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OA/ID Number: 06121
Folder ID Number: 06121-013

Folder Title:
Sam Skinner: 1989 Alpha File S-Z [1]

Stack:	Row:	Section:	Shelf:	Position:
G	15	23	4	

Handmade
Mountain Light's Cards



A Bit of Cheer!

To brighten your day!

on N-1

Mary Lou Salter

S - Stimpson
✓

Edward W. Stimpson
President

**General Aviation
Manufacturers Association**

Suite 801
1400 K Street, N.W.
Washington, D.C. 20005
(202) 393-1500

August 24, 1989

The Honorable Samuel K. Skinner
Secretary
Department of Transportation
400 Seventh Street, SW
Washington, DC 20590

Dear Sam,

Thanks for making the special effort to visit the general facilities in Wichita. It is the first time in history that a Secretary of Transportation has ever done this and our people are highly appreciative of your interest.

I will be following up with your staff on the foreign certification issues and product liability matters that we discussed.

It is great that you found the time to train at Flight Safety. I am sure that you found it to be a challenging experience.

Best regards,



U.S. DEPT. OF
TRANSPORTATION

89 AUG 28 AM 11:46

OFFICE OF SECRETARY
OF TRANSPORTATION
EXECUTIVE SECRETARIAT

March 14, 1989

Dear Mike:

Thank you for your kind letter.

I appreciated your thoughts and look forward to seeing you next time I'm in Chicago or when you are here.

Sincerely,

Samuel K. Skinner

Mr. Michael Segal
Near North Insurance Agency, Inc.
23rd Floor
875 North Michigan Avenue
Chicago, IL 60611

THE SECRETARY OF TRANSPORTATION

WASHINGTON, D.C. 20590

December 28, 1989

Ms. Mary Duke Sanders
Office of the Secretary
Department of Transportation
400 7th St., S.W.
Suite 10200
Washington, D.C. 20590

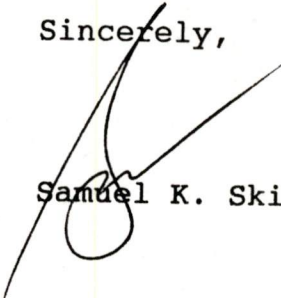
Dear Mary Duke:

Many thanks for the decorative cheese and
crackers.

I appreciate your thoughtfulness, and extend
to you my wishes for a happy holiday season.

With best regards,

Sincerely,



Samuel K. Skinner

THE SECRETARY OF TRANSPORTATION

WASHINGTON, D.C. 20590

December 28, 1989

Mr. and Mrs. Marc Schulman
c/o Eli's Cheesecake
6510 W. Dakin
Chicago, IL 60634

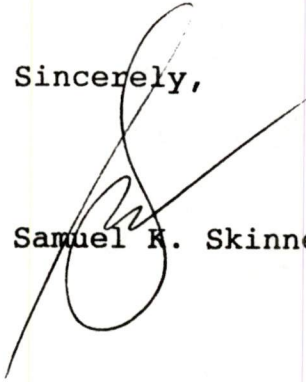
Dear Maureen and Marc:

Many thanks for sending me Eli's Cheesecake.

I appreciate your thoughtfulness, and extend
to you both my wishes for a happy holiday season.

With best regards,

Sincerely,



Samuel R. Skinner

THE SECRETARY OF TRANSPORTATION

12-29-89

Dear Mike

Thank for the ride and
lesson. Hope to see you in
the future.

Sam

THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

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Department of
Transportation
DOT 518



Mr. Mike Short
Senior Lift Pilot
Helicopter & Jet Charter
P.O. Box 621148
Orlando, Florida 32862-1148

THE SECRETARY OF TRANSPORTATION

WASHINGTON, D.C. 20590

December 20, 1989

Dear Jeanne:

You are a world-class letter writer and a valued advisor. You have been a tremendous help to me this past year, and I appreciate it.

Have a Merry Christmas and a New Year filled with happiness.

Sincerely,



Samuel K. Skinner

Mrs. Jeanne Smith
Office of the Secretary
Department of Transportation
Washington, D.C. 20590

THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

January 2, 1990

Dear Roger:

Thanks for your note regarding our meeting with Governor Sununu. I will try to follow up on those things that need to be done, and will keep you advised.

I look forward to working with you in 1990.

Warmest personal regards,

Sincerely,



Samuel K. Skinner

Mr. Roger B. Smith
Chairman
General Motors Corporation
General Motors Building
Detroit, Michigan 48202

Alphab.

THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

December 19, 1989

Mr. John W. Symons
President, Shaving Group
The Gillette Company
Boston, MA 02199

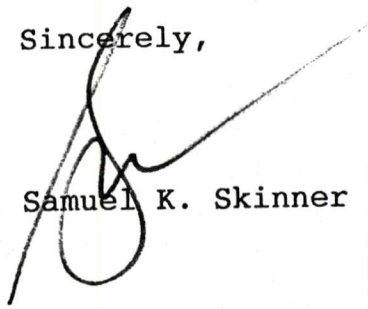
Dear Mr. Symons:

Many thanks for sending me your special edition
Gillette Sensor Razor.

I appreciate your thoughtfulness, and extend to
you my wishes for a happy holiday season.

With best regards,

Sincerely,



Samuel K. Skinner

Alphab.

THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

December 14, 1989

Dear and Ginger and Louis:

Honey and I were so sorry to have missed your party last weekend as we had been looking forward to it. Events got ahead of us, and we were unable to stop by. In any event, we are looking forward to seeing you both on Sunday and wishing you personally a very Merry Christmas.

With warm regards,

Sincerely,



Samuel K. Skinner

The Honorable and Mrs. Louis Sullivan
1250 South Washington Street
Alexandria, VA 22314

Alphabet.

THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

December 12, 1989

Mr. Stephen J. Slade
Vice President - Government Affairs
Trans World Airlines, Inc.
808 17th Street, N.W.
Washington, D.C. 20006

Dear Mr. Slade:

Many thanks for sending me your TWA travel
calendar.

I appreciate your thoughtfulness, and extend to
you my wishes for a happy holiday season.

With best regards,

Sincerely,

Samuel K. Skinner

Thanks for TWA travel calendar.

