recommend changes to the structure and organization of the Federal Aviation Administration that are within the existing structure of the Federal Government;

(3) to review air traffic management system performance and to identify appropriate levels of cost accountability for air traffic management services;

(4) to review aviation safety and make recommendations for the long-term improvement of safety; and

(5) to make additional recommendations that would advance more efficient and effective Federal Aviation Administration for the benefit of the general traveling public and the aviation transportation industry.

(c) MEMBERSHIP.—

(1) APPOINTMENTS.—The Commission shall be composed of 21 members appointed by the President as follows:

(A) 8 individuals with no personal or business financial interest in the airline or aerospace industry to represent the traveling public. Of these, 1 shall be a nationally recognized expert in finance, 1 in corporate management and 1 in human resources management.

(B) 4 individuals from the airline industry. Of these, 1 shall be from a major national air carrier, and 1 from an unaffiliated regional air carrier, 1 from a cargo air carrier.

(C) 3 individuals representing labor and professional associations. Of these, 1 shall be from National Air Traffic Controllers Association; 1 from the Air Line Pilots Association, and 1 from the Professional Airways Systems Specialists.

(D) 2 individuals representing airports and airport authorities. Of these, 1 shall be representative of a large hub airport.

(E) 1 individual representing the aerospace and aircraft manufacturers industries.

(F) 1 individual from the Department of Defense.

(G) 2 individuals from the Department of Transportation. Of these, 1 shall be from the Office of the Secretary of Transportation.

(2) TERMS.—Each member shall be appointed for a term of 18 months.

(d) FIRST MEETING.—The Commission may conduct its first meeting as soon as a majority of the members of the Commission are appointed.

(e) HEARINGS AND CONSULTATION.—

(1) HEARINGS.—The Commission shall take such testimony and solicit and receive such comments from the public and other interested parties as it considers appropriate, shall conduct at least 2 public hearings after affording adequate notice to the public thereof, and may conduct such additional hearings as may be necessary.

(2) CONSULTATION.—The Commission shall consult on a regular and frequent basis with the Secretary of Transportation, the Secretary of Defense, the Committee on Commerce, Science, and Transportation, the Committee on Appropriations and the Committee on Finance of the Senate, and the Committee on Transportation and Infrastructure, the Committee on Appropriations and the Committee on Ways and Means of the House of Representatives.

(3) FACA NOT TO APPLY.—The Commission shall not be considered an advisory committee for purposes of the Federal Advisory Committee Act (5 U.S.C. App.).

(f) ACCESS TO DOCUMENTS AND STAFF.—The Federal Aviation Administration may give the Commission appropriate access to relevant documents and personnel and shall make available, consistent with the authority to withhold commercial and other proprietary information under section 552 of title 5, United States Code (commonly known as the "Freedom of Information Act"), cost data associated with the acquisition and operation of air traffic service systems. Any member of the Commission who receives commercial or other proprietary data from the Federal Aviation Administration shall be subject to the provisions of section 1905 of title 18, United States Code, pertaining to unauthorized disclosure of such information.

(g) TRAVEL AND PER DIEM.—Each member of the Commission shall be paid actual travel expenses, and per diem in lieu of subsistence expenses when away from such member's usual place of residence, in accordance with section 5703 of title 5, United States Code.

(h) DETAIL OF PERSONNEL FROM THE FEDERAL AVIATION ADMINISTRATION.—The Administrator of the Federal Aviation Administration shall make available to the Commission such staff, administrative services, and other personnel assistance as may reasonably be required to enable the Commission to carry out its responsibilities under this section.

SEC. 3. REPORT OF THE COMMISSION.

(a) REPORT TO CONGRESS.—Not later than 30 days after receiving the final report of the Commission and in no event more than 1

year after the date of the enactment of this Act, the Secretary of Transportation, after consulting the Secretary of Defense, shall transmit a report to the Committees on Commerce, Science, and Transportation, Appropriations, and Finance of the Senate and the Committees on Transportation and Infrastructure, Appropriations, and Ways and Means of the House of Representatives.

