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FINAL

CONTACTS:

Judy Brown
913/295-2745 (O)
913/836-2319 (H)
Jo-Anne Coe
202/408-5086 (O)
703/845-1714 (H)
Gale Grosch
913/371-6108 (O)
816/373-8468 (H)
YINGLING AIRCRAFT
1-316/943-3246

WEATHER: FRIDAY - South Central Kansas will be sunny with highs in the 80's and light southerly winds. Lows will be in the 50's. SATURDAY - NE Kansas-there will be a chance of thunderstorms, with highs in the low 80's and lows in the 60's. Less chance of thunderstorms in the Russell area. SUNDAY - Again, a chance of thunderstorms in NE Kansas, highs in the upper 70's or low 80's.

**As you know, Kansas weather is very unsettled at this time of year, and the Weather Service was reluctant to give me information for Saturday or Sunday, as the extended forecast can change very quickly. For an update, Mike can either call me anytime during the weekend and I will get it for you, or he can call 1-800/432-3929.

SENATOR DOLE'S KANSAS SCHEDULE - MAY 15, 16 AND 17

FRIDAY, MAY 15

12:25 P.M. Lv. Capitol for airport
DRIVER: Wilbert

12:45 p.m. Lv. Washington for Hutchinson

AIRCRAFT: Torchmark Hawker Sidley
TAIL NO.: N6TM
SEATS: 8
PILOT: Kippy Dietzel
CO-PILOT: Chip Preston
FLIGHT TIME: 3 hrs.

CONTACT: Barbara Nabors
205/325-4205

MEAL SERVICE:
Lunch - Sandwiches

MANIFEST: Senator Dole

2:45 p.m.

Ar. Hutchinson - Wells Aircraft
316/663-1546

MET BY: John Neal & Chuck Schillings
DRIVE TIME TO COSMOSPHERE: 10 mins.

3:00 p.m.
to
4:30 p.m.

GROUNDBREAKING - FIRST PHASE OF THE
EXPANSION OF THE COSMOSPHERE.

PROGRAM

3:00 p.m. - Welcome - Max Ary, Exec. Dir.

3:02 p.m. - Invocation

3:04 p.m. - Opening comments - Max Ary
& Introduction of Dean Johnson, Chrm. of
the Cosmosphere Board.

3:08 p.m. - Comments by Dean Johnson

3:11 p.m. - Introduction of John Neal by Ary

3:13 p.m. - Comments by John Neal
INTRODUCTION OF SENATOR DOLE

3:17 p.m. - Senator Dole's Remarks

3:23 p.m. - Explanation of groundbreaking
Max Ary

3:28 p.m. - Arming of Explosives

3:30 p.m. - Introduction of West Point &
Air Force Appointees

3:32 p.m. - Countdown
Voyager Signal heard

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Explosion
Rockets fired from roof
F-1 Engine Ignition
Banner unfolds

3:35 p.m. - Closing Comments, Max Ary

3:45 p.m. - Senator Dole tours Cosmosphere
with Ary, Neal, and Patty Carey

ANTICIPATED ATTENDANCE: 2000-3000

CONTACT: Chuck Schillings
1-800-397-0330

4:30 p.m.
to
5:30 p.m.

CITY HALL - Meeting with City and County
officials. Mayor - ~~John Schwegel~~ JAMES W. FEE

Am waiting for fax of people who will
attend the meeting. When I receive it,
will fax it to be added to the briefing
book and/or attached to your schedule.

CONTACT: Joe Palacios
316/694-2610

5:15

HUTCH NEWSPAPER FOLKS

5:45 p.m.

Lv. Hutchinson for Pratt

6:00

**If, for any reason, you need to reach
Wanda Kanold before you leave for Pratt,
she will be at 316/672-5641.

AIRCRAFT: Cessna 414 Chancellor
TAIL NO.: 12436
SEATS: 5
PILOT: Jerry Eichelberger
CO-PILOT: Mitchell Mosimam
FLIGHT TIME: 20 mins.

CONTACT: Peggy (Yingling Aircraft)
1-800/835-0083 or
316/943-3246

FOOD SERVICE: Will see that there is food
either between Hutchinson
and Pratt, or Pratt and
Topeka.

MANIFEST: Senator Dole
Mike Glassner

6:05 p.m. Ar. Pratt Airport - Pratt Air, Inc.
316/672-3601

MET BY: Gary Schmidt (and Wanda Kanold)
Dole Co-Chair
316/672-2190 (h)
316/672-7602 (o)

DRIVE TIME TO COLLEGE: 6 minutes

~~6:30~~ p.m. RECEPTION with supporters
to Art Gallery - Pratt Community College
7:15 p.m.

**George Chandler, 1st Nat'l. Bank,
wrote you a note that he would greet you
when you arrived at the commencement
exercises. He is out of the bank for the
day, but I advised his secretary that you
would be at a reception in the Art Gallery
at 6:30 p.m., and looked forward to seeing
him and appreciated his offer of assistance.

7:30 p.m. Arrive Pratt Community College Commencement
(mix and mingle with graduates, etc.)

8:00 p.m. SPEAK PRATT COMMUNITY COLLEGE/AREA
to VOCATIONAL SCHOOL COMMENCEMENT
8:30 p.m.

INTRODUCED BY: William Wojciechowski
President

(will be recognizing Deanna Ludwig as
the first outstanding special

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populations Vocational/Technical
Student in Kansas).

8:15 p.m. - SENATOR'S REMARKS

(10-12 minutes)

ATTENDANCE: 500 (135 graduates)

CONTACT: Sandy Fruit
316/672-5641

8:35 p.m.

Lv. Pratt Community College for airport
DRIVE TIME: 6 minutes

8:45 p.m.