STEPHEN J. SLADE
Vice President - Government Affairs



TRANS WORLD AIRLINES, INC.
808 17th Street, N.W.
Washington, DC 20006
(202) 457-4754



THE SECRETARY OF TRANSPORTATION

WASHINGTON, D.C. 20590

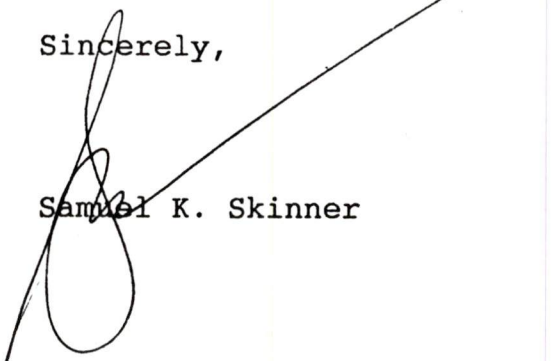
November 21, 1989

Dear Jack:

Thanks for your comments. Obviously, even though you are in Johnstown, Pennsylvania, you are on top of what goes on in Washington!

With best regards,

Sincerely,

A handwritten signature in black ink, appearing to be "Samuel K. Skinner", is written over the typed name. The signature is stylized with a large, looping initial 'S' and a long horizontal stroke extending to the right.
Samuel K. Skinner

Mr. John E. Sheehan
Johnstown Corporation
545 Central Avenue
Johnstown, PA 15902

**Johnstown
Corporation**

545 Central Avenue
Johnstown, PA 15902
(814) 535-9030
1-800-458-1505 (except in PA)

John E. Sheehan
Chairman

November 16, 1989

FILE NO. EX111689.JS5

The Honorable Samuel K. Skinner
Secretary
Department of Transportation
400 7th Street, NW
Washington, DC 20590

Dear Sam:

At dinner with Elsie Hillman at Rolling Rock, I mentioned that the District of Columbia had a \$200 million deficit. I believe I recall that you questioned whether that was accurate.

Enclosed is an article from the Washington Post of Sunday, November 12th, which discusses the deficit figures the District has been running up and they do confirm what I said.

Cordially,



John E. Sheehan

Enclosure



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EXECUTIVE SECRETARIAT

U.S. DEPT. OF
TRANSPORTATION

89 NOV 20 PM 4:11

OFFICE OF SECRETARY
OF TRANSPORTATION
EXECUTIVE SECRETARIAT



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Close to Home

Gallery Place: Why Waste A Golden Opportunity?

D.C. officials should stop their poor-mouthing about the city's lack of money.

True, at the end of Fiscal Year 1988, the District had a \$14 million deficit on top of an outstanding deficit of \$200 million. True, FY '89 figures will likely add to that deficit, and a \$119 million deficit is projected for FY '90.

But another "special commission," such as the city has appointed to study the problem, is not the answer. The answer is right downtown at Gallery Place.

Gallery Place is a city-owned block located between 6th and 7th and F and G streets. Since 1979, the District has recognized Capital Landmark Associates—a partnership headed by the mayor's close friend, campaign donor, banker and poker partner Bill Fitzgerald—as the block's principal developer.

it is convenient to the Capitol, the White House and many federal offices. Gallery Place certainly is the most valuable undeveloped urban block in the District, maybe even in the country. Most important, the Red and Yellow Metro lines stop at the site and, by next year, the new Green line will stop there too.

The District's negligence in this Gallery Place deal is unconscionable given its financial plight, and the city auditor's office is planning a full investigation. Meanwhile though, in addition to its projected deficits, potential Gramm-Rudman-Hollings reductions may mean \$40 million less in the District's next annual federal payment. The city also could lose \$25 million in Medicaid/Medicare payments unless it improves staffing and programs at St. Elizabeths by

aid—as the block's designated developer. Yet as The Post outlined in its story "What Happened to Gallery Place" [Washington Business, Oct. 30], Capital Landmark has repeatedly failed to meet construction deadlines, while stripping the proposed project of substantial community amenities, including 250 low-income housing units.

At any time during the past five years the District could have declared Capital Landmark in default and rebid the project competitively. Instead, in a desperate attempt to salvage the project for Capital Landmark, the District is on the verge of giving its blessing to the Carr Co. to enter into the deal as a managing partner with a 50 percent share of the project. What this deal promises is a tremendous loss of revenue to D.C. taxpayers.

Documents released by court order to the Gallery Place Community Coalition show that Capital Landmark/Carr has sought to purchase the property for as little as \$17 million in cash with \$28 million to be paid later at terms very favorable to the developers. Further documents indicate the final sale price will be in the \$50 million range or about \$420 a square foot, clearly but a fraction of the land's worth. Other developers have been paying anywhere from \$800 to \$1,500 a square foot for property in the area—two to three times what the city is seeking from the Capital Landmark/Carr partnership.

What makes Gallery Place so valuable is its location. It is surrounded by redevelopment projects, which attest to its unequalled access to shoppers and commuters alike, and

next month. Eight-million dollars have already been lost because Forest Haven, the District center for the mentally retarded, did not meet federal standards.

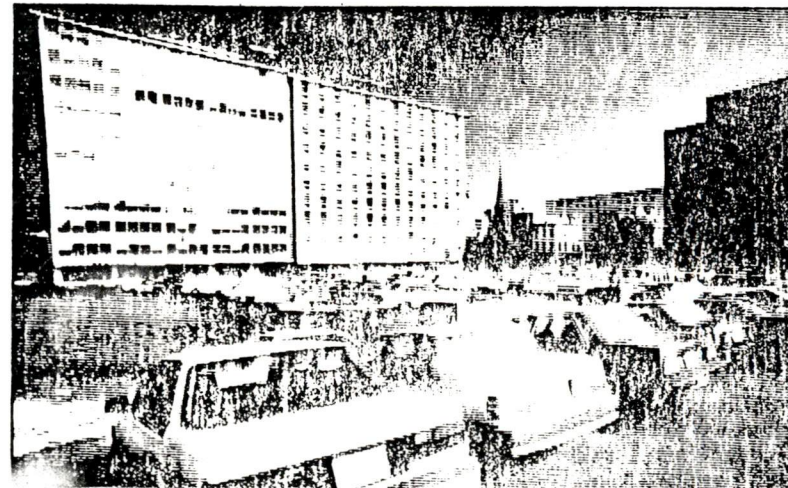
A lack of legal child support guidelines further endangers \$3.7 million in Health and Human Services funds to the District and perhaps millions more in Aid to Families with Dependent Children funds.

Given this tremendous money crisis, how can Washington afford to be so generous to Capital Landmark/Carr? How can it justify brushing aside an unsolicited bid from another development team for Gallery Place, when it promised \$35 million more in cash than Capital Landmark/Carr is offering? And how can it ignore the Landow Co., a loser in the 1979 competition, when it publicly states its interest in again bidding for the parcel—which would be fair given Capital Landmark's extended non-performance.

