means a higher payroll of course. What this mans is that the Coast Guard has been forced, in essence, to pay a sizable surcharge simply because it has not been provided the funds needed to buy new advanced-technology ships.

OPERATIONAL INCOMPATIBILITIES

There are several operational factors to consider, moreover. The Reliance class cutters are equipped with surface-search radars, for example, but have no sonars and no electronic countermeasures systems. They are capable of landing helicopters, but have no hangar facilities.

Even the somewhat less antiquated Famous-class WMEC, built in the 1980s, lack the ability to maintain real-time voice, video, or data links with other Coast Guard assets; they also have no Link-11 or Link-16 capability, essential for the exchange of tactical data with other U.S. military forces.

There also are shortfalls in speed. None of the Coast guard's cutters can match the so-called ''''go-fast'' boats—drug smuggling craft that can achieve high rates of speed. Smugglers often are also armed with night-vision goggles, satellite phones, and digital precision-location equipment, widely available commercial gear that Coast Guard vessels do not have.

The Coast Guard's aviation assets suffer from similar limitations. The HH–65A Dolphin helicopters, for example, are operationally compatible with the Reliance, Hamilton, and Famous cutters, but the Dolphin's sensor payload is less than it could be because of weight handling limitations on the cutters.

The service's HH–60J Jayhawk helicopters are capable of long-range operations, and have significant endurance, but these helicopters are compatible only with the Famous-class WMECs—which can give them only limited on board maintenance and logistics support, unfortunately.

Among the Coast Guard's fixed-wing aviation assets are 20 HU–25 Falcon medium-range search jets, all of which are over 14 years old and suffer from engine supportability problems. Their APG–66 radar provides a good intercept capability—but only eight of the HU–25s are equipped with that radar. The remaining 12 Falcons simply lack the modern sensor packages they need to carry out their missions. One indication of the limited utility of the Falcon fleet is the fact that the Coast Guard put 17 others Falcons into storage in 1998.

DEEP, DARK DEFICIENCIES

The deficiency in sensors puts Coast Guard ships and aircraft at a severe disadvantage against maritime lawbreakers, according to Capt. Craig Schnappinger, the Coast Guard's Deepwater program manager. ''They can see us before we can see them.''

The Coast Guard's 23 HC–130 fixed-wing aircraft, which are used for long-range aerial-search missions, are being fitted with new FLIR and electro-optical sensor packages and Global Positioning System receivers. This is one of the few bright spots in Coast Guard aviation today. Otherwise, the picture is dark. ''Scrutiny of individual platform capabilities,'' according to the Coast Guard's ''21st Century Hemispheric Maritime Security'' document, reveals an unintegrated system that falls well short of optimum tactical requirements.''

One of the more promising hardware solutions to its aviation problems that the Coast Guard is considering is the HV–609, a commercial tilrotor craft that can take off and land like a helicopter but fly like a fixed-wing aircraft. Now under development by Bell Helicopter Textron, the HV–609 will have a speed of 275 knots and a range of 750 nautical miles, and will be able to carry a significant payload. Because of its versatility the Coast Guard might possibly use the '609 to replace several different types of aviation platforms now in the inventory—thereby helping to streamline logistics and maintenance costs in the future.

The Coast Guard protects the nation's maritime borders and carriers out numerous missions of importance to all Americans. But continuing to operate aging platforms that are not equipped with modern sensors guarantees a future filled with hazard and difficulty not only for the Coast Guard itself but for all whose lives are touched by the sea.

By recapitalizing the force, the Coast Guard believes, it will be able to operate more safety and efficiency—and more cost-effectively as well. ''I think we are moving in the right direction,'' said Riutta. Congressional approval of the Deepwater program, he said, will ''more u into the next century and equip our people with the resources [needed] to do their jobs properly.''

EAGLE SCOUTS HONORED

HON. WILLIAM O. LIPINSKI

OF ILLINOIS

IN THE HOUSE OF REPRESENTATIVES

Tuesday, November 9, 1999

Mr. LIPINSKI. Mr. Speaker, it gives me great pleasure to bring to the attention of my colleagues, six outstanding young individuals from the 3rd Congressional District of Illinois, all who have completed a major goal in their scouting career.