Lv. Pratt Air, Inc. - 316/672-3601

AIRCRAFT: Cessna 414 Chancellor

TAIL NO.: 12436

SEATS: 5

PILOT: Jerry Eichelberger

CO-PILOT: Mitchell Mosiman

FLIGHT TIME: 1 hr.

MANIFEST: Senator Dole
Mike Glassner
Gary Schmidt
Wanda Kanold

9:45 p.m.

Arrive Topeka

T.J. Terminal - 913/234-2602

MET BY: Kent Pekarek

U.S. Marshal Service

913/295-2775

**Kent will have keys to your rooms.

9:55 p.m.

Arrive Ramada Inn

RON - Topeka - Ramada Inn

913/234-5400

SATURDAY, MAY 16

8:45 A.M. TOPEKA - RAMADA INN - SPEAK - Republican
State Committee Meeting.
913/234-5400

9:45 a.m. Lv. Ramada for Philip Billard
DRIVER: Kent Pekarek
U.S. Marshal Service
DRIVE TIME: 10 mins.

10:00 a.m. Lv. Topeka for Downtown Municipal Airport
T. J. Terminal - 913/234-2602

AIRCRAFT: Cessna 414 Chancellor
TAIL NO.: 12436
SEATS: 5
PILOT: Jerry Eichelberger
CO-PILOT: Mitchell Mosiman
FLIGHT TIME: 25 mins.

MANIFEST: Senator Dole
Mike Glassner

***In the event of bad weather which
would prohibit going to Merriam for
for the parade:

CONTACT: Irene French or Sharon Greathouse
Merriam Community Center
913/362-8245

10:30 a.m. Ar. Kansas City Downtown Municipal
Executive Beechcraft: 816/842-8484
Gale will meet you.
DRIVE TIME: 20 minutes

11:00 A.M. PARADE - SEVENTH ANNUAL TURKEY CREEK
to FESTIVAL - Senator will be in Car #2
12:00 p.m. Merriam, Ks.

ATTENDANCE:

CONTACT: Annette Wells
913/722-3330

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Irene French
913/722-3330 (o)
913-432-2310 (h)

Noon to
1:30 p.m.

Lunch and/or free time
Gale will be driving you.

1:45 p.m.

Ar. Kansas City, Kansas - East side of
Waterway Park - 11th & Armstrong.

Senator will be in car #3 - directly
behind Grand Marshalls, Richard &
Sherman Yunghans.

2:00 P.M.
to
3:30 p.m.

PARADE - NATIONAL HISTORIC PRESERVATION
WEEK Kansas City, Kansas

ATTENDANCE:

CONTACT: Rebecca Barber or Susan Mufich
913/721-1078

3:45 p.m.

Lv. Downtown Kansas City, Ks. for airport
DRIVE TIME: 5 minutes

4:00 p.m.

Lv. for Russell - K.C. Downtown Municipal
Executive Beechcraft: 816/842-8484

AIRCRAFT: Cessna 414 Chancellor
TAIL NO.: 12436
SEATS: 5
PILOT: Jerry Eichelberger
CO-PILOT: Mitchell Mosiman
FLIGHT TIME: 1 hour 5 minutes

MANIFEST: Senator Dole
Mike Glassner

5:00 p.m.

Ar. Russell - Rich's Air Service
913/483-6311

City van will be at the airport.
Keys will be under floor mat.
CONTACT: Judy Sargent - 843-6311

RON - RUSSELL
MIKE GLASSNER - WINCHESTER INN - 913/483-6660

SUNDAY, MAY 17

12:30 p.m. Lv. Russell for Johnson County
Rich's Air Service, 913/483-6711

AIRCRAFT: Cessna 414 Chancellor
TAIL NO.: 12436
SEATS: 5
PILOT: Jerry Eichelberger
CO-PILOT: Mitchell Mosiman
FLIGHT TIME: 1 hour

MANIFEST: Senator Dole
Mike Glassner

1:30 p.m. Ar. Johnson County Executive Airport
Kansas City Aviation: 913/782-0530
MET BY: Gale
Drive time to school - 15 mins.

1:45 p.m. Ar. Blue Valley High School -
Will have 15 mins. to visit/meet
graduates prior to Baccalaureate

2:00 P.M. BACCALAUREATE - BLUE VALLEY
HIGH SCHOOL
Stillwell, Ks.

ATTENDANCE: 500+ (200-225 Graduates)

CONTACT: Marilyn
913/681-4200

2:15 p.m. - SPEAK

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2:30 p.m. Lv. for Johnson County Executive
Kansas City Aviation: 913/782-0530
Drive time - 15 minutes
DRIVER: Gale

2:45 p.m. Lv. Airport for Topeka

AIRCRAFT: Cessna 414 Chancellor
TAIL NO.: 12436
SEATS: 5
PILOT: Jerry Eichelberger
CO-PILOT: Mitchell Mosiman
FLIGHT TIME: 20 minutes

MANIFEST: Senator Dole
Mike Glassner

3:15 p.m. Ar. Topeka - Philip Billard
T. J. Terminal: 913/234-2602
MET BY: Amber Clark or Jim Bolden
Dole Advisory Committee members
Amber: 913/266-7643
Jim: 913/266-9370 (H)
913/862-2790 (O)

Drive time to Monroe School - 10 mins.

3:30/3:45 P.M. SPEAK - DEDICATION OF MONROE ELEMENTARY
to SCHOOL AS A NATIONAL HISTORIC LANDMARK
4:00 P.M. Monroe School
Topeka, Ks.