An open and fair competition for Gallery Place is the only means of ensuring that the maximum value is received for the property. Such a competition could net the city as much as \$200 million for its coffers—enough to clear its 1988-1990 forecasted deficits.

So what's the District waiting for?

—Terry Lynch
is coordinator of the Gallery Place
Community Coalition and
executive director of the Downtown
Cluster of Congregations.



Alphab.

THE SECRETARY OF TRANSPORTATION

Bob

12-5-89

It was good seeing you both
in Colorado last week. I hope
to put your talents to work soon
for DOT

Sam

THE SECRETARY OF TRANSPORTATION

WASHINGTON, D.C. 20590

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Department of Transportation
DOT 518

Professor Robert E. Sievers
Cooperative Institute for Research
and Environmental Sciences
University of Colorado at Boulder
Campus Box 216
Boulder, Colorado 80309-0216

THE SECRETARY OF TRANSPORTATION

John Sununu

11-8-89

The need is there and
we can be the energizing
force. This can be one of the President's
greatest contributions. More to follow
Sam

The Atlanta Journal

THE ATLANTA CONSTITUTION

James M. Cox, Chairman 1950-1957—James M. Cox Jr., Chairman 1957-1974

Jay Smith
Publisher

Ron Martin
Editor

Dennis Berry
President

Tom Teepen
Editorial Page Editor

Glenn McCutchen
Executive Editor

John W. Walter Jr.
Managing Editor

Today's editorial page is prepared by the editorial board of The Atlanta Constitution.

PAGE B-6, SUNDAY, OCTOBER 29, 1989

Vision Needed for Highway System

President Bush admits he isn't very good at the "vision thing," but he must defog his windshield long enough to give the nation new direction for its highways.

In the 1950s, President Eisenhower set a national goal of building 43,000 miles of highways to connect thousands of cities. The roads and bridges, built over three decades, now allow goods to move rapidly, families to vacation easily and salesmen to see customers regularly. Ribbons of asphalt and concrete bind together city and countryside, helping interstate commerce to flourish and productivity to increase. As the 1980s draw to a close, the colossal effort to create the interstate system is ending.

To some, that means the federal government should dust off its hands and walk away, leaving state and local governments to maintain highways. That extremely short-sighted view does not recognize the urgent need for a central, guiding policy for land transportation.

A federal role is vital, not only to help build new roads as the population grows, but also to conduct research. As San Francisco Bay Area residents learned recently when bridges and roads collapsed during an earthquake, researchers must find stronger materials and better construction techniques. And imagine how much money could be saved over the years if scientists could develop a cheap chemical that could melt ice but not corrode steel.

Perhaps the most important task for the federal government remains to provide centralized planning for highway design and construction. Interstate commerce is enhanced when truckers can haul goods from Los Angeles to Boston knowing that all along the way, road signs will have the same meanings, lane widths will be consis-

tent and overpasses will be high enough.

Currently, the nation spends about \$68 billion a year on its roads. Traditionally, 25 percent of that comes from the federal government, 50 percent from the states and 25 percent from local governments. Highway experts say that to properly maintain existing roads, build new ones as needed and conduct appropriate research, spending should be increased to \$100 billion a year — a relatively small figure compared with the \$650 billion Americans spend annually to buy and operate vehicles.

Achieving the \$100 billion goal would not be terribly difficult. To begin, the U.S. government can release funds already earmarked for highways. The Highway Trust Fund has a surplus of about \$15 billion, which is not being spent to make the budget deficit look smaller. That accounting trick is unfair to taxpayers who set aside that money for highways.

As that surplus is being blended into the pot for highway spending, state and local governments can increase gasoline taxes and vehicle registration fees to boost their contributions. Later in the 1990s, when the federal surplus is used up, Congress will have to slightly increase gasoline taxes to match states' contributions.

Transportation Secretary Samuel K. Skinner plans to make a major address this January to present the Bush administration's long-term goals for land transportation. Mr. Bush must not allow his lips to be set in concrete while the nation's bridges and roads are crumbling. A program to maintain a safe, efficient highway system is vital to the economy in the coming century, and it deserves Mr. Bush's full support.

Alphab.

THE SECRETARY OF TRANSPORTATION

WASHINGTON, D.C. 20590

November 8, 1989

Mr. W. F. Spann
President
American European Express
Bay Point Box 556
Panama City, FL 32407

Dear Bill:

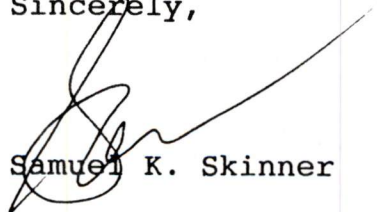
Mrs. Skinner and I thoroughly enjoyed our tour
of the American European Express.

We appreciate the time you took to personally
escort us through this magnificent train.

I hope we have the chance to meet again in the not
too distant future.

With best regards,

Sincerely,


Samuel K. Skinner


AMERICAN EUROPEAN
EXPRESS
RAILWAY TRAIN DELUXE

W. F. Spann, President
PRE-OPERATIONS ADDRESS
Bay Point Box 556, Panama City, Florida 32407
Telephone 904/234-0220

THE ATTORNEY GENERAL
WASHINGTON

Alphab.
To: Steve S.

F. 4. I

October 26, 1989

Dad

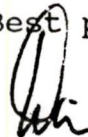
The Honorable Samuel Skinner
Department of Transportation
400 Seventh Street, S.W.
Washington, D.C. 20590

Dear Sam:

Last week I had the opportunity to meet with top legal and law enforcement officials in the Soviet Union on questions relating to the rule of law and human rights, a fascinating experience during this time of turmoil and change.

I thought you might find the enclosed address which I gave to students at Moscow State University during my visit to be of interest.

Best personal regards,



Dick Thornburgh

Enclosure



Department of Justice

"GLASNOST, PERESTROYKA, DEMOCRATIZATSIA
AND THE RULE OF LAW"

ADDRESS

BY

DICK THORNBURGH
ATTORNEY GENERAL OF THE UNITED STATES

BEFORE STUDENTS OF THE
MOSCOW STATE UNIVERSITY

MOSCOW, U.S.S.R.

10:00 A.M. (LOCAL TIME)
WEDNESDAY, OCTOBER 18, 1989

It is a special honor for me to speak before you as Attorney General of the United States. I am sure you will be greatly relieved to know that it is not my intention to speak to you today like a lawyer -- at least, not only like a lawyer. Instead, I wish to offer my views and that of my government on some of the compelling issues of our day. I am the first to admit, however, that lawyers often have a good deal of interest to say -- including one graduate of your own law faculty who now works across town in the Kremlin, Mikhail Sergeevich Gorbachev.

