

HONORING MS. BARBARA SEAMAN

**HON. JERROLD NADLER**

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, May 2, 1995*

Mr. NADLER. Mr. Speaker, I rise today to pay tribute to a woman who has saved lives and changed lives—Barbara Seaman.

Best known for her ground-breaking exposé of the health risks associated with the pill, "The Doctors' Case Against the Pill," Barbara Seaman changed the way women view medicine, and forced the medical establishment to begin changing the way many medical professionals view women who are their patients. When thousands of women taking the then-newly available pill began to experience serious side effects—some deadly—it was Barbara Seaman who told them why. A 1970 Gallup poll found that two-thirds of women taking the pill had not been warned of related risks by their physicians. Barbara Seaman changed that. Her book spurred the now-famous Gaylord Nelson Senate hearings which led to the requirement that inserts warning of potential side effects must be included in each pill package.

At last, women could begin to make informed decisions as to their method of birth control. We cannot quantify how many lives Barbara Seaman saved through her activism, or how many lives she changed.

Barbara Seaman exposed the risks associated with the pill at great personal expense. Although prior to the publication of "The Doctors' Case Against the Pill," Barbara Seaman had already become a well-respected columnist, Ms. Seaman was effectively blacklisted. Advertisers displeased with Ms. Seaman's activism used their influence to convince publishers not to print anything she had written.

But Barbara Seaman continued to be an advocate for women's health concerns, and went on to write additional books and to become one of the founders of the National Women's Health Network. Barbara Seaman remains a strong voice for women's health.

April 27 marked the 25th anniversary of the drafting of the historic letter sent to Ms. Seaman from then-Secretary of Health, Education, and Welfare Robert Finch, which cited Ms. Seaman's book as: "a major factor in our strengthening the language in the final warning published in the Federal Register to be included in each package of the pill."

Today, I salute Barbara Seaman as a national role model. Her work has saved the lives of countless women—not only those who were taking the pill without being informed of the risks, but all women whose health care professionals have been held to a higher standard because of Ms. Seaman's work. She began a movement that is still growing, and, today, I urge my colleagues to join me in recognizing Barbara Seaman's extraordinary accomplishments.

INTRODUCTION OF COMMUTER  
AIRPORT SAFETY BILL**HON. JAMES L. OBERSTAR**

OF MINNESOTA

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, May 2, 1995*

Mr. OBERSTAR. Mr. Speaker, today I am introducing legislation, submitted by the administration, to give authority to the Federal Aviation Administration to regulate airports served by commuter airlines.

The legislation is part of the FAA's program to ensure that passengers traveling on commuter airlines—operating with aircraft of 30 seats or less—receive the same safety protection as passengers traveling on airlines operating large aircraft. The administration began this program after hearings by the House Aviation Subcommittee in February 1994, the need for a uniform standard for commuter airlines and large aircraft operators. I strongly support a uniform standard and have introduced legislation in the 103d and 104th Congresses to require FAA to establish this standard. I am pleased that FAA has responded by issuing a Notice of Proposed Rule Making to raise the commuter standards to the large aircraft level. We will monitor FAA's progress on the rulemaking and ensure that they do everything possible to meet their target of issuing final regulations by December of this year.

As commuter airlines have grown in importance the traveling public has come to expect that these airlines will be governed by the same safety standards as large aircraft operators. Approximately 10 percent of all passengers traveling on a scheduled airline now travel on a commuter. Since many commuters operate under the name and colors of major airlines—for example, as United Express—the public has the right to assume that the same standards will govern the commuter and its parent.

While FAA can act without legislative authority to raise most of the standards governing commuters, FAA has no authority under existing law to raise the standards governing safety at airports served only by commuters.

Under 49 U.S.C. section 44706, FAA has authority to issue operating certificates to airports served by air carriers using aircraft designed to carry 31 or more passengers. Under this authority FAA requires these airports to comply with a number of safety requirements, including requirements for aircraft rescue and firefighting equipment, airport guidance signs, airfield inspection procedures, airfield pavement maintenance standards, emergency plans, snow and ice control plans, and runway and taxiway standards. However, under existing law, FAA has no authority to impose these regulatory requirements on airports served only by aircraft of 30 or fewer seats.

The National Transportation Safety Board has recommended that legislation be enacted to give FAA authority to regulate airports served by commuter airlines. In making this recommendation NTSB stated that it was:

\* \* \* concerned that many community airports served by commuter airlines are not certificated in accordance with Part 139 because of the seating capacity of the aircraft serving those airports. Consequently, passengers flying into and out of those airports may not be provided adequate airport safety or emergency response resources.