PROGRAM

3:00 p.m. - Presentation of the Colors
ROTC Group - Highland Park HS
3:05 p.m. - Local minister sings Lord's
Prayer
3:09 p.m. - Welcome - Mayor Butch Felker
3:14 p.m. - Introduction of Honored guests
5 minute remarks by each

Congressman Jim Slattery
Congressman Dan Glickman
Raymond Powers, State Historical
Preservation Officer

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Dean Jim Concannon, Washburn Law
School

**When Senator Dole arrives, will work
him into the program

Following guest speakers, Linda
Brown will give a short history of
the school (3 mins.)

Joe Douglas - Recognition of alumni
and teachers

Brief History - Harry Butowsky
National Park Service Historian

Presentation of the plaque to Mark
Stuve, current owner of the Monroe
School property.
(Harry Butowsky, Senator Dole,
Congressmen Slattery & Glickman)
If possible, they would like you
stay for a photo-op with Mr. Stuve.

**Cheryl feels the program will take no
more than one hour.

ATTENDANCE: 200

CONTACT: Cheryl Brown Henderson
913/296-2078 (daytime)
913/235-9000 (foundation)

4:00 P.M. Lv. Monroe school for airport
(10 min. drive.)

4:15 p.m. Lv. Philip Billard for Washington

AIRCRAFT: Torchmark Hawker Sidley
TAIL NO.: N6TM
SEATS: 8
PILOT: Bruce Garrett
CO-PILOT: Chip Preston
FLIGHT TIME: 2 hrs.

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CONTACT: Barbara Nabors
205/325-4205

MANIFEST: Senator Dole
Congressman Glickman

7:15 P.M.

Ar. Washington National
MET BY: Wilbert

KANSAS SENATE AND HOUSE ELECTIONS

HUTCHINSON

SENATE
District 34

Senator Dave Kerr from Hutchinson is running for re-election. He has been extremely instrumental in passing new educational reform measures in Kansas. No opposition at this time.

HOUSE
District 102

Linda Laird may challenge Dem. incumbent Janice Pauls.

District 104

Mike O'Neal - R - unopposed at present.

DAILY TV REPORT FROM KANSAS
THURSDAY NIGHT NEWS - MAY 14, 1992

WICHITA

KAKE CH 10 - 48,000 satellite TV dishes used in Ks. Some use illegal de-scramblers to "pirate" pay channels. Federal attys. prosecuting dealers who sell the piracy equipment

KWCH CH 12 - Beech is planning to market a Swiss built turboprop PC-9 as a possible replacement for the T-37 trainers.

KSN CH 3 - Attica, Ks got 7 inches of rain Thursday am., 3 ft. of water in downtown area
Record level attendance at River Fest
Plans for new hospital in Newton controversial - \$16 million for new facility

CONGRESSIONAL WATCH: no sightings

KANSAS CITY

WDAF CH 4 - Escape of 5 prisoners from Wyandotte Co. jail - entire metro area on alert

KCTV CH 5 - Ft. Leavenworth Disciplinary Barracks follow-up
2 people shot at Quality Hill pharmacy, KCMO

KMBC CH 9 - same as above

CONGRESSIONAL WATCH: no sightings

PITTSBURG

Upcoming graduation at PSU
Ted Watts montage unveiled
2nd suspect arrested for murder in Ft. Scott

CONGRESSIONAL WATCH: no sightings

TOPEKA

WIBW CH 13 - Bill Roy not running
Dillon's grocery store in Topeka being charged with racial discrimination

KSNT CH 27 - Wyandotte Co. jail escapees

KTKA CH 49 - same as above

CONGRESSIONAL WATCH: no sightings

Thursday, May 14

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KANSAS SCHEDULE - MAY 23 - MAY 28DRAFT #8MAY 14FRIDAY, MAY 22OPTION ONE Jo-Anne is working on private planeOPTION TWO

9:45 p.m. Lv. Capitol for airport

10:15 a.m. Lv. Washington National
U.S. Air Flight 142911:49 a.m. Ar. KCI
MET BY: Gail

**If you take this flight or fly private, you can spend a couple of hours in Kansas City.

12:15 p.m. Kansas City office - etc.
to

3:00 p.m.

3:15 p.m. Lv. for Russell - Have a charter plane
so departure time is flexible.OPTION THREE3:40 p.m. Lv. for airport
Driver: Wilbert4:20 p.m. Lv. Washington National
U.S. Air Flight #2115:54 p.m. Ar. Kansas City International
MET BY:

6:15 P.M. Lv. KCI for Russell

AIRCRAFT: Cessna 414 Chancellor

TAIL NO.: 12436

SEATS: 5

PILOT: Jerry Eichelberger

CO-PILOT: Mitchell Mosiman

FLIGHT TIME: 1 hour

MANIFEST: Senator Dole

4:15 p.m. Option one or two - Ar. Russell
or
7:15 p.m. Ar. Russell

RON - Russell

SATURDAY, MAY 23

8:45 a.m. Lv. Russell for Hutchinson - Rich's Air
Service - 913/483-6711

AIRCRAFT: Cessna 414 Chancellor
TAIL NO.: 12436
SEATS: 5
PILOT: Jerry Eichelberger
CO-PILOT: Mitchell Mosiman
FLIGHT TIME: 25 mins.

MANIFEST: Senator Dole
Mike Glassner

9:05 a.m. Ar. Hutchinson Airport - Wells Aviation
316/663-1546

MET BY: Wanda or Bob Morrison
316/665-6519

Drive to Sterling (33 miles)
DRIVE TIME: 35 mins.

9:40 a.m. Ar. Sterling College

10:00 a.m. SPEAK - Sterling College Commencement
to You will be presented with an Honorary
11:30 a.m. Doctorate Degree.