Let me start by telling you what the U.S. Attorney General does. Some years ago, it is said, the American actress Marilyn Monroe was introduced to a predecessor of mine, Robert Kennedy. She had a tiny black purse, and out of it, she took a folded piece of paper. It was a list of questions she had prepared to ask Bobby Kennedy, all written out in bright lipstick. The first one was: What does an Attorney General do?

Well, to put it simply, I am the person whom our Congress has designated to tell the government, and in particular the President of the United States, just what the law is.

Since 1789, when my job description first was spelled out under the Judiciary Act, seventy-six people have grappled with that formidable assignment.

The scope of the job has widened greatly over the past two centuries -- the first Attorney General had to do it on his own.

He didn't even have a law clerk! Today, I run a Department that, in your terms, combines elements of the Ministries of Justice, Internal Affairs and State Security and the office of the Procurator General. It is served by some 75,000 men and women in all -- about 5,000 of them are lawyers. Some personnel work for the Federal Bureau of Investigation and the Drug Enforcement Administration, agencies which investigate criminal acts that violate U.S. federal laws. Others are employed by the Immigration and Naturalization Service, which supervises the entry into the United States of more than 100,000 immigrants each year. Still others work for the Marshal's Service, which protects the integrity of our courts and the judicial system and for the Bureau of Prisons, which runs the federal prison system. Finally, we have dedicated public servants working in the Community Relations Service, an agency which helps localities across the country peacefully to resolve ethnic, religious and racial tensions.

Yet as much as the office of Attorney General has changed over two centuries, the essential requirements of the work remain the same. The Attorney General must be learned in the law, but also must be a person suited and attuned to the times, if he or she is to do justice. He or she must uphold the law at this very moment in history, while respecting the fundamental tenets of a two hundred year-old Constitutional system.

I find it at once fascinating and reassuring that many of the most timely and pressing issues of our own day -- in the United States, in the Soviet Union and elsewhere all over the world -- are the same questions which so preoccupied the framers of the U.S. Constitution two centuries ago.

Today, we of the Information Age still grapple with the questions central to democratic government -- fundamental questions that stirred the great figures of the Age of Reason.

What is the proper relationship between the citizen and the State? What are the merits of the rule of law over the rule of men? What is the nature of just and responsive government? How should local and regional authorities interact with the central government? What is the link between respect for human dignity and ensuring societal advancement? How can we protect the rights of minorities while respecting the will of the majority? How do we balance the protection of individual rights against the need to preserve public order? What are the proper roles of Church and State in a society? How should domestic law relate to internationally recognized standards of conduct?

These questions, like all great questions of political philosophy, are so elemental that they are impossible to answer for all times, all places, all peoples and all circumstances. In my own country, these age-old issues are constantly posed and

examined anew -- by the courts, by the press, by the public, by lawmakers and the government. I believe deeply that it is precisely in this rigorous and passionate search for answers that America draws its identity and its dynamism as a democratic nation from generation to generation.

American legal culture, like our nation, has been shaped by this same dynamism. Our legal culture is constantly evolving through constant re-examination of the very issues I've mentioned above. Indeed, one of our most eminent jurists once observed, "The spirit of liberty is the spirit which is not too sure that it is right."

Our legal culture has perhaps its deepest origins in Judeo-Christian ethics, where just laws -- beginning with the Ten Commandments -- seal God's covenant with mankind, and in the precepts of natural law that were generated during the Age of Enlightenment.

But it draws its life blood from the common law -- precedents set forth by judicial decisions within our courts -- and not from codes or caveats. The life of the law, as another of our great jurists has said, has not been logic, but experience.

In light of these traditions -- and our own democratic experience -- the law, and not man, must be considered supreme in society. And the society where law is supreme, we think, is a society where the individual can live in greatest freedom.

I believe that when lawyers pursue their profession with this commitment -- to the supremacy to the law -- they can make a critical difference in the quality of their nation's life. That is what drew me to my profession in the first place, and later to the job of Attorney General.

I came to my present position after serving as a private lawyer, a prosecuting attorney, and then twice as Governor in my home state of Pennsylvania. Pennsylvania is where our Declaration of Independence was adopted and where our Constitutional Convention was held, in the city of Philadelphia.

We are very proud of one of Pennsylvania's distinguished delegates to that convention, a world citizen of the Enlightenment, Benjamin Franklin. On the last day of that convention, Franklin made this appeal to stubborn critics of the long- and hotly-debated draft Constitution: "I consent, Sir, to this Constitution, because I expect no better, and because I am not sure that it is not the best. The opinions I have had of its errors I sacrifice to the public good."

Franklin's words show that from the beginning, our Constitutional democracy was an experimental, rough and tumble affair -- a very American process of give-and-take, conflict and compromise, but above all, one of general consent. The framers of our Constitution knew that the document they drafted and the legal system they established could never be perfect. After all, both were the work of human beings who were inherently fallible even as they were endowed with certain inalienable God-given rights. And, if I may paraphrase our Declaration of Independence, we continue to hold both these truths to be self-evident.

So, the framers of our Constitution, knowing they could not accomplish what was perfect, took great care to launch what was perfectible. Ever and always -- but never ultimately -- perfectible. They set in motion a political system that would remain stable enough to withstand the harrowings of subsequent history, yet flexible enough to permit corrections and adjustment through legal processes. What is our Constitutional democracy, if not a legal framework ensuring our society's peaceful adaptation to the unexpected -- to irreversible, but welcome, change?

The framers of our Constitution believed that while human evils could never be completely eradicated, they can and should be checked -- neutralized -- without disruption or violence

within a properly organized society. So, they wrote into the Constitution political limitations on governmental authority that drew the outermost bounds of our system of laws. Within those bounds, the Constitution establishes a republican form of government, operating by the consent of the people, given through periodic, free, and open elections.

The Constitution created a federal system, designed to harmonize the existence of a central authority to deal with matters national in scope, yet permitting regional and local initiatives by the states. Indeed, the states have been called "laboratories of democracy," for they have served as crucibles for innovation and change over the years. The Constitution further provides for the balanced division of governmental power among three coordinate yet independent branches: the executive, the legislative and the judiciary. This comprises our famous system of "checks and balances" that works so splendidly whenever our society is faced with crisis. Finally, the Constitution incorporates a set of legal reservations and guarantees -- the Bill of Rights -- that are designed to keep the government from infringing on individual liberties.

