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amount of chaff with unruffled good nature.

The spring of 1918 witnessed the final break-up of the old Lafayette Squadron. It had been the hope of all the men that they might be kept together at the Front as a unit until the close of the war; but the needs of the U.S. Air Service made this impossible. Some of the pilots were sent as flight and squadron commanders to newly formed units; others, as flying instructors, to aviation schools both in France and in America. And so the old, never-to-be-forgotten fellowship came to an end. Carl Dolan is one of the men who did more than his share to make the squadron comradeship bright and happily memorable, and for this service he has the grateful acknowledgment of all of his fellow pilots in Spad 124.

(From the *Blue Book of Aviation, 1932*, published by the Hoagland Co., Los Angeles)

CHARLES HEAVE DOLAN

Dolan, Charles Heave, (War Flyer; Aircraft Operations Manager): Born Boston, Mass., Jan. 29, 1895, son of Charles H. and Annie (Wainwaring) Dolan. Education: St. Peter's Grammar School; Mechanics Art High School; Mass. Inst. of Tech.; Lowell Inst.; electrical engineering course, 1½ years. Married Ramona Morgan, of Honolulu, T. H., July 10, 1921. One child—Charles Heave, Jr.

Since 1913, Charles H. Dolan has been actively identified with aviation. In that year he worked with Prof. Andrews of the Mass. Inst. of Tech. in checking Prof. Eiffel's work on wing efficiency, constructing models for use in the Boston Tech. wind tunnel. In 1914 he went to England and engaged as assistant chief inspector for the British Thomson-Houston Co. on the first aviation magnetos made in England and on a bombing device, until 1915. He was also chief inspector of the aeronautical instruments factory of S. Smith & Sons. He went to France in 1915 for the Sperry Gyroscope Co. as installing engineer, in charge of the Paris shops, on the automatic gyroscope stabilizer (automatic pilot), continuing in this work until his entry into the French Army air service.

He enlisted in the French Foreign Legion, 1916, and subsequently graduated from the following: Bleriot Primary School of Aviation, Pau School of Aerial Acrobatics and Combat, and the Plessis Belleville School of Combat (Sped). He was then assigned to the La Fayette Escadrille, under the command of Major Raoul Lufbery and Colonel William Thaw, and saw service in nine engagements with this unit. In 1917 he transferred to the U.S. Army air service, and was commissioned a 1st lieutenant, Nov. 17, 1917, and sent to the front where he later engaged in two battles. During his service with the U. S. Army air service he filled, at various times, every post from pilot to squadron commander. Upon his return to the U.S. and during 1918-19, he was assigned to the Control Board, and stationed at Carlstrom and Dorr Fields, Fla., in charge of systems of air training, and, in addition was engineer officer in charge of the \$5,000,000 worth of planes and equipment, and of the 2000 mechanics and 10 assistant engineer officers. During 1919 and 1920, he was stationed in the Office of the Director of Air Service, at Washington, D.C., and in July, 1920 he resigned to enter civilian life. He returned to the U. S. Army air service the following year (1921) and was sent to China by General Mitchell as air instructor and adviser, continuing on this assignment until 1923. Decorations: Croix de Guerre; Forragere; La Fayette Escadrille and French Foreign Legion Campaign Ribbons; Victory Medal (France); Victory Medal with 11 clasps (U.S.).

Returning to civilian pursuits, he established in Hawaii in 1924. In 1928 he made a four months aviation survey for the Inter-Island Steam Navigation Co. He served as a member of the Territorial Aviation Commis-

sion of Hawaii and as chairman of the Commission on Design and Development of Airports. Subsequently he made surveys for the Cuban Curtiss Co. He later became associated with the Eastern Air Transport Co., Inc., of Atlanta, Ga., and since 1931 has been operations manager of this organization.

Transport Pilot license No. 5040; F.A.I. certificate No. 5859; N.A.A. certificate No. 110; French Military Brevet No. 5615 (1917). Member: Early Birds, Federation Aeronautique Internationale, National Aeronautic Assn. (Atlanta Chap.; delegate to Los Angeles convention), Soc. of Automotive Engrs., Amer. Soc. of Mech. Engrs., National Air Pilots Assn., 40 & 8, American Legion, Internationale des Aviateurs. Club: Aero of France.