ATTENDANCE: 1000-1500

CONTACT: Susan Cornett
316/278-2173

11:30 a.m. Lv. Sterling for Hutchinson via P.O.V.
(33 miles)

12:05 p.m. DRIVE TIME: 35 minutes
Ar. Home of R. A. Edwards
Reno County Dole Chairman

12:15 p.m. PRESS AVAILABILITY - Hutch Daily News and
to local Radio - Dole and GOP Chairs and co-
1:00 p.m. Chairs, and other supporters

Home of R. A. Edwards

CONTACT: Wanda Morrison
316/665-6519

1:15 p.m. Lv. Hutchinson for Beloit - Wells Aircraft
316/663-1546

AIRCRAFT: Cessna 414 Chancellor
TAIL NO.: 12436
SEATS: 5
PILOT: Jerry Eichelberger
CO-PILOT: Mitchell Mosiman
FLIGHT TIME: 30 mins.

MANIFEST: Senator Dole
Mike Glassner

1:45 p.m. Ar. Beloit - Moritz Memorial Airport
913/738-2770

2:00 p.m. SPEAK - Dedication of Moritz
to Memorial Airport
3:30 p.m. **Immediately following the dedication -
Photo-op with Cal James and Jewell County
Republicans.

3:40 p.m. Lv. Beloit for Russell

AIRCRAFT: Cessna 414 Chancellor
TAIL NO.: 12536
SEATS: 5
PILOT: Jerry Eichelberger
CO-PILOT: Mitchell Mosiman
FLIGHT TIME: 20 mins.

MANIFEST: Senator Dole

**At the present time, I know of nothing else in the area--
however, will keep looking.

4:00 p.m. Ar. Russell

RON - RUSSELL

SUNDAY, MAY 24

A.M. Private Time - Russell

2:30 p.m. Lv. Russell for Kansas City - Rich's Air
Service - 913/483-6711

AIRCRAFT: Cessna 414 Chancellor

TAIL NO.: 12436

SEATS: 5

PILOT: Jerry Eichelberger

CO-PILOT: Mitchell Mosiman

FLIGHT TIME: 1 hour

MANIFEST: Senator Dole

3:30 P.M. Ar. Johnson County Executive Airport.
Kansas City Aviation: 913/782-0530

MET BY: Gale

DRIVE TIME: Gale checking

4:00 p.m. OLATHE - SPEAK - Dedication of Cypress
to Recovery Inc. Cypress is a non-profit,
5:30 p.m. diagnostic and out-patient counseling
center, for drug and alcohol abuse.

You met the founder and Executive
Director of Cypress, Tom Kulala
when he was in Washington a year
ago to receive the Jefferson Award.

ATTENDANCE: 500-1000

3:30 p.m. Prelude of Classical piano
by 17 yr. old recovering youth.

4:00 p.m. Flag Salute & Star Spangled Banner

4:05 p.m. Tom Culala - introduction of honored guests.

4:15 p.m. Tom Culala - presentation to "Those suffering" and the philosophy of Cypress Recovery.

4:30 p.m. Presentation of "recognition" awards to James Sanford, Herman Edwards, Alex Moore (GM Rep.) and Senator Dole

4:40 p.m. SENATOR'S REMARKS

5:00 p.m. Senator Dole dedicates the model of recovery and the facility(s) to "Those suffering in Kansas...A Chance for a Lifetime"

Ceremony concludes - introduce Senator to 3 or 4 special recovering kids, staff members and volunteers.

CONTACT: Tom Culala, 913/764-7555

5:30 p.m. Lv. Cypress Recovery for Hyatt
DRIVER: Gale

6:00 p.m. Ar. Hyatt

Tentative:

7:00 p.m. EARLY DINNER with supporters - Jo-Anne will handle details.

RON - Kansas City Hyatt

MONDAY, MAY 25

8:15 a.m. Lv. Kansas City Municipal for Leavenworth
Executive Beechcraft: 816/842-8484

AIRCRAFT: Cessna 414 Chancellor
TAIL NO.: 12436

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SEATS: 5
PILOT: Jerry Eichelberger
CO-PILOT: Mitchell Mosiman
FLIGHT TIME: 17 mins.

MANIFEST: Senator Dole

8:35 a.m. Ar. Leavenworth - Sherman Field
913/651-5770

MET BY:

9:00 a.m. SPEAK - MEMORIAL DAY SERVICE
VETERANS ADMINISTRATION

9:10 A.M. - SENATOR'S REMARKS

CONTACT: Jerry Vitela
913/682-2000

9:30 a.m. Lv. Veterans Administration for airport

9:45 a.m. Wheels up for Lucas

AIRCRAFT: Cessna 414 Chancellor
TAIL NO.: 12436
SEATS: 5
PILOT: Jerry Eichelberger
CO-PILOT: Mitchell Mosiman
FLIGHT TIME: 55 mins.

MANIFEST: Senator Dole
Mike Glassner

**I have checked with Yingling, and they can land in Lucas if the weather is good. In the event you can't get to Lucas because of weather, Bill Langdon advises that they do have a back-up speaker.

10:40 a.m. Ar. Lucas - Home Oil Co.
913/525-6225

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MET BY:
DRIVE TIME:

11:00 a.m. SPEAK - Dedication of Avenue of Flags
Lucas, Ks.

CONTACT: Bill Langdon
913/525-7767

12:15 p.m. Lv. Lucas for Russell

AIRCRAFT: Cessna 414 Chancellor
TAIL NO.: 12436
SEATS: 5
PILOT: Jerry Eichelberger
CO-PILOT: Mitchell Mosiman
FLIGHT TIME: 10 mins.

MANIFEST: Senator Dole

12:40 P.M. Ar. Russell - Rich's Air Service
913/438-6711

RON - Russell

TUESDAY, MAY 26

9:00 a.m. Lv. Russell Airport for Wichita
Rich's Air Service: 913/483-6711

AIRCRAFT: Cessna 414 Chancellor
TAIL NO.: 12436
SEATS: 5
PILOT: Jerry Eichelberger
CO-PILOT: Mitchell Mosiman
FLIGHT TIME: 35 mins.