(b) CONTENTS.—The Secretary shall include in the report to Congress under subsection (a) a final report of findings and recommendations of the Commission under section 2(b), including any necessary changes to current law to carry out these recommendations in the form of proposed legislation.

SEC. 4. AUTHORIZATION OF APPROPRIATIONS.

There are authorized to be appropriated such sums as may be necessary to carry out this Act.

A TRIBUTE TO KIM CHI TRIEU

HON. ZOE LOFGREN

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, December 5, 2000

Ms. LOFGREN. Mr. Speaker, I rise to recognize the achievements of Kim Chi Trieu, Program Manager for the Social Services Agency of Santa Clara County. Ms. Trieu is retiring after 16 years of dedicated service to the people of Santa Clara County.

Kim Chi Trieu arrived in the United States in 1983 as a Vietnamese refugee with two of her young children and \$5 in her pocket. Within two weeks, she had found work at Catholic Charities as a job developer. In 1984, Ms. Trieu began her work with the Social Services Agency as a worker with the Targeted Assistance Unit. She helped to establish and put into operation the Central Intake Unit, which was the gateway for newly arrived refugees.

Kim Chi Trieu was promoted to Supervisor of the Refugee Unit in 1985. Her tireless work on behalf of the refugee community earned her the admiration and gratitude of Santa Clara County's many refugee populations: Vietnamese, Hmong, Mien, Cambodian and later, Ethiopian, Somali, Polish, Russian, Bosnian, Serbian, Iranian, and Afghan. In a short time, Ms. Trieu was asked to assume responsibility for the Santa Clara County Greater Avenues for Independence (GAIN) Planning Unit.

With her belief in community partnership, Kim Chi Trieu invited participation from impacted communities in the ever-changing Refugee Services Delivery System. Universally respected as a tactful mediator, she was skilled at working cooperatively with other social service programs and government agencies to ensure all her clients received the benefits to which they were entitled.

In 1996, Kim Chi Trieu expanded her role to assist in the development of the county's Temporary Aid to Needy Families (TANF) program, which has been cited by the Urban Institute as one of the top 10 performing programs in the Nation.

Kim Chi Trieu has been a role model and a leader in her community and in county government. She has been the anchor to freedom for her family, working two jobs to help resettle two dozen family members including her parents. She has not only lived the American dream herself—she has provided countless refugee families with the opportunity to achieve that dream.

I wish to thank Kim Chi Trieu for her compassionate and dedicated service to the County and wish her the best in her future endeavors. Her integrity, compassion, and strength will be sorely missed, but our lives are the richer for having known her.

AN AFFIDAVIT BY MICHAEL
TERLECKY

HON. JAMES A. TRAFICANT, JR.

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Tuesday, December 5, 2000

Mr. TRAFICANT. Mr. Speaker, today, I am submitting an affidavit by Michael Terlecky of Mahoning County for the RECORD. The affidavit, signed and sworn on the fourth of December, 2000, alleges, Federal Bureau of Investigation knowledge and participation in illegal gambling activities and other mob related activities.

Terlecky, as a Mahoning County Deputy Sheriff, worked exclusively with the Youngstown Police Department Special Investigations Unit (SIU) to raid and eliminate illegal gambling rings in the Mahoning Valley. He was removed from active duty in 1988 because of a physical disability.

The affidavit alleges gross misconduct on the part of FBI agents Robert Kroner and Larry Lynch. He points to the pressure that was placed upon any law enforcement officer who challenged the illegal activities of James Prato and Joey Naples. Prato and Naples, both local Mafia bosses, ran illegal gambling operations in Youngstown. Rival factions were hit hard by raids while the Prato/Naples operations were left alone. Terlecky alleges Agents Kroner and Lynch attempted to control his gambling raids so that there would be no interference with the Prato/Naples operations.

As the affidavit illustrates, Terlecky was manipulated and neutralized by the local FBI agents' efforts to protect the FBI's participation in illegal activities. Michael Terlecky was dangerous to the local FBI. He was also an unlucky man for having stumbled upon the connections of the Prato/Naples faction and the FBI. For this, he was later indicted and convicted for taking a bribe from another mob boss, Lenine Strollo.

