

three Air Force commendation medals, three Air Force achievement medals, and the National Defense Service Medal. He is a senior pilot with over 2,700 hours of flight time, 500 of them in the F-117.

Mr. Speaker, though there is every indication that Major Knight's actions before and after the incident were exemplary, it is to his credit that he still feels sorrow and regret for the families whose homes were damaged in the incident. Just recently, he revisited the crash site to survey the wreckage and visit with some of the impacted families. During his visit, he encountered a woman who had come to his aid after the crash. In a quiet, poignant gesture of thanks, he presented her with his flight suit name tag.

Mr. Speaker, many citizens of Middle River owe Major Knight their own debt of gratitude. His piloting skills and selfless concern for others prevented an unfortunate accident from becoming a tragedy. He epitomizes the very best qualities all our men and women in uniform should have. I am pleased and honored to give him the recognition he so richly deserves.

H.R. 2568—ENERGY POLICY ACT
AMENDMENTS OF 1997

HON. KAREN MCCARTHY

OF MISSOURI

IN THE HOUSE OF REPRESENTATIVES

Tuesday, September 30, 1997

Ms. MCCARTHY of Missouri. Mr. Speaker, I rise today to urge my colleagues to cosponsor legislation which I have introduced with the gentleman from Illinois, Mr. SHIMKUS, H.R. 2568, the Energy Policy Act Amendments of 1997. This bipartisan legislation will allow the Federal Government, State, and local governments, as well as private entities and public utilities with large fleets to use a blended product called biodiesel as a part of the alternative fuel vehicle requirements set forth by the Energy Policy Act of 1992 [EPACT]. Biodiesel provides another option for fleet managers who must meet acquisition requirements from recent Department of Energy regulations. The original of alternative fuels did not include biodiesel, a product derived from soybean and other vegetable oils, because the technology had not been fully developed.

State and local governments are required to meet a prescribed schedule of new fleet acquisitions that are alternatively fueled, starting at 10 percent in 1997 and ending with 75 percent in 2001 and subsequent futures years. Alternative fuel providers and utilities must meet a higher percentage requirement, starting at 30 percent this year and ending with 90 percent in 2001 and beyond. Offices that must meet these requirements earn credits for each alternatively fueled vehicle obtained during the given time period. Fines up to \$50,000 per violation can be imposed for those entities that do not meet the requirements set forth by the implementing regulations.

The biodiesel product has many benefits. It is a relatively inexpensive alternative because it can be used as a part of an 80/20 blend with regular diesel fuel without requiring any modification to the diesel engines of existing fleet vehicles. The added value for the environment is the increased biodegradability of the product and the ability to turn waste into

fuel. The product tests produce lower emissions of hydrocarbons, carbon monoxide, and particulate matter, aiding local efforts to achieve Clean Air Act compliance.

The proposed legislation does not include a tax credit or Federal mandate. Adoption could save the Federal Government and other entities money by providing a less expensive alternative that can be implemented immediately. In my own community, tests are being conducted by the Kansas City area metropolitan transit authority. Several buses are being run on the 80/20 blend so that fuel economy and emissions results can be compared to the standard results using a traditional diesel fuel. Early returns indicate that the fuel will reduce emissions and perform as well as it has in over 100 other demonstrations, reducing emissions by nearly 14 percent. While the cost of operating a vehicle on biodiesel fuel is comparable to the cost of other alternative and replacements fuels, a U.S. Department of Agriculture report indicates that the equipment and infrastructure costs associated with other alternative fuel options—tanks and fueling stations; retrofitting engines—is six to eight times greater than biodiesel.

The Federal alternative fuel fleet standards were set in order to help clean the air and promote the use of alternative fuels to reduce our Nation's dependence on foreign sources of oil and gas. H.R. 2568 would help meet the goals of EPACT by allowing for fleet managers to get credit for the actual use of alternative fuels, not just the acquisition of alternatively fueled vehicles. This legislation is a significant advancement in promoting alternatives which help reduce emissions and particulate matter; one that can be implemented quickly with minimal expense because it encourages products and technology which can be most easily adapted to the current fleet. Mr. Speaker, I urge my colleagues to join the bipartisan sponsors of H.R. 2568 and urge its passage.