The administration bill which I have introduced implements the NTSB recommendation. I have introduced this bill because I strongly believe that passengers traveling on commuter airlines are entitled to the same level of safety as passengers traveling on major airlines. However, I emphasize that the legislation does not require FAA to impose exactly the same standards for all types of airports. There may well be cases in which small aircraft do not present the same safety hazard as large aircraft, and the law gives FAA discretion to tailor its regulatory requirements to the hazard. FAA has similar discretionary authority under existing law, and has used this authority to impose requirements which vary with the size of aircraft and the number of aircraft serving an airport. FAA has stated that if it is given the authority over commuter airports, it will consider fully whether different requirements are appropriate for these airports. FAA has asked its Aviation Rulemaking Advisory Committee to study the problem and to make recommendations on the appropriate standards for commuter airports. I urge ARAC to complete its assignment promptly, so that FAA will be in a position to issue new regulations soon after it receives the necessary legislative authority.

IN HONOR OF WILLIAM R. DYSON

**HON. ROSA L. DeLAURO**

OF CONNECTICUT

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, May 2, 1995*

Ms. DELAURO. Mr. Speaker, in New Haven, CT, on April 27, 1995, the Amistad Committee will honor my good friend, and long-time Connecticut State Representative, William Riley Dyson. I am pleased to have this opportunity to join the Amistad Committee in honoring this extraordinary legislator and community activist.

The Amistad Committee is devoted to commemorating the remarkable events surrounding the Amistad Revolt and furthering the struggle for social justice and equality. The Amistad Revolt began in 1839 when captives from Sierra Leone seized the merchant ship *La Amistad* and ordered their kidnappers to return to Africa. When the slavers instead sailed toward the United States, the *Amistad* was taken into custody in the Long Island Sound. The rebels were held in the New Haven jail while they defended their civil rights in court. Anti-slavery advocates across the country rallied to the Africans' cause, and after 2 years, the U.S. Supreme Court upheld a decision that freed them and allowed them to return home.

The Amistad controversy galvanized opposition to the injustices of slavery. The incident deeply affected countless Americans, both black and white, who hailed the captives' courageous assertion of their human rights. This important event in American history has inspired generations of people in New Haven, and throughout our Nation, to follow the example of these Africans. State Representative William Riley Dyson is a person who exemplifies this commitment to the cause for peace and social justice.

Bill Dyson symbolizes the strength, vitality, and tremendous activism of the African-American community. From the time he was Director of the Newhallville Neighborhood Corporation and a New Haven Alderman, to his efforts

to protest South African Apartheid, Bill Dyson has been a principled and outspoken advocate for the rights of all peoples. I was proud to join with Bill Dyson, and many others, as we welcomed Nelson Mandela at the White House during his historic visit to Washington.

While Bill remains committed to social justice throughout the world, his home district of New Haven will always be his highest priority. From his work in the State Legislature, where he is a member of the Appropriations, Education, Legislative, and Human Services committees, to his numerous civic commitments, such as the 1995 Special Olympics World Games and the Connecticut Food Bank, Bill Dyson continues to work tirelessly for the people of his community.

As the Amistad Committee honors Bill Dyson, I would like to take this opportunity to congratulate him, and to express my deep appreciation for all he has done. He has a special place in the hearts of all of us whom he has touched and enriched through his leadership and extraordinary activism. Bill Dyson is well-deserving of this honor, and I commend him for his many years of service.

TRIBUTE TO COL. WALTER J.  
MARM, JR., USA (RET.)

**HON. JAMES C. GREENWOOD**

OF PENNSYLVANIA

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, May 2, 1995*

Mr. GREENWOOD. Mr. Speaker, today I rise to pay tribute to an outstanding military leader from the Eighth District of Pennsylvania upon his retirement from the U.S. Army.

Colonel Joe Marm retired yesterday as the Senior Army Advisor to the 79th Army Reserve Command Headquarters stationed at Naval Air Station Joint Reserve Base, Willow Grove, after more than 30 years of service through leadership to our country.

Joe Marm first led men as a platoon leader with the First Cavalry in Vietnam, he taught at West Point, served as a legislative liaison under the Secretary of the Army and just prior to his most recent assignment, was the Chief of Staff of the 157th Separate Infantry Brigade.

He has been awarded a chest full of medals, including the Bronze Star, Purple Heart, Meritorious Service Medal, Air Medal, and Army Commendation Medal. But it was 30 years ago this fall that he earned the medal worn above all others. As a young lieutenant in the vicinity of the Ia Drang Valley of Vietnam, Joe placed his life before those of his fellow soldiers and earned the Congressional Medal of Honor.

While enroute to assist another unit surrounded by enemy troops on that November day in 1965, Joe's platoon was forced to take cover. Seeing that his men were under intense fire, Joe broke away from the group and brought down four attackers. He then realized that a concealed enemy machinegun was raining fire on his platoon. In order to locate this weapon, he deliberately exposed himself to its bullets and launched an anti-tank missile in its direction. As the gun continued to fire, he charged the position, hurling grenades and then finally, although severely wounded, he finished the assault armed with only his rifle.