ACCOUNTABILITY TO THE PEOPLE

Mr. MONDALE. Mr. President, I recently had the opportunity to address the Sigma Delta Chi in Minneapolis. In that address, I attempted to grapple with what I believe to be the central problem in Government today—accountability to the people.

On January 18, the St. Paul Pioneer Press printed an editorial regarding this issue of accountability which effectively makes clear the importance of achieving greater accountability of the Executive to the people, and the likelihood of gaining this greater accountability as a result of Watergate.

I commend this editorial, and ask unanimous consent that it be printed in the RECORD at the conclusion of my remarks.

There being no objection, the editorial was ordered to be printed in the RECORD, as follows:

UNANSWERABLE QUESTION

Senator Walter Mondale, speaking before Sigma Delta Chi, the professional journalism organization, in the Twin Cities the other evening, was asked: "Do you think President Nixon will serve out his term of office?"

"Well," the senator joked, "I know but I'm not at liberty to tell you." The senator was not, of course, going to be trapped into answering the unanswerable. Only the very rash, or the very partisan, would attempt anything but the most hedged-about reply to such a question. It does not appear that the Congress is yet in any unstoppable rush toward voting impeachment, and only the wishful thinking of those most rabidly anti-Nixon suggests the President is about to resign.

But Mondale did not hesitate to tell the journalists what he was fairly certain would come out of the Watergate and related scandals. In a word, it was greater accountability of the Executive. Out of the investigations, the trials and the political turmoil the country would at last bring a halt to what had become a runaway trend toward placing the Presidency above and beyond the law. This, Mondale acknowledged, was a trend that began long before Richard Nixon took office, but had been accelerated under Mr. Nixon until it imperiled the basis of our democracy.

This accountability—in essence, an assurance that the American Presidency will stay in its place, as a powerful but co-equal branch of government—is, it seems to us, what the electorate of this country really is after. Whether impeachment or resignation will eventually come about depends on future developments. But regardless of whether Mr. Nixon continues in office until his term expires, or leaves before that time, the important thing for the nation is to assure that the Presidency never becomes beyond the reach of law.

FEDERAL PROGRAMS FOR THE HANDICAPPED

Mr. DOLE. Mr. President, on January 12, 1973, I introduced for the third time a bill to establish a National Information and Resource Center for the Handicapped.

Although the Congress has not yet acted on this legislation, I remain convinced that one of the major needs of the handicapped is better access to relevant information. It should be a simple matter for a handicapped individual to learn where and what assistance is available to him. What should be a simple problem has become a search through a maze of Federal, State, and local programs, a multitude of new technical developments and a general void of information. In a period of rapid technological advances, information is of vital importance to achieving the greatest productive output and social contribution from the handicapped.

The large number of private and university information centers springing up around the country is an indication of the need for information. These efforts to resolve the information problem are creating a need for coordination and organization at the national level. I intend to pursue the solution to this need in my actions in the Senate.

One man who has already made a great contribution to the dissemination of information is Mr. Edward Klebe, Congressional Research Service. In April 1971, at my request, Mr. Klebe compiled a "Directory of Federal Programs for the Handicapped," which I had the pleasure of making a part of the CONGRESSIONAL RECORD. Since the publication of that directory, people all over the Nation have used it and praised it for its value. This year following the enactment of the Vocational Rehabilitation Act of 1973, Mr. Klebe began an update of his earlier work. I have the pleasure today of making the results of his labor a part of the CONGRESSIONAL RECORD.

Mr. President, I ask unanimous consent that this directory entitled "Federal Programs for the Handicapped" be printed in the RECORD.

There being no objection, the directory was ordered to be printed in the RECORD, as follows:

FEDERAL PROGRAMS FOR THE HANDICAPPED

INTRODUCTION

The following is an update of a 1971 compilation of Federal programs to serve physically and mentally handicapped persons. These include programs in vocational rehabilitation and education of the handicapped, programs for disabled veterans, programs under the Social Security Act for blind and other disabled persons; mental health programs, programs for the developmentally disabled, and programs to prevent and treat handicapping conditions.

The compilation provides, as far as it has been possible to obtain from budget documents and other sources, five types of information for each program, as follows:

1. A brief description of the program, including the type of grant it provides, if it provides a grant, and the purpose for which the grant is to be used;
2. Legislative authority for the program;
3. Fiscal data for the program, including, whenever possible, estimated obligations for fiscal years 1973 and 1974;