The following young men of the 3rd Congressional District of Illinois have earned the high rank of Eagle Scout in the fall and winter seasons: Anthony Cesaro, Eric Charles Fritz, John A. Studnicka Jr., Brandon William Pfizenmaier, Peter William Davidovith, and Charles Lamphier. These young men have demonstrated their commitment to their communities, and have perpetuated the principles of scouting. It is important to note that less than two percent of all young men in America attain the rank of Eagle Scout. This high honor can only be earned by those scouts demonstrating extraordinary leadership abilities.

In light of the commendable leadership and courageous activities performed by these fine young men, I ask my colleagues to join me in honoring the above scouts for attaining the highest honor in Scouting—the Rank of Eagle. Let us wish them the very best in all of their future endeavors.

TRIBUTE TO A NEWSPAPER LEGEND, CLAUD EASTERLY

HON. RALPH M. HALL

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Tuesday, November 9, 1999

Mr. HALL of Texas. Mr. Speaker, with the passing of Claud Easterly, editor of the Denison Herald for 30 years and one of his hometown's foremost historians, comes the end of a generation of old-fashioned newspapermen who learned their trade on the job, not in the classroom, and who preferred their old typewriters to computers. Such a man was Claud Easterly of Denison, TX, who died this year at the age of 91.

During Mr. Easterly's career, he interviewed five U.S. Presidents, several Vice Presidents, Speaker of the House Sam Rayburn, my predecessor in the fourth district, bandleader John Phillip Sousa, magician Harry Houdini, Father Flanagan of Boys Town, New York Mayor LaGuardia and heavyweight boxing champion Joe Louis, among many other State and national dignitaries.

Yet he said that his greatest experiences were ''in helping record the more routine events that reflected the failures and successes, joys and sorrows of the folks here at home,'' according to the Herald Democrat, the newspaper that succeeded the Denison Herald and to which he continued to contribute articles and serve as a reliable source until shortly before his death.

Claud Easterly knew his community well and served it well through 30 years as editor of the city newspaper. Inspired by his high school English teacher, he proved adept at writing. He was named the first editor of his high school newspaper and upon graduation from high school approached the editor of the Denison Herald, who agreed to hire him at no pay until he learned the job. Three months later, he was put on the payroll at a salary of $12.50 per week, and as they say, the rest is history. In addition to his famous interviews, he covered many historical events, including the Red River Bridge war in 1931, the construction of Denison Dam in the 1940's and the local perspective of World War II.

In addition to his newspaper responsibilities, Mr. Easterly also was active in the civic life of Denison. He served as president of the Lions Club, a director of the Chamber of Commerce and a board member of the Public Library. Following his retirement in 1972 as editor of the newspaper, he campaigned for and was elected to the Denison City Council. He also was a member of Waples Memorial United Methodist Church.

Claud Easterly was born in Denison in 1907, the son of Mr. and Mrs. E. W. Easterly. In 1931 he married his high school sweetheart, Ruth Davis. Following her death in 1967, he married Mrs. Ophelia Taylor, who survives him. Also surviving are his son David Easterly and daughter-in-law Judy, stepson Richard Taylor and wife Carol; stepdaughter Carolyn Arnett and husband Butch, a brother Doug, 10 grandchildren and 1 great-grandchild.

Claud Easterly was proud that his son, David, followed him in the newspaper business, getting his start alongside his father at the Denison Herald. David is now president of Cox Enterprises, which owns and operates a number of newspapers, including the Atlantic Journal & Constitution.

Mr. Speaker, Claud Easterly lived during the tenure of three representatives of the Fourth District of Texas—Speaker Sam Rayburn, Ray Roberts, and myself. He knew our district as well as we did, and so it is both an honor—and fitting—to ask my colleagues to join me in paying our last respects to this great newspaperman from Denison, TX—Claud Easterly.