Last Friday I met with some police officers in Minnesota. I told them that they had never walked away from us and that Washington should not walk away from them. Well, the parents of this country should have the same pledge, and the children of this country should have the same pledge. You heard Janice say that in James Darby's wonderful letter to me, which I have read over and over and over again since last Mother's Day, he said, "I know you could do something about this, and I'm asking you nicely to do it."

Well, my fellow Americans, we have asked the Congress nicely long enough. There should be no more excuses, no more tricks, no more delays, and no more discussion about whether this bill is a Democratic bill or a Republican bill or a Clinton bill. I don't know when I will ever be able to get it across to people here that what we do here is not about us, it is about the rest of America. So let Congress hear this: Pass the Darby-Klaas-Sposato crime bill, and do it now.

Thank you.

NOTE: The President spoke at 1:55 p.m. in the Rose Garden at the White House. In his remarks, he referred to Marc Klaas, father of kidnap-murder victim Polly Klaas; Janice Payne, whose son, James Darby, was killed shortly after he wrote to the President about crime in his community; Steven Sposato, whose wife, Jody, was killed in a shooting; and Dewey R. Stokes, national president, Fraternal Order of Police.

Nomination for United States District Court Judges

August 16, 1994

The President today nominated four individuals to serve on the U.S. District Court: Elaine F. Bucklo, David H. Coar, and Robert W. Gettleman for the Northern District of Illinois, and Paul E. Riley for the Southern District of Illinois.

"These nominees will bring legal talent and dedication to the Federal bench," the President said. "I know they will serve our country with distinction."

NOTE: Biographies of the nominees were made available by the Office of the Press Secretary.

Statement on Signing the General Aviation Revitalization Act of 1994

August 17, 1994

I am pleased to sign into law S. 1458, the "General Aviation Revitalization Act of 1994." It is before me today as a result of bipartisan support in the Congress, and the hard work of many who have labored long to achieve passage of such legislation. The result is legislation that accommodates the need to revitalize our general aviation industry, while preserving the legal rights of passengers and pilots. This limited measure is intended to give manufacturers of general aviation aircraft and related component parts some protection from lawsuits alleging defective design or manufacture after an aircraft has established a lengthy record of operational safety.

In 1978, U.S. general aviation manufacturers produced 18,000 of these aircraft for domestic use and for export around the world. Our manufacturers were the world leaders in the production of general aviation aircraft. By 1993, production had dwindled to only 555 aircraft. As a result, in the last decade over 100,000 well-paying jobs were lost in general aviation manufacturing. An innovative and productive American industry has been pushed to the edge of extinction. This Act will allow manufacturers to supply new basic aircraft for flight training, business use, and recreational flying.

The Act establishes an 18-year statute of repose for general aviation aircraft and compo-

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