These arrangements have worked well for us in the United States. And while our democratic system has some characteristics that are ours alone, other aspects have proven to have universal appeal and application. There are many variations on the theme

of democracy in the world today, but the irreducible conditions of democracy, embodied in our Bill of Rights, are clear: irreversible guarantees of the rights of the individual through restraints on government power. Where these guarantees are absent there is no true democracy. Indeed, where they are absent, you can very easily have dictatorship.

Which leads to the notion, widespread in the days when the American system of government was taking shape, that that government is best which governs least. This is still true in the sense that we think government should not constrain human creativity or enterprise, nor intrude on the citizen's fundamental rights of conscience, religion, expression, assembly and movement.

But there still is great scope for government to act. Under the guidance of both the electorate and the law, government has an obligation to ensure that citizens enjoy maximum freedom of thought, action and opportunity in their daily lives. In its preamble, our Constitution charges the government not only to "insure domestic tranquility" and "provide for the common defense," but to "promote the general welfare" as well.

We believe that democracy begins and ends with the citizen and his or her rights. If a democratic political system is to work, it must have an informed and engaged citizenry. Indeed,

the greatest societal advances in our country in this century -- from suffrage for women to the rise of organized labor, from the concept of due process to the civil rights movement -- all these have come from the channeling of popular pressures for justice into enforceable legal norms, whether through the legislative process, through the court system or through executive action.

Recourse to the rule of law, and strengthening the institutions designed to uphold it, aid us even today as we cope with America's unfinished agenda -- concerns about the homeless and health care, about how we can continue our economic dynamism in today's integrated global markets, and about how we can engage actively and constructively in the community of nations as we enter the next century.

That is why we in the United States are keenly interested to hear that you consider establishing a legal society -- a more democratic society -- in the Soviet Union to be critical to the success of perestroyka. Democratizatsia has led to the creation of the Congress of Peoples' Deputies, a revitalized Supreme Soviet and a President invested with significant, though limited, power. All this represents unprecedented movement toward a system of government that is more accountable to the people and more subject to the rule of law.

We understand that elections are scheduled for this winter to select local and regional representatives. Meanwhile, the Supreme Soviet's legislative calendar is full. Nationality issues, economic reform, legislation concerning freedom of conscience, freedom of religion and movement, changes in the criminal and criminal procedural codes, the right of assembly and demonstration -- all are pending before the Supreme Soviet. Moreover, as we saw yesterday, that reconstituted body is tackling these challenges while creating its own precedents. We can only marvel at a legislative body which is establishing the bounds of its authority and, at the same time, dealing with the pressing needs of the day. In hindsight, our country's early experiments with the law came in a simpler time. This is not to say that our first Congress did not face problems. But it dealt with a country of less than four million people, all living along our Atlantic seaboard.

We are encouraged to hear from Soviet officials that those engaged in the drafting of the new legislation are taking care to ensure that it is in conformity with Soviet obligations under international instruments, such as the Helsinki Final Act.

In the meantime, we also have seen beneficial changes in past practices that have adversely affected human rights. The release of political, religious and psychiatric prisoners, and increased emigration, are encouraging signs that redress is now

possible for many victims of illegal or extralegal actions by the state.

I understand that here in the Soviet Union, you used to have a joke about an American who meets a Soviet. They have a discussion about freedom in their countries. The American boasts, "We in America enjoy real freedom. I can stand in front of the White House and shout 'The President of the United States is a no good crook!' and nothing will happen to me." The Soviet replies, "So what? I can stand in the middle of Red Square and yell 'The President of the United States is a no good crook' and nothing will happen to me either!"

These days, because of glasnost, that punchline loses some -- but not all -- of its irony and punch. The Soviet press and public are freer to speak out about things they don't like, even voicing their concerns about erring government and the proper administration of justice. But glasnost alone can go only so far in achieving the rule of law. Reforms will last only if the government and the justice systems themselves are subject to the rule of law and to checks that create a balance of civic power.

In my country, we have jocular expressions like: "You can't fight city hall. You can't win an argument with a policeman. You can't sue the government." Well, I don't pretend that it's always prudent or ever easy to do these things, but in our

country, all of them still are possible. In fact, as Attorney General, I find myself, often enough, the official defendant in such lawsuits. But every time I enter my office in the Department of Justice, I pass under a rotunda. On it, an inscription is engraved that I take very much to heart. It says: "The United States wins its point whenever justice is done to its citizens in the courts" -- even if that means the government sometimes loses its case!

As Dr. Sakharov has said, democratic change must be accomplished through democratic means -- peacefully, through legal processes. Institutions of integrity must have credibility in the eyes of the people, and the people's consent to their legitimacy. Such institutions -- once themselves integrated into a reformed economic and political system -- will ensure that the important gains you have made in the last several years endure.

As President Bush and Secretary Baker have stated repeatedly, the United States would very much like to see perestroyka succeed. We want it to succeed because we believe that a more democratic Soviet society, one more respectful of human rights and legal norms, will engage in more mutually beneficial and constructive behavior abroad.

Experience again tells us that countries which observe the rule of law at home, and respect the rights of their citizens,

are the countries which observe international law and respect the rights of others in the international community.

With its increasing emphasis on building a legal society at home, and with its increasing reliance on diplomacy rather than the use of force abroad, perestroyka has helped to open prospects for lasting improvements in U.S.-Soviet relations.

As U.S.-Soviet engagement broadens and deepens, it is inevitable that our legal interaction also will grow. Already, we have organized a number of programs on rule of law questions. One will bring Soviet judges to the U.S. National Judicial College. Others will permit U.S. and Soviet specialists to come together, both here and in the United States, to discuss topics such as federalism, administrative law and labor relations. And we had the great pleasure last month to host a group of seventeen Soviet lawyers at the 200th anniversary celebration of the Office of Attorney General.

We have also undertaken wider cooperation on matters of mutual interest and concern. Together, our two countries are already pressing ahead on what we call our five part agenda. It includes not only arms control, human rights and bilateral issues, but also discussion of regional conflicts and cooperation on transnational issues such as terrorism, the environment and narcotics trafficking.

There are specific legal implications arising from this transnational agenda. Here I would like to focus on two areas of concern in particular, which we in the United States believe are closely tied to the functioning of democracy: narcotics control and protection of the environment.

Let me explain. In a democracy, every person is considered a free and responsible citizen whose vote and say in public affairs is essential. An individual caught in the despair and degradation of a drug habit soon becomes a slave of that habit -- no longer a free person or a free citizen or an informed citizen. Similar devastating effects can be visited upon entire nations -- those that become dependent on illicit trade as well as those indulging the massive appetite for drugs. Drug profiteers can sap the institutions of government until democracy itself becomes the issue.