MANIFEST: Senator Dole

9:35 a.m. Ar. Wichita - Jabara Airport
Midwest Corporate Aviation: 316/682-5551
MET BY: Cathy Yager

DRIVE TIME: 5 mins.

10:00 a.m. WICHITA MARRIOTT - PRESS CONFERENCE - To
to Announce K.E.T.C.H.
11:15 a.m. Council - Kansas Elks Training Center
**Press conference followed by first
meeting of the council - Senator attend
briefly.

CONTACT: Michelle DeV Vaughn
316/269-7700

11:45 a.m. WICHITA CHAMBER ISSUE FORUM - LUNCHEON
to WICHITA MARRIOTT
1:15 p.m.

CONTACT: Tammy Bouchet
316/265-7771
FAX 316/265-7502

1:15 p.m. DESERT RECEPTION - IMMEDIATELY FOLLOWING
to CHAMBER LUNCH - Wichita Marriott
1:45 p.m. Chamber Board members, WI/SE Council
(Economic Development), City Council
Members, County Commissioners, Mayor

1:45 p.m. Mayor Knight would like a private meeting
with you (15 mins.) Will probably ride
downtown with you.

2:00 p.m. Meet with Steering Committee for the
to Nixon event. (Jo-Anne)
3:00 p.m. Bank IV

3:30 p.m. Lv. Wichita for Topeka - Wichita Mid-
Continent - Yingling Aircraft:
316/943-3246

AIRCRAFT: Cessna 414 Chancellor
TAIL NO.: 12436
SEATS: 5
PILOT: Jerry Eichelberger
CO-PILOT: Mitchell Mosiman
FLIGHT TIME: 40 mins.

MANIFEST: Senator Dole
Mike Glassner
Jo-Anne Coe
Mark Miller

4:10 p.m. Ar. Topeka - Philip Billard
T.J. Terminal: 913/234-2602

MET BY: Judy & Susie

4:20 p.m. TOPEKA - Arrive downtown Ramada Inn.
Will have a room available so you can rest
and/or meet with someone.

5:45 p.m. Lv. room for Fundraising reception in the
Ramada Inn Atrium.

5:30 p.m. DFS Fund Raiser - (Pete McGill)
to Reception - Ramada Inn Atrium
6:30 p.m. 200 @ \$50

6:30 p.m. Dinner - Ramada Inn
to 200 @ \$500
8:00 p.m.

*Senator will depart for the airport
at 7:30 p.m.

7:45 P.M. Lv. Topeka for Russell - Philip Billard
T.J. Terminal - 913/234-2602

AIRCRAFT: Cessna 414 Chancellor
TAIL NO.:12436
SEATS: 5
PILOT: Jerry Eichelberger
CO-PILOT: Mitchell Mosiman
FLIGHT TIME:

MANIFEST: Senator Dole

8:45 p.m. Ar. Russell

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RON - RUSSELL

WEDNESDAY, MAY 27

8:15 a.m. Lv. Russell for Hays
DRIVER:

8:30 a.m. FUNDRIASING BREAKFAST for State Senator Jerry
to Moran - Hutchinson Holidome
9:30 a.m.

9:30 a.m. HEALTH HEARINGS - Hays Ramada Inn
to Will work with Sheila on details
12:30 p.m.

12:30 p.m. LUNCH -Following Health Hearings
to with participants (Sheila)
1:15 p.m.

1:30 p.m. Lv. Hays for Manhattan - Stauffer Flying
Service - 913/625-6618

AIRCRAFT: Cessna 414 Chancellor
TAIL NO.: 12436
SEATS: 5
PILOT: Jerry Eichelberger
CO-PILOT: Mitchell Mosiman
FLIGHT TIME: 45 mins.

MANIFEST: Senator Dole
Mike Glassner
Sheila Burke (?)

2:15 p.m. Ar. Manhattan
Capitol Air Service: 913/539-7623
MET BY:

2:30 p.m. SPEAK - MANHATTAN - Dedication of the Flint
to Hills Job Corps Center
3:30 p.m. Details being arranged.

4:15 p.m. Lv. Manhattan for KCI

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AIRCRAFT: Cessna 414 Chancellor
TAIL NO.: 12436
SEATS: 5
PILOT: Jerry Eichelberger
CO-PILOT: Mitchell Mosiman
FLIGHT TIME:

MANIFEST: Senator Dole

5:00 P.M.

Ar. KCI

5:55 p.m.

Depart KCI for Washington National
U.S. Air Flight

9:15 p.m.

Ar. Washington National
MET BY: Wilbert

M E M O R A N D U M

May 8, 1992

TO: SENATOR DOLE
FROM: JIM WHITTINGHILL
SUBJECT: GLOBAL WARMING ARTICLE

The attached article, while seemingly addressing only global warming, is applicable to many environmental issues.

For example, with respect to ethanol, no one really knows what will happen to ozone levels if, for example, 100% of cars used gasohol. Everything is driven by a model, a hypotheses, which might or might not be true.

At any rate, it's a great article.

gton Times

ENTA

TRICK MICHAELS

p
did

'Data don't matter'

Perhaps I'm a bit naive, but I think that environmental policy should be commensurate with science, and if that is to be the case, any expensive or disruptive policy to fight the enhancing greenhouse effect is simply not based on enough science.

The normal process of science involves the generation of hypotheses (today, often called models) and the test of those hypotheses with data. Hypotheses that are supported by data can (and should) be the basis for wise public policy.

The greenhouse problem isn't much different. In this case, the models are computer-driven projections of changes in climate resulting from an enhancement of the earth's natural greenhouse effect, and the data are observed characteristics of the atmosphere as this enhancement has taken place.