In that trial, Terlecky's attorney was Stewart Mandel. Mandel was a former U.S. attorney within the Justice Department. Following the trial, Mandel became a business partner of mob boss Lenine Strollo for a company in Conneaut, OH. Think about it. Whose interest was Mandel representing, Michael Terlecky or his business partner and mob boss Lenine Strollo?

In subsequent hearings, Lenine Strollo admitted that he never paid Michael Terlecky bribe money. Furthermore, Mandel was indicted and convicted of income tax violations associated with Strollo.

It is clear that Michael Terlecky was innocent of the charges against him and that even his attorney had a conflicting interest in helping him. He was thrown to the wolves while the real perpetrators went unpunished. I will continue to investigate the FBI's knowledge of illegal mob related activities, including the activities of Agents Kroner and Lynch. Also, I have submitted a request to the President for a full pardon of Mr. Terlecky's conviction. His name deserves to be exonerated.

The Terlecky affidavit is being submitted today to the CONGRESSIONAL RECORD as supporting documentation for my bill H.R. 4105, "The Fair Justice Act." This bill would create an agency to oversee the U.S. Department of Justice and prosecute those involved in any wrongdoing. Today, when something is amiss in the Justice Department, it investigates itself, much like the fox guarding the henhouse. An independent oversight agency would eliminate the conflict of interest that exists today when wrongdoing occurs in the Justice Department.

STATE OF OHIO, COUNTY OF MAHONING:
AFFIDAVIT OF MICHAEL S. TERLECKY

After having been duly sworn in accordance with law, I, Michael S. Terlecky, hereby depose and say:

SUMMARY

The statements made in this affidavit can be summarized as follows:

During a span of time before March 21, 1998 while I was an active Mahoning County deputy sheriff I obtained actual knowledge that certain Federal Bureau of Investigation agents illegally obtained, controlled, suppressed, manipulated, falsified and tainted evidence. Under the law they abused their authority within the United States Department of Justice when they concealed the illegal activities of organized crime, their motive being, unjust and unlawful enrichment.

These same agents, by means of the abuse of their Federal power, controlled and manipulated local police agencies to do their bidding. That bidding being, the elimination of any illegal competitive opposition for the gangsters with whom they had aligned themselves with.

These same Federal Bureau of Investigation agents, with deliberate indifference, risked the lives of officers of the law while they themselves were breaking the law. These same agents, with deliberate indifference of the trust, allowed me, an officer of the law to be falsely imprisoned so that I could not timely reveal the truth.

1. I am more than eighteen years of age and a resident of Mahoning County, Ohio.

2. I became a Mahoning County, Ohio deputy sheriff in 1977.

3. While I was on active duty as a Mahoning County Deputy Sheriff I exclusively worked with the Youngstown, Ohio Police Department's special investigations unit. One of my main duties was to investigate and arrest people for illegal gambling activity.

4. Because of a physical disability I was taken off active duty as a deputy sheriff on March 21, 1988.

TRAFICANT TAPES

5. During the trial *United States of America vs. James A. Traficant, Jr.* That took place during 1983 the United States Assistant Attorney submitted into evidence audio tape recordings. These audio tape recordings contained the voice of James A. Traficant, Jr. and the voices of Charlie and Orlie Carrabbia. These audio tape recordings were submitted into evidence in support of an attempt to have James A. Traficant, Jr. convicted and sent to prison. These audio tape recordings became known as the "Traficant tapes".

6. In the immediate above mentioned trial, Federal Bureau of Investigation Special Agent (FBI SA) Robert Kroner gave testimony as a prosecution witness. FBI SA Robert Kroner testified under oath that the "Traficant tapes" were found in a bread box in Joe Derosé's apartment in Pittsburgh, Pennsylvania. I have personal knowledge that FBI SA Robert Kroner lied about the "Traficant tapes" being found in a bread box