HONORING DR. W.J. HALL'S 36TH
PASTORAL ANNIVERSARY AT
BETHEL BAPTIST CHURCH

HON. EDOLPHUS TOWNS

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Tuesday, September 30, 1997

Mr. TOWNS. Mr. Speaker, I rise today to honor Dr. W.J. Hall's 36th pastoral anniversary at Bethel Baptist Church, Brooklyn, NY.

Dr. W.J. Hall is a native of Oxford, NC. He assumed responsibilities as pastor of Bethel Baptist Church in June 1961. Prior to his appointment at Bethel Baptist Church, Reverend Hall had a vast amount of experience in pastoring in Henderson and Oxford, NC, respectively. His pastoring was coupled with teaching in the public school system of North Carolina.

Since Dr. Hall's tenure at Bethel Baptist Church, many wonderful things have happened to the Church, to the people of the congregation, and to the South Brooklyn community as well. As a civil rights activist, Dr. Hall worked very closely with the Reverend Dr. Martin Luther King, Jr. by helping minorities obtain employment. Moreover, in the South Brooklyn community that surrounds Bethel Baptist Church, Dr. Hall has made it possible for minorities to have medical services such

as family planning and pre-natal care. Dr. Hall also established the Bethel Baptist Church Day Care Center which provides day care for children of working parents. The center also allows qualified professionals gainful employment within the community.

As senior pastor of Bethel Baptist Church, Reverend Hall has led the congregation through two extensive renovations to Bethel Baptist Church, and is currently embarking upon another major renovation. Through his zealous advocacy, Dr. Hall's has made it possible for parishioners to improve their credit rating and to have the freedom to borrow money through a Federal credit union. Presently, Dr. Hall has plans on the drawing board for a Senior Citizens Housing Development. He is truly a beacon of hope for the Brooklyn community.

Mr. Speaker, I ask you to join me in saluting Dr. W.J. Hall on the occasion of his 36th pastoral anniversary at Bethel Baptist Church.

TRIBUTE TO JAMES E. DEWHIRST

HON. LOUISE MCINTOSH SLAUGHTER

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Tuesday, September 30, 1997

Ms. SLAUGHTER. Mr. Speaker, I rise today to pay special tribute to James E. Dewhirst, president and CEO of the Friendly Organization in Rochester, NY, who on October 21, 1997 will complete 2 years as chairman of the American Association of Homes and Services for the Aging. Through his work with the Friendly Organization, his active participation in aging-services organizations on the local, State, and national level, and countless hours of community service, Jim Dewhirst is truly making a considerable difference in the lives of many older Americans.

Dr. Dewhirst joined the Friendly Organization in May 1981 as assistant administrator of the Friendly Home and manager of the Eighty-One Linden Avenue Apartments—now known as Linden Knoll. In July 1985, he was appointed administrator of the Friendly Organization. He served in this capacity until April 1989, when he was appointed to the position of president and chief executive officer.

Jim Dewhirst's accomplishments at the Friendly Organization and his exemplary leadership in aging organizations in his community, State, and Nation have been wide and varied. His efforts have positioned the Friendly Organization to be not only a current leader but a visionary in the delivery of long-term care. A community activist, he has served as a board member of both the Rochester chapter of the Alzheimer's Disease and Related Disorders Association and Monroe County Long Term Care, an organization dedicated to finding innovative long-term care solutions. He has served as vice chairman and treasurer of the Rochester Area Association of Homes and Services for the Aging, and he held positions as board member, treasurer, and chairman-elect of the New York Association of Homes and Services for the Aging.

In 1990, Mr. Dewhirst received the Thomas Clarke Memorial Award as "Young Administrator of the Year" from the New York Association of Homes and Services for the Aging. In 1992, Rochester Area Multiple Sclerosis honored him with the Community Award for