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what responsible for that, although I do not believe in any way he knew about it or condoned it.

What you see here is too much money being raised, raising too many questions, and taking too much time away from all the people involved. The answer to this—there will never be a perfect answer until we reform the campaign finance system.

So, yes, we should—the Democratic Party should investigate, evaluate what's done, make sure its house is clean, and should live within the rules. But even living within the rules, you're going to have—the amount of money it takes to communicate with the American people today, unless you make campaign finance reform—restrict spending limits, give people access to free media time in return for restricted limits—unless you do that there will always be questions raised, even when their contributions are perfectly legal.

The answer is to reform this system. We can do it now. If one good thing could come out of this whole issue, it would be shining the bright light on the larger issues of how campaigns are financed today and how we're the only country in the world that really does it like this—or at least in the Western world, I believe, and we ought to stop it and have some campaign finance reform.

Khobar Tower Bombing

Q. Can we get just one foreign policy question, sir? Have you seen any evidence to support Saudi Arabia's suspicions that Iran may be somehow involved with the Khobar Tower bombing? And if those suspicions do get played out, what kind of consequences might Iran face?

The President. As you might imagine, I have spent a great deal of time on the Khobar issue since it occurred, first of all, making sure that we redeployed our forces in Saudi Arabia, making sure that we strengthened our defenses, making sure that we analyzed very carefully what had been done, because all of us policymakers from top to bottom underestimated the degree of terrorist threat which could be presented to our men and women in uniform, and they don't deserve that. They deserve the best possible decision-making by us.

I have also exerted a lot of effort to make sure that we were cooperating and working with the Saudis in investigating the murder. The FBI Director has been there on more than one occasion. We have worked hard on this.

I think it is only fair, however, to say that the investigation is not completed. I have not reached any—been presented with any final conclusions. I have not reached any final conclusions myself. And because of that, anything I say about what we might do if we knew what had happened would only give rise to an inference that I had really concluded someone was guilty of something that I don't know they're guilty of yet. So I can't say more except to say that we are on top of this and we are going to stay on top of it.

Thank you.

NOTE: The President's 132d news conference began at 2 p.m. in Room 450 of the Old Executive Office Building. In his remarks, he referred to District of Columbia Financial Responsibility and Management Assistance Authority. A portion of this news conference could not be verified because the tape was incomplete.

Proclamation 6965—Wright Brothers Day, 1996

December 13, 1996

By the President of the United States of America

A Proclamation

Ninety-three years ago, on a windswept North Carolina beach, air travel by hot air balloon and gliders gave way to American ingenuity and the era of powered flight. Wilbur and Orville Wright—employing innovations like the wind tunnel and single component testing—designed, built, and ultimately flew the first powered, heavier-than-air craft on the dunes of Kitty Hawk. Years later, Wilbur was to say of this historic event, ''It is the complexity of the flying problem that makes it so difficult. It is not . . . solved by stumbling upon a secret, but by the patient accumulation of information upon a hundred different points.'' No longer would the ability to travel by air be bounded by the simple

physics of wind and weather, but by the power of the human imagination.

As we have expanded the scope of our dreams, our love of flight has extended our command of the sky. Today, air travel is not only the fastest means of transportation, but the safest as well, and the United States air transportation system, which continues to improve every year, serves as the model to which all others are compared.

My Administration continues to work to make the skies ever safer. Integral to this effort has been the dedicated service of thousands of men and women throughout the air transportation community who strive daily to protect air travelers. Indeed, this month, the Vice President and I were pleased to announce that the major airlines have agreed to install fire detection systems in the cargo holds of some 3,700 airliners that carry the vast majority of Americans flying each year. We cannot make the world risk free, but we can reduce the risks we face. Working together, we have taken another important step to ensure the safety of the flying public.

This year marks the 50th anniversary of Federal aid for our Nation's airports. Working in partnership with State and local governments, private airport operators, and the air carrier and general aviation communities, the Federal Aviation Administration (FAA) has assisted numerous airports with critical safety, security, and capacity projects that directly benefit the American traveling public. It is particularly fitting, as Americans celebrate an important milestone in the history of air transportation, that this year also marks the beginning of important reforms for the FAA that recognize its vital role in advancing sound aviation management and development in the United States and around the world.

On April 1, 1996, the FAA began transforming itself from the model previously mandated by law into a more effective, streamlined system, better designed for the challenges of the twenty-first century. In the recently enacted Federal Aviation Reauthorization Act of 1996, the Congress, working with my Administration, complemented those important reforms with a new financial model for the agency to help it meet the safety and capacity challenges it faces. This legislation also provided the FAA with improved tools to perform its mission more effectively. It builds on security recommendations of the Vice President's Commission on Aviation Safety and Security that will improve the FAA's ability to more comprehensively address the threat posed by terrorists to civil air transportation. With these statutory improvements, the world of aviation will be an exciting one in which future aviation pioneers may fulfill their dreams and aspirations.

The Congress, by a joint resolution approved December 17, 1963 (77 Stat. 402; 36 U.S.C. 169), has designated December 17 of each year as "Wright Brothers Day" and has authorized and requested the President to issue annually a proclamation inviting the people of the United States to observe that day with appropriate ceremonies and activities.

Now, Therefore, I, William J. Clinton, President of the United States of America, do hereby proclaim December 17, 1996, as Wright Brothers Day.

In Witness Whereof, I have hereunto set my hand this thirteenth day of December, in the year of our Lord nineteen hundred and ninety-six, and of the Independence of the United States of America the two hundred and twenty-first.

William J. Clinton

[Filed with the Office of the Federal Register, 9:01 a.m., December 17, 1996]

NOTE: This proclamation will be published in the *Federal Register* on December 18.

Letter to Congressional Leaders Transmitting the Report on Cyprus

December 13, 1996

Dear Mr. Speaker: (Dear Mr. Chairman:)

In accordance with Public Law 95–384 (22 U.S.C. 2373(c)), I submit this report on progress toward a negotiated settlement of the Cyprus question. The previous submission covered progress through July 31, 1996. The current submission covers the period August 1, 1996, through September 30, 1996.

I regret that intercommunal violence, including unprecedented killings of civilians, dominated events in Cyprus during this re-