Fellow platoon leader, Lt. Dennis Deal, recalled in Lt. General Harold G. Moore's best-seller, *We Were Soldiers Once . . . And Young*, that "Joe Marm saved my life that day and the lives of many others." The official certificate commended his "gallantry on the battlefield and his extraordinary intrepidity at the risk of his life," praising his actions as being "in the highest traditions of the U.S. Army and reflecting great credit upon himself and the Armed Forces of this country."

It was later confirmed that in silencing the machinegun, Joe singlehandedly killed a North Vietnamese officer and 11 soldiers. Joe Marm was the only man to receive the Medal of Honor, America's highest decoration for valor, in the Ia Drang Valley campaign.

Sadly for us, the Marms will be moving on this summer, leaving Pennsylvania after 9 years of service to pursue other interests in North Carolina. From his wife Deborah's efforts to both the business and military communities as the past executive director of the Horsham Chamber of Commerce, to Joe's service to the Horsham community and the Army family in and around NAS Willow Grove, their move is our loss.

But the Marm name will live on in the ranks of our Army.

Joe Marm's youngest son, Will, plans to take the Army's oath of allegiance this summer as a member of West Point's entering Class of 1999—continuing the devoted Marm family service to the defense of our Nation.

SALUTE TO ABRAHAM H.  
HOCHBERG ON THE OCCASION OF  
HIS 90TH BIRTHDAY

**HON. CONSTANCE A. MORELLA**

OF MARYLAND

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, May 2, 1995*

Mrs. MORELLA. Mr. Speaker, I rise today to salute a very special constituent, Abraham H. Hochberg, who will celebrate his 90th birthday this weekend.

Mr. Hochberg was born on May 9, 1905, in Biala-Podlaska, Poland, which is near the Russian border. As they grew up, his children heard many of his stories about his own childhood, about the terrible years of World War I, and about his apprenticeship as a watchmaker.

By the time he was 18, he realized, like so many others, that his future would not be in the Old World but in the New, and he made plans to come to the United States. But in 1923, because of restrictive immigration laws, his first stop was not to be the shores of America but Cuba, even though he spoke not a word of Spanish. And it was to Havana that, 5 years later, Freida Faijgenbaum of Biala-Podlaska sailed for a reunion with, and her marriage to, Mr. Hochberg.

In 1933, the Hochberg's were finally able to leave for America and, despite not being able to speak a word of English, settled here in the Nation's Capital and later in Chevy Chase, MD. Over the years, Mr. Hochberg became a successful businessman with several enterprises. Many longtime Washingtonians will remember Hochberg's Jewelers at 7th and E Streets NW., which served Washington families and visitors alike until the sixties.

But business has been only a part of Mr. Hochberg's life. His family and the community in which he lives have been important in this man's long and well-lived life. As the father of 3, the grandfather of 11, and the great-grandfather of 12, he has known the great joys and pleasures of family life. And he has known great sorrow. Many of his relatives in Poland perished in the Holocaust. Mrs. Hochberg passed away last year.

Throughout his life, he has been devoted to improving the lives of those around him through his generosity and wise counsel. He has always been a practitioner of what we today call community service. He has been particularly involved in the affairs of Homecrest House and the Hebrew Home, residences for the elderly in my district. He has just celebrated his 50th anniversary as a member of the Benjamin Franklin Masonic Lodge.

Mr. Hochberg's story, a story of a life well lived, is the proverbial American success story: a man who came to this country with few possessions but many hopes and dreams, who worked long and hard, and who happily shared his talents and success with his family, friends, and neighbors. Today, Mr. Hochberg's life is reflected in the lives of the thousands of people from all over the world who still come to the United States with their hopes and dreams and little else. And I know that must make him smile.

Mr. Speaker, I hope you will join me in congratulating Abraham H. Hochberg on the occasion of his 90th birthday celebration.

SCOTT MacHARDY AND MARK  
LANE: 1995 SBA NATIONAL  
YOUNG ENTREPRENEURS OF THE  
YEAR

**HON. WILLIAM H. ZELIFF, JR.**

OF NEW HAMPSHIRE

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, May 2, 1995*

Mr. ZELIFF. Mr. Speaker, it is my pleasure today to rise and recognize two of my constituents, Scott MacHardy of Rye Beach, and Mark Lane, of Candia, N.H. They have been named the 1995 SBA Young Entrepreneurs of the Year—for New Hampshire, New England and the entire country.

These two young men cofounded their company, Coed Sportswear, Inc., 5 years ago with \$15,000. Each was only 23 years old.

Today, Coed Sportswear employs 50 people. In 1994, the company sold 26 million dollars' worth of merchandise worldwide, an incredible 250 percent over 1993.

Although Coed Sportswear represents a financial success story, its accomplishments are beyond profits. The growth of this small business illustrates that the entrepreneurial spirit in America is alive and well.

Mr. MacHardy and Mr. Lane are role models to the young people in our country. They are hard-working, honest businessmen who have created jobs in their communities. They started with a good, well-researched idea. Then they added a positive work ethic and the determination to see it through.

As a small businessman myself, and chairman of the Small Business Survival Caucus, I offer my sincere congratulations on a job well