

TRIBUTE TO MICHAEL HAYES  
DETTMER

**HON. BART STUPAK**

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

*Friday, December 15, 2000*

Mr. STUPAK. Mr. Speaker, I rise today to pay tribute to Michael Hayes Dettmer, U.S. Attorney for the Western District of Michigan, who will be return to private practice in January. After six years of service, Mike will leave the job of chief federal law enforcement officers and prosecutor for 49 counties in western Michigan and the Upper Peninsula of Michigan, and return to practice law in Traverse City, a community in my northern Michigan congressional district.

Mike Dettmer's appointment by President Clinton to this position followed a distinguished career in Michigan. A trial lawyer since 1972, he served as the 59th president of the State Bar of Michigan in 1993 and 1994, having been elected to that position by the lawyers throughout Michigan.

Mike served as chairman of the state bar's Professionalism Task Force and he served as co-chairman of the Standing Committee on Professionalism, as well as chairing numerous other bars committees. At the Department of Justice he chairs the Attorney General's policy committee relating to Office of Justice programs, and he is a member of the Committee on Native American Issues and Civil Justice Issues.

My Michigan colleague, FRED UPTON, recently paid public homage to Mike's work, praising in an Associated Press story Mike's efforts in fighting crime in Benton Harbor, a community in Congressman UPTON's district and an area where drugs are a particular problem.

A Michigander through and through, Mike graduated from Michigan State University and received his law degree from the Wayne State University School of Law in 1971.

Mike brought new energy to the position of U.S. Attorney, and I know he is leaving the job in the belief that it demands new blood, fresh ideas and constant renewal.

Mike has always been an avid golfer, but I know that his golf score will greatly benefit from the some additional time on the fairways, time that he may now have, with the demands of his federal job behind him.

Mr. Speaker, I ask you and our colleagues to join me in offering our thanks to this public servant for a job well done. I welcome his return to northern Michigan.

REINTRODUCING H.R. 5669

**HON. JOHN R. KASICH**

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

*Friday, December 15, 2000*

Mr. KASICH. Mr. Speaker, today I reintroduced a bill, H.R. 5669, that was previously introduced this Congress as H.R. 82 in order to clarify the appropriate referral of comparable legislation in subsequent Congresses. The error in the referral of the original bill resulted

from confusion arising from House rule changes during the 104th and 105th Congresses that granted the Budget Committee jurisdiction over budget process legislation.

My staff worked closely with the Office of the Parliamentarian to resolve the jurisdictional issues related to this bill. My introduction of the bill should not be construed as indicating my support for the measure. In fact, I oppose the concept of taking the Civil Service Trust Fund off budget, which this bill would require. I also introduced a new bill, H.R. 5670, to establish the appropriate referral of this type a measure.

TRIBUTE TO THE MEN WHO FLEW  
EC-121

**HON. ALLEN BOYD**

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

*Friday, December 15, 2000*

Mr. BOYD. Mr. Speaker, today I pay tribute to the brave men who flew the EC-121 Lockheed Super Constellation from Otis Air Force Base (AFB), Massachusetts, in the 1950's and 1960's. The 19 member crews of these aircraft flew countless radar surveillance missions to provide early warning radar coverage for the United States during the height of the Cold War and were a first line of defense against a surprise attack. In particular, I want to pay tribute to the fifty officers and airmen who died when three EC-121's crashed in the North Atlantic.

Otis AFB, located on Cape Cod, was the only Air Defense Command base with units performing three of the Air Defense Command's prime missions: radar picket plane surveillance, fighter-interception, and ground-to-air missile operations. With the completion of the Distant Early Warning (DEW) Line in 1958, the northern areas of the United States and Canada were still vulnerable. Consequently, the radar warning networks were extended seaward at Otis AFB on the east by using the 551st Airborne Early Warning and Control (AEW&C) Wing. This wing supplemented the radar protection along the East Coast of the United States.

The 551st Wing at Otis was the only Air Force organization flying the EC-121H "Warning Star" Super Constellation known as Airborne Long Range Input (ALRI) aircraft. Those aircraft carried more than six tons of complex radar and computer communications equipment on each flight and provided instantaneous automated relay of air defense surveillance and early warning information by data-link direct to ground based communications facilities. This information was then passed to high speed Semi-Automatic Ground Environment (SAGE) Air Defense Command and Control computers in the East Coast SAGE Direction Centers and to the North American Air Defense Command (NORAD) Combat Operations Center in Colorado Springs, Colorado, for air defense evaluation and action. It is interesting to note, especially for the younger generation, that the 551st Wing flew their continuous missions over the Atlantic Ocean 24 hours a day.

On March 2, 1965, the 551st AEW&C Wing celebrated its 10th anniversary. It was noted

that the 551st Wing had progressed through many changes—some involving electronic equipment and other gear. Still the mission continued to be an effective—although more sophisticated—form of radar surveillance against the enemy. During that decade, the aircraft of the 551st Wing had accumulated more than 350,000 hours of early warning radar surveillance missions over the North Atlantic without an accident involving personal injury or a fatality. However, the fatality-free decade celebration didn't last long.

The ten-year celebration hardly had ended when on July 11, 1965, one of the Super Constellations, the Air Force model EC-121H radar aircraft, developed a fire in the number three engine. The decision was made to try ditching the plane approximately 100 miles from Nantucket, Massachusetts, in the North Atlantic. Unfortunately, touchdown in the nighttime

On Veterans Day 1966 (November 11th) another EC-121H crashed in approximately the same general area as the first one, by unexplained circumstances. This accident was about 125 miles east of Nantucket. All 19 crew members were killed and their bodies were never recovered.

On April 25, 1967, another EC-121H ditched in the North Atlantic approximately one mile off of Nantucket just after having taken off from Otis AFB. There was one survivor, and 15 crew members were lost. Only two bodies were reported by the Air Force as having been recovered. Colonel James P. Lyle, the Commander of the 551st AEW&C Wing to which all the aircraft and crew members were assigned, was piloting this plane when it crashed.

Colonel Lyle had been assigned to take over that command nine months earlier. It is sobering to note that it was he who presented each of the next of kin of the November 11, 1966, crash victims with the United States Flag during that memorial service. Then five months later Colonel Lyle met the same fate.

The EC-121H aircraft was phased out and the 551st Wing was deactivated on December 31, 1969. Later, Otis AFB was renamed Otis Air National Guard Base. Today at that base, Otis Memorial Park is dedicated to the 50 members of the crews of the three aircraft who lost their lives. With the exception of the remaining immediate family members of the flyers and some of the friends of the flyers, few remember these tragic events ever happened.

I admit that I never knew about these events until a constituent of mine from the Second Congressional District of Florida, Senior Master Sergeant A.J. Northup, USAF (Ret.), brought this to my attention. I would be remiss if I didn't recognize MSgt. Northup and his 30 years of service to our nation. He actually spent four years as an Airborne Radio Operator/Electronic Countermeasures Operator aboard the RC-121 at Otis AFB. I thank him for his service to our nation and for working to bring these events to light.

More than half a century ago, President Franklin Roosevelt reminded the American people that, "Those who have long enjoyed such privileges as we enjoy forget in time that men have died to win them." I hope that we as a nation, and each of us as individuals, will