As is often the case in science, disparities arose between the models and the data. The mid-1980s General Circulation Models (GCMs) for climate change stated, in aggregate, that the planet would warm up some 4.2 degrees centigrade for a doubling of the natural carbon dioxide (CO₂) greenhouse effect. Further, they predicted that warming should be greater and sooner in the Northern Hemisphere (it contains most of the world's land, which warms up faster than water), and soonest in the high latitudes of our hemisphere. Because of the combined effect of all of the greenhouse gases that we have emitted to the atmosphere, we have already gone half way to effectively doubling the background CO₂ concentration.

According to ground-based temperature records, the globe has only warmed up around a quarter of a degree since most of the greenhouse gases were emitted after World War II, and the distribution between hemispheres is curious.

The disparity between the data and the models is immediately apparent in the accompanying graphs, extended from a 1990 article by Sherwood Idso and Robert Balling in the journal *Theoretical and Applied Climatology*. The top plot is a history of global carbon emissions, and the dramatic increase following World War II is obvious. The middle and bottom graphs are the land-based Northern and Southern Hemisphere temperature histories. Even these are probably too warm in the latest years because exponentially increasing population is increasing the local warming effect of cities on their weather stations.

In the Northern Hemisphere, every reading after 1950 falls below the trend line established in the previous 70 years, which was *before* the major greenhouse emissions.

On Aug. 13, 1991, under the auspices of the U.N. Intergovernmental Panel on Climate Change (IPCC), a meeting of climatologists was held at the National Climatic Data Center in Asheville, N.C., to hear arguments of the so-called skeptics on global warming. Actually, "global-warming skeptic" is hardly an apt description of the scientists convened in Asheville, as everyone there acknowledges that the planet has warmed some in the last 100 years. Note, however, last month's Gallup Poll of the American Meteorological Society and the American Geophysical Union, in which roughly two-thirds of the sampled membership of these two societies felt our century's warming was *not* attributable to an enhanced greenhouse effect, which is obvious on the accompanying graphs. The skepticism of the Asheville scientists is about the expected climate apocalypse, which is the popular vision of our future.

The meeting was convened by Christopher Folland of the British Meteorological Office. Mr. Folland, who has made a considerable reputation based upon his studies of ocean temperature data, is one of the senior authors of the 1990 IPCC report. As such, he could carefully pick, choose and modify submitted text from the 200 contributors and 100 reviewers. The IPCC document, along with its 1992 update, represents the ostensible scientific basis for the global warming proposals

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MICHAELS

From page F1

at the upcoming Rio conference on the environment. On Page 27 of its "policymakers summary," it states that "we have substantial confidence that models can predict at least the broad-scale features of climatic change."

When Mr. Folland was asked if the behavior depicted in our graphs would alter calls for expensive reduction in emissions of carbon dioxide (which would fall disproportion-

ately upon the United States), he replied that "the data don't matter." The presenter was incredulous and asked Mr. Folland to repeat his response, and he said again that "the data don't matter." Further, he said, "We're not basing our recommendations upon the data; we're basing them upon the GCM climate models."

When pressed, he replied that climate models in which the greenhouse gases are not enhanced sometimes produce random coolings of .4 degrees centigrade, and if one of

these had occurred since 1950, expected warming would have been mitigated during the time in which greenhouse emissions went ballistic. In fact, a 100-year run of the NASA climate model, without an enhanced greenhouse effect, indeed produces one random cooling of .4 degrees centigrade in a 25-year period. That's one-fourth of the time.

But an equal and opposite random warming is just as likely, so that the likelihood that any quarter century would show a cooling of such magnitude is actually one-half of one-fourth, or one in eight. Our hemisphere shows no statistically significant net warming trend since the mid-1930s, or some 55 years, which is more than twice the length of the phantom random cooling in the NASA model. Therefore, the probability of such a suppression of warming for so long is less than one-half of one-eighth, which is less than one in 16, or a probability of .065.

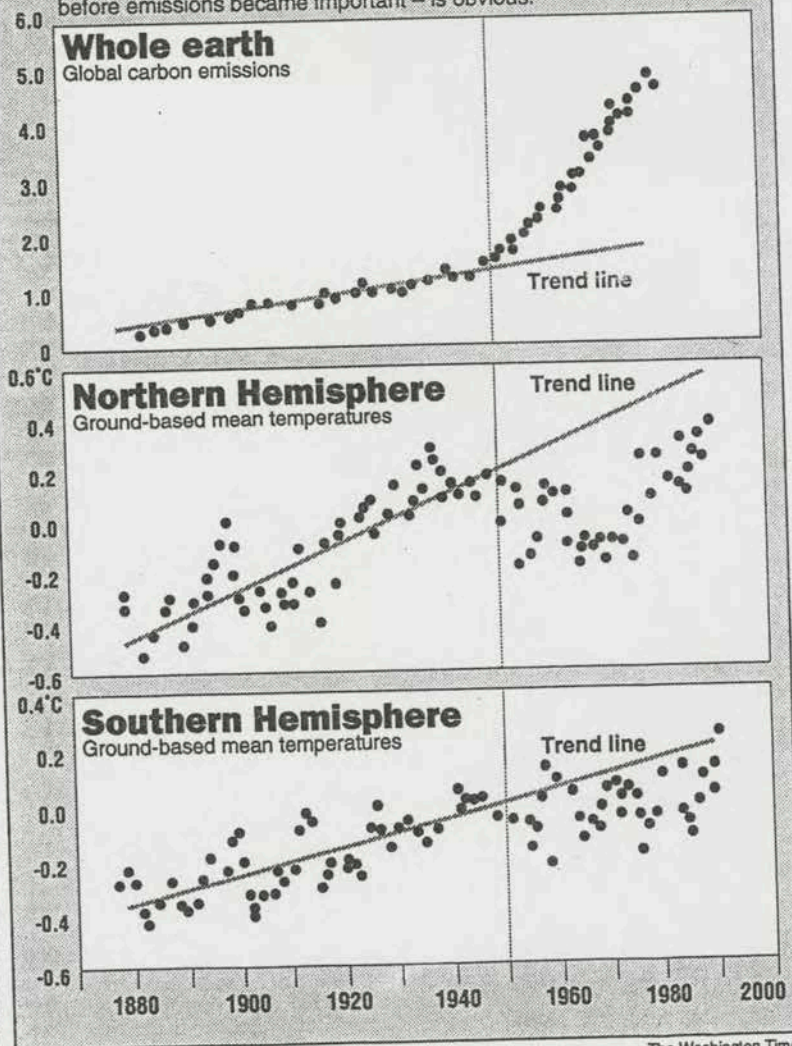
That's right: Even if these models are accurate, the chance that unusual (good) luck would cancel all the warming in our hemisphere for over a half a century is approximately one in 20. It is this probability that explains away the disparity between the models, which are called the basis for policy, and data that "don't matter."