Our two countries have already agreed that what President Bush properly calls "the scourge" of drugs knows no political or geographic boundaries. We are both signatories to the United Nations Convention drafted last year by over 100 nations in Vienna to enhance cooperative anti-drug law enforcement efforts. In January, we signed a joint Memorandum of Understanding between the U.S. Drug Enforcement Administration and the Soviet Customs Administration. And, we look forward to exploring ways we might

expand cooperation even further and perhaps engage in exchanges on the treatment of addiction and abuse prevention.

With respect to the environment, I understand that ecological groups have mushroomed in the Soviet Union with the advent of glasnost. Interestingly, one of the greatest success stories for grassroots democracy in the United States has been the history of environmental activism. Today, the enforcement of environmental legislation is one of the U.S. Justice Department's greatest challenges. And when I assumed the job of Attorney General, it was already a high priority on my list.

You see, I was Governor of the Commonwealth of Pennsylvania during the nuclear accident at Three Mile Island back in March of 1979. We learned a lot of lessons -- again from experience. We got a crash course in emergency management. We came to appreciate the expertise that can only come from the folks on the spot, the necessity for state and federal authorities to work together, the importance of solid information and reliable communications. We also learned how to deal with the complex legal, economic and social problems in the aftermath of the accident.

You may be interested to know that in December 1979, I was part of a delegation that visited the Soviet Union and met in Moscow with top governmental and scientific leaders to share the

lessons we had learned from Three Mile Island. The response we received from the Soviet side was that nuclear safety was a solved problem in the Soviet Union, that the United States had over-dramatized the dangers of Three Mile Island, that Soviet reactors "should soon be so safe one could be installed in Red Square."

The rest is history. Times changed. Chernobyl served to reinforce the arguments of those in the Soviet Union who believe that everybody would be a lot safer if Soviet citizens and press were as free to question their authorities as Americans were following Three Mile Island. And it strengthened the convictions of those who believed that authorities would be far more responsible for the public health and safety of the people if they were elected.

Democratic processes make it more difficult, if not impossible, for states to ignore or suppress problems such as those both our countries faced at Three Mile Island and at Chernobyl.

One final matter deserves note. We have focused on the worth of what we Americans characterize as "a government of laws, and not of men." But we must realize that it takes good men and good women to make such a system work. Nearly three centuries ago, William Penn, the founder of my home state, put it this way:

"Governments, like clocks, go from the motion men give them. Let the government be bad and good men will correct it. But let the men be bad and no government can survive."

Many of you here today will have the opportunity to participate in the exciting changes taking place within your own country, to shape the future for the good of your fellow citizens, to provide the leadership to accomplish the goals of perestroyka. Seize that opportunity. Help to sustain the spirit of constructive change. Replenish the stores of selfless public service with your own career commitments. Do this for your own deep satisfaction as well as for the benefit of your nation.

When I began my speech I mentioned Benjamin Franklin -- an intellectual disciple of the Age of Reason and a father of democracy. But Franklin was so much more -- publisher, printer, essayist and author, businessman, scientist and sage. A walking encyclopedia of knowledge, who himself founded our University of Pennsylvania.

As I stand in this hall now, I also think of Franklin's contemporary -- a fellow genius and polymath, Mikhail Vasilyevich Lomonosov, the founder of this University. Lomonosov, like Franklin, was also a product of his time, though under different circumstances. He was a chronicler and admirer of Peter the Great, a poet, chemist, physicist, linguist, artist.

The only things Franklin and Lomonosov weren't, were lawyers.

Though the two never corresponded directly, they knew of one another's work. Indeed, Lomonosov's great friend and colleague, Richmann, heard about Franklin's ideas about proving the electrical nature of lightning. Though he had not yet seen Franklin's book with a description of the necessary safety precautions, Richmann attempted to conduct Franklin's experiment and was fatally electrocuted. Both Lomonosov and Franklin eulogized poor Richmann. And both men clearly thought that the scientist had died a most splendid death!

Lomonosov and Franklin shared a passionate curiosity about the world, a respect for the integrity of facts, and the conviction that the unfettered human mind and enlightened government could open new horizons for their peoples and all mankind.

On his deathbed in 1765, Lomonosov said that he regretted he was unable to bring to completion everything he undertook for the benefit of his country. And he feared that all his good intentions would vanish with him.

A quarter of a century later, and four months before his own death, Franklin wrote: "God grant that not only the Love of

Liberty but a thorough Knowledge of the Rights of Man may pervade all the Nations of the Earth so that a Philosopher may set his foot anywhere on its surface and say, 'This is my country.'"

Let us, gathered here today, resolve to do all we can to prove Lomonosov's last fears to have been unfounded and Franklin's last hopes to have been prophetic.

Alphal.

THE SECRETARY OF TRANSPORTATION

Gay

10-27-89

thanks for your note.
times be intense but still fun
I appreciate your support.

En

A. GARY SHILLING

10/16/89

Dear Sam,

I noticed that the Wall Street Journal is trying to beat up on you. Keep the faith! Your concern about foreign ownership of US airlines is reasonable, and now the banks, & even Trump seem to agree.

Gary

Alphas.

THE SECRETARY OF TRANSPORTATION

10-15-89

Jack

Thank you for your note.
I will take you up on your seats
+ company soon. You are doing a great
deal yourself for this County through you

THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

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Mr. John E. Sheehan
Johnston Corporation
545 Central Avenue
Johnston, PA 15902

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Johnstown, PA 15902
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John E. Sheehan
Chairman

October 3, 1989

FILE NO. EX100389.JS1

PRIVATE & CONFIDENTIAL
=====

The Honorable Samuel K. Skinner
Secretary
Department of Transportation
400 7th Street, SW
Washington, DC 20590

Dear Sam:

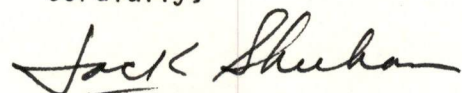
Jean and I truly enjoyed being with you on Friday evening, September 29, at Chris Gleason's and then at Rolling Rock for dinner. We both hope to see you in Washington. We have four tickets to the Redskins and perhaps the two of you could join us. Our seats aren't on the 50 yard line -- as matter of fact they are high in the end zone. But they are outstanding seats because we can see the line play and the holes open up and given the nature of RFK stadium our seats are better than 50 yard line seats on the opposite side from the owner's box.

You may recall that I mentioned that Jean's father, Jack McEvers, prosecuted Dutch Schultz and Al Capone, Frank Nitti, and many other mobsters of the late '20s-early '30s. He also kept FDR from indicting Andrew Mellon. The enclosed notes are from a Stinson, Mag law firm (Kansas City) meeting during which Arthur Mag touched on that matter.