So what really happened with global warming? The political process, fueled by what has to be the fastest growing cash cow in the sad history of lobbyland (\$600,000,000 was contributed to the largest environmental organizations in 1990) commandeered this issue before the normal tension between data and models had been resolved. As a result, we're probably on our way to the most wrenching energy policy in history, one with the potential to reduce the GNP by several percent per year. President Bush can assure this by acquiescing to environmentalist demands at the Rio summit, and they will surely demand this of him if he shows up.

What's most ironic is that these same environmentalists get all riled up when they read that apocalypse forecasts are busto. Why aren't they happy, like a normal person would be? The facts are that they need disastrous global warming like Democrats need a recession, and that their policy isn't commensurate with the scientific data.

TRACKING THE DATA

The trend line has been placed through the temperature data from when it begins until the emissions begin their dramatic increase. The misplacement of the Northern Hemisphere's warming — to the era before emissions became important — is obvious.



GLOBAL WARMING UPDATE

Recent Scientific Findings

A report by the George C. Marshall Institute

EXECUTIVE SUMMARY

Recent findings analyzed by scientists associated with the George C. Marshall Institute indicate that theoretical estimates of the greenhouse effect have seriously exaggerated its importance.

● **New Information on Global Temperatures.** Computer studies indicate that the temperature of the earth should have risen rapidly in recent years as a result of large increases in the amount of carbon dioxide and other greenhouse gases in the atmosphere. However, precise satellite measurements of global temperature, reported in the last year, reveal that the temperature increase over the last decade has been far less than the computer studies had predicted. It is *five times smaller* than the increase quoted in the U.N. Intergovernmental Panel on Climate Change (IPCC).

This result has important implications. The IPCC "best estimate" for greenhouse warming in the next century is 2.5°C. When the IPCC prediction is lowered by a factor of five to bring it into line with the satellite measurements, the result is a predicted warming of 0.5°C or less than one degree Fahrenheit. This small change would be indistinguishable from natural climate fluctuations.

The satellite measurements enable us for the first time to put a quantitative limit on the size of the greenhouse effect.

● **New Information on Sea Level Rise.** Melting of the polar ice sheets and a catastrophic rise in sea level were widely regarded as possible consequences of the greenhouse effect. Here, too, recently published evidence contradicts earlier predictions. Examination of 130,000 years of geological records reveals that a temperature increase leads to more moisture in the air over polar regions, to greater snowfall, and to a thickening of the ice sheets rather than a thinning. The result is that more water is locked up in the polar ice sheets and the sea level *falls* by up to one foot — directly opposite to earlier theoretical predictions.

● **The Penalty for a Five-Year Delay on CO₂ Limits.** Understanding of the greenhouse effect and its consequences is evolving rapidly. Important new findings are reported almost monthly. The U.S. is spending more than a billion dollars a year on climate research and major progress can be expected in the next few years, just as in the recent past. Scientists could have answers to many of the important questions in five years. How much difference to the environment would five years delay on CO₂ limits make?

Suppose the government waits five years to get more results before imposing limits on CO₂ emissions? Calculations based on commonly assumed energy growth rates show that as a result the earth's temperature will rise by at most *an additional tenth of a degree* in the next century, compared to how much it would rise if we acted immediately to limit CO₂ emissions.

● **Policy Implications.** Some scientists and policymakers say we cannot afford to wait for more information. They say we must act immediately to limit CO₂ emissions and the burning of coal and oil. The scientific facts do not support their position. A five-year delay will produce at most an additional warming of a tenth of a degree spread over decades. This is a small penalty to pay for better information on decisions which, if taken too hastily, can be extraordinarily costly to the U.S. economy.

● **Conclusions.** If the scientific evidence pointed to a dangerous greenhouse effect from CO₂ emissions, restrictions on the burning of fossil fuels would be a prudent policy. However, all the evidence points in the other direction — to a relatively inconsequential effect that will not be noticeable in the noise of natural climate fluctuations. Delaying action on CO₂ emissions for up to five years, while researchers continue to collect the information needed to confirm these conclusions, entails essentially no risks. In view of the scientific evidence, it is the only prudent course.

Important environmental problems confront this country and the world. It would be a tragedy if the resources available for these problems were squandered on an environmental concern that had in fact been greatly exaggerated.

GLOBAL WARMING UPDATE

RECENT SCIENTIFIC FINDINGS

George C. Marshall Institute
Washington, D.C.

May 7, 1992

**DETAILED
HEALTH CARE TALKING POINTS**

1. The way we approach health and health care in this country must undergo major changes. Business as usual is unsustainable.
2. Millions of Americans particularly those in rural areas do not have access to health care because of significant barriers in the delivery and financing of health care.
3. If health care expenditures grow at the same rate we have experienced over the last two decades, health care will consume 31.5 of our GNP in the year 2020.
4. This trend threatens the economy upon which the financial security of all Americans rests. In order to accommodate health care and income security needs, and at the same time support levels of consumer demand and a quality of life consistent with that enjoyed today by most Americans, we must increase the size of the economy and reduce health care costs.
5. We are at crossroads. This year, we will decide what kind of major reform we want. Should we have a government controlled system, or should we make the private market work for people? Should we adopt the Democrats' play-or-pay plan that puts jobs at risk, and raises billions in taxes, and will lower the quality of health care for millions? Or should we reform the private market, restore common sense to the insurance market, get lawyers out of the way, and allow people to take more control over their own health care decisions?
6. We need major changes but we can't snap our fingers to get there. It will take all of us working together. I need your help.
7. No other country will give us the magic answer -- not in 1776, not in 1941, not today.
8. We shouldn't adopt changes that are worse than the status quo. We don't want a cure worse than the disease.
9. We need to address basic issues, not just changing the way we finance health insurance. We have to address the actions of individuals that cause so many unnecessary health care costs at the same time. The Democrats believe that simply giving everyone a plastic card and asking us all to pay extra taxes will do the trick.

10. We need to resolve three things:

- how to keep ourselves and our community in better health. We need to teach responsibility and values. We must address violence and addiction. We must also achieve greater health ourselves: we can avoid \$7 billion in annual hip fracture costs through better diet to avoid brittle bones of osteoporosis. Exercise can help control incontinence. Eliminating tobacco use could save \$65 billion in societal costs.
- how to improve the quality and cost-effectiveness of medicine. How can we change incentives to produce more cost-reducing technology and less cost-inducing technology? How can we more effectively use the products we now have, including drugs, procedures, and devices? When can we expect real improvements from results-oriented outcomes research?
- how best to prepare for the changes the future will bring. Our medical care needs will change dramatically over the next very few years. Medical breakthroughs, like the human genome project, will raise ethical issues never faced before. Our serious illnesses will be much less a function of acute illness like heart failure and cancer, and much more a function of chronic illness like Alzheimer's and incontinence. How can we induce the necessary transition in our medical infrastructure (human and physical) to focus on chronic illness and long-term care? We must shift our focus from the hospital to appropriate settings.

11. Simply changing our health care finance system cannot address all of those things. We must arrive at the direction of dramatic change together. But today, the American people indicate no clear preference for any specific type of overhaul and in fact, we all hold very contradictory views on how to address the inadequacies and costliness of our health care system.
12. I believe we should start by using some common sense. We must reform all sectors of our health care system. Interest groups cannot stand in our way. We must move now to reduce all health care costs.
- A. Lawyers: enact a federal medical liability law.
 - B. Doctors: change the practice of medicine through removing incentives to over-prescribe or treat through medical liability reform; improving knowledge through reforms in medical education, and use and dissemination of medical outcomes research; empower patients through publication of fees and through a national registry for health care proxies and living wills to enable the physician to act upon the patient's wishes.

- C. Insurance: reduce administrative costs by requiring uniform claim forms and electronic claim submissions.
- D. Hospitals: eliminate rules that unnecessarily discourage hospital mergers and joint ventures; encourage hospitals, particularly those in rural areas to re-think what they can and should do. We don't need a Mayo Clinic in every town.
- E. Change the way we buy health care services through the use of coordinated care and selective contracting in the private and public sector; change the bias toward acute and institutional care found in our current health care financing structure and encourage people to stay at home when possible.
- F. Reduce the immediate and long term need for health care services through promoting health and preventing illness. No comprehensive reform alone can reduce costs enough -- we must reduce the need for health care services.

DOLE PROPOSALS

S. 1936 "GOP HEALTH TASK FORCE BILL"

- Given our goals of
 1. curbing runaway health care costs that are consuming more and more of our GNP;
 2. attaining a health care system that is accessible to all Americans;
 3. enacting comprehensive health care reform that preserves the assets of our current system i.e. unparalleled high quality care, no rationing, no waiting lines,
- Last November, I, along with 23 of my Republican colleagues introduced a bill for comprehensive health care reform.
- The following are just a few of the innovations included in the bill. As a group, the task force had to resist the temptation to junk the entire system and start from scratch. I believe our bill is reasonable and responsible and demonstrates a great deal of common sense.
- The most critical element of our proposal is the use of incentives versus mandates. We continue to believe, that given the chance, small business, the self-employed, and many individuals will seek to protect themselves or their employees.
- Our bill will do that through the use of tax credits and reforms in small market insurance.

- Some individuals will be helped through the use of tax credits. Others will benefit through the expansion of the community health clinic program, while still others will avail themselves of coverage under the state publically financed program.
- Special attention is given to the real needs of rural populations. Under our bill, funding for the National Health Service Corps is increased. This translates into more health care providers for rural areas.
- Cost Containment is also addressed through managed care provisions and through provisions for malpractice insurance reform. We believe that \$15 billion can be saved each year by reform of medical liability laws.

S. 1668 "SECURE CHOICE" (LONG-TERM CARE)

- While many of the proposals that we hear a lot about these days focus on acute care services, long-term care remains a priority of mine.
- In August, Senator Packwood and I introduced a long-term care bill that addresses the needs of many of our older Americans.
- Our bill provides for both home and community-based care, as well as nursing home care.
- It improves access to long-term care for many of our seniors and significantly improves the affordability of private long-term care insurance through the establishment of a public-private partnership.
- Long-term care is a national problem, requiring a national solution. And "Secure Choice" calls on all sectors of American society -- Federal and State government, private employers, insurance companies, and families and individuals - - to join together in ensuring that our seniors can live with dignity.