With regard to your service in the federal government, I have been struck by the way you landed running hard and your program. I think the President made an outstanding choice and I wish you all success. I wrote you a letter after the Senatorial Trust meeting some months ago and I have included it as a copy simply to remind you of the railroad/truck issue which I consider fundamental. The cost of our products do not end at our plant gate, they end at our customers' warehouses and the transportation element is critically important to us.

Jean and I both hope to see you and Honey very soon.

Cordially,



John E. Sheehan

Enclosure



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Industrial Products

Colloquium

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89 OCT 12 AM 9:49

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WASHINGTON, D.C. 20590

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DOT 518



Mr. Stephen M. Studdert
Assistant to the President for
Special Activities and Initiatives
The White House

THE SECRETARY OF TRANSPORTATION

Steve

Lets do it again "1992"

Best of luck

THE WHITE HOUSE

WASHINGTON

October 3, 1989

Dear Sam:

As we complete our service in Washington and return to Utah, we have paused to reflect back on the many personal and professional friendships we have made during these wonderful years in the nations's capitol. We shall always be grateful for your friendship.

While our plans are not yet clear, we have moved our family to our new home at 10252 Oak Creek Lane, Highland, Utah 84003, telephone 801/756-1555. I am sure our future activities will again bring us together.

I have been greatly honored to serve Presidents Bush, Reagan and Ford. It is with deepest respect, gratitude, and warm personal affection for them that we now depart and return to Utah to there enjoy with our family the beauties and peace of the West.

Bonnie joins me in extending our every best wish to you, and our thanks for all you have done for us.

Warmest personal regards,

A handwritten signature in blue ink, appearing to read 'Steve', with a stylized flourish at the end.

Stephen M. Studdert
Assistant to the President for
Special Activities and Initiatives

The Honorable Samuel Skinner
Secretary of Transportation
400 7th Street, S.W.
Washington, D.C. 20590

U.S. DEPT. OF
TRANSPORTATION

89 OCT 10 AM 10:18

OFFICE OF SECRETARY
OF TRANSPORTATION
EXECUTIVE SECRETARIAT

Alphab.

THE SECRETARY OF TRANSPORTATION

Ray

9-29-89

Keep up the good work. I know
these times are tough and you are
doing a great job "Hanging Tough"

Thanks
Jen

THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

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DOT 518



Mr. Raymond A. Salazar
FAA
Building 10-A, Room 319
ACS-1

IMMEDIATE DELIVERY
HAND CARRY PLEASE

BO SULLIVAN
100 BOMONT PLACE
TOTOWA, NEW JERSEY 07512

Dear Sam,

Great to meet you a few weeks back in Wash. Between Eastern + Alaska you've had your hands full, but are doing great and heroic work. Let me know if I can help in any way. Best wishes, Bo

THE SECRETARY OF TRANSPORTATION

Denny

6-15-89

Good Day you in Paris
at show. Thanks for your kind
Comments in ROTOP.

Sam

THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

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The Honorable Denny Smith
House of Representatives
Washington, D.C. 20515

An interview with United States Representative Denny Smith (R-OR)

Congressman Denny Smith is now serving his fifth term as a Republican member of Congress from Oregon. He represents Oregon's 5th District.

First elected in 1980, the Congressman has been re-elected in 1982, '84, '86, and '88. He is a member of the House Budget and Interior Committees, and serves as chairman of the House Republican Task Force on Crime.

Congressman Smith has over three decades of commercial, military and private aviation experience, is a decorated fighter pilot, and flew 180 combat missions between 1965 and 1966 while on duty in Vietnam. He also flew worldwide for Pan American Airways from 1967 to 1976 as a pilot/flight engineer, and is often asked to test-fly new advances in aviation technology by aviation manufacturers.

ROTOR: Congressman Smith, in every part of the world, air transportation has become a virtual necessity. Business, commerce, government and private citizens depend heavily on aircraft for their travel needs. And very little of this air traffic could function without airports, including, by definition, heliports. How involved are you in this total effort to support aviation?

Congressman Denny Smith: Please call me "Denny". As a former airline pilot/flight engineer, and now as a pilot and aircraft owner, I am perhaps more appreciative than most people of the importance of safe, properly located airports. As a member of the U.S. Congress and co-founder of the Aviation Forum, I am well aware of the critical need for advance planning and preparation to meet the aviation needs of the public. This includes not only increased airport and aviation system capacity, but also the exploitation of new technologies, be they in navigation...that's why I support LORAN C and GPS inter-operability...or in airframes...that's why I'm enthusiastic about tilt-rotor technology...remember, I've flown the XV-15 and it was a great aircraft to fly!



Congressman Denny Smith

But we need to remember that we won't be able to exploit the full benefits of tilt-rotor if we don't provide for an adequate number of public-use heliports...some people are saying "vertiports"...in and around the population centers where these aircraft may truly help alleviate the congestion in the existing aviation infrastructure.

ROTOR: The Helicopter Association International (HAI) has, for many years, been the leading industry proponent for development of public-use heliports. Much of HAI's heliport efforts have been made through its two heliport committees: the Heliport Technical Planning Committee, chaired by Dr. John Leverton, EH industries; and the Heliport Promotional Committee, chaired by Ms. Christine Eberhard, of CommuniQuest, Inc. Also, HAI has a full-time Director of Heliports and Technical Programs, Ronald C. Bunch, a helicopter pilot with considerable managerial and technical experience. Are you kept informed of the activities of these and other industry groups?

Congressman Denny Smith: Fairly well. Again, as an active pilot, I read virtually all of the trade publications, including Rotor. I recently met privately with Secretary of Transportation Sam Skinner, and I must note that we in the aviation community have a real friend in the new Secretary. He really understands our issues and I believe will work diligently to promote aviation and improve the nation's aviation infrastructure. Also, I make it a point of finding out about especially promising programs. For instance, through HAI's president, Frank L. Jensen, Jr., I met Dietman Bunsei Sato and other principals of that most impressive

and forward-looking Japanese program known as Heliport & Highway 600 (HH-600.) My staff and I also carefully review the Congressional testimony of the National Aviation Association's Coalition, of which HAI is a member.

ROTOR: Denny, how do you feel about the way that the Federal Aviation Administration (FAA) fulfills its responsibilities in heliport development?

Congressman Denny Smith: I think that, by and large, the FAA does an admirable job of meeting its dual responsibilities under the Federal Aviation Act. I have been hearing quite a lot lately on the subject of over-zealous enforcement actions by FAA. I guess we should save that topic for some other time. On heliports, I think that FAA has done a pretty good job. The "model heliport program" which resulted in new heliports at Indianapolis, New Orleans and New York, is a good example. Also, I thought it was very good when FAA appointed heliport coordinators in each region. And I know that, with help from HAI, FAA has recently revised and republished its Heliport Design Guide, which has long been a key reference for heliport design. But none of this effort will be worthwhile if the FAA continues air space" grabs "like the new MODE C transponder rule around TCA's and ARSA's. I suggested to Secretary Skinner that non-equipped aircraft, including helicopters, be allowed to operate to the edge of the five mile ring at and below 2,000' AGL. Our national investment in reliever airports and heliports for business and general aviation won't work under overly restrictive airspace rules.

ROTOR: There are many entities, both within the United States and in other countries as well, which have a strong interest in the development of heliports for civil use. These entities would include helicopter manufacturers, operators and others in the industry. Transportation and urban planners, corporate figures, and diverse others are also quite interested in helicopter applications. Recognizing this wide interest, and the value of a structured exchange of communications on heliport development, HAI is planning an international heliport forum planned for 1990. Would you support the concept of such a forum, and, if so, would you take a leadership role in it?

(Continued on page 43)

Heliports Vital to Progress

(Continued from page 9)

Congressman Denny Smith: That's a two-part question, and thus gets a two-part answer, i.e., "yes," and "maybe." To elaborate, I think that the concept is very fine, and is something which HAI **should** do, along with other entities, of course. Concerning my willingness to serve as co-chair, along with a counterpart from some other nation, which **has** been suggested to me... it is too early for me to make a firm commitment—I had a "Boeing victory" in 1988—won my election by 707 votes—I will ask that you keep me apprised of this activity.

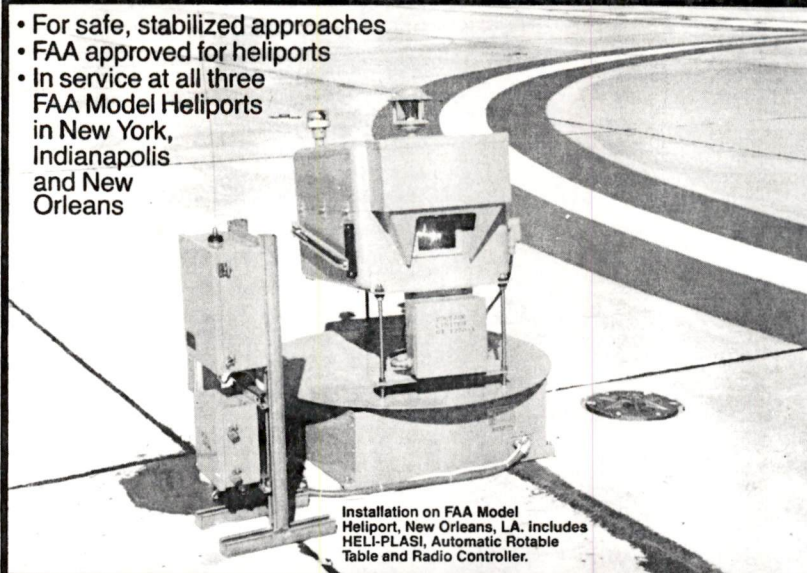
ROTOR: This issue of ROTOR is dedicated to the subject of heliports, and will include statistics and other pertinent information, and will also be distributed at the 1989 Paris Air Show. Do you wish to make any "closing statement," with that thought in mind?

Congressman Denny Smith: Yes, I extend best wishes to the Helicopter Association International for continued success in encouraging the development of properly-located public-use heliports and in serving their diverse membership. I have several helicopter operators in Oregon. These HAI efforts are absolutely necessary to enable the civil helicopter industry to be of maximum value to the citizenry which it serves. And best wishes to everyone involved in the Paris Air Show.



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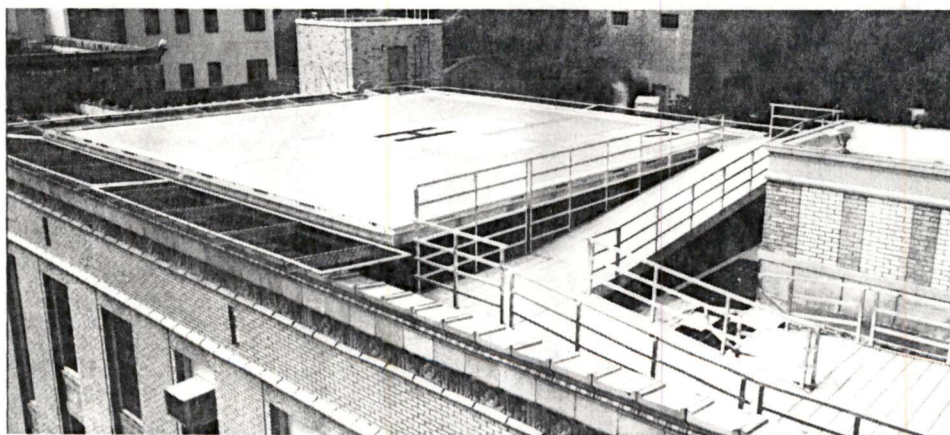
Installation on FAA Model Heliport, New Orleans, LA, includes HELI-PLASI, Automatic Rotable Table and Radio Controller.

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Alphabetical

THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

July 24, 1989

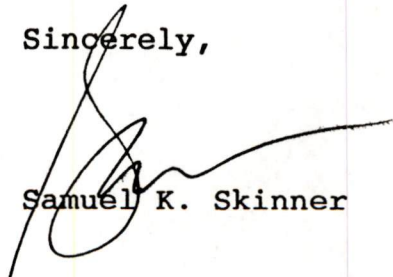
Mr. James A. Smith
Colorado Vice President and
Chief Executive Officer
U S WEST Communications
1005 17th Street, Room 200
Denver, Colorado 80202

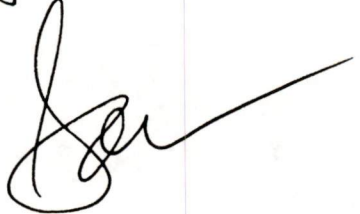
Dear Mr. Smith:

Many thanks for sending me the U S WEST framed picture. I certainly appreciate your thoughtfulness.

I enjoyed hearing from you, and I wish you all the best.

Sincerely,


Samuel K. Skinner

I love it


U S WEST Communications

1005 17th Street, Room 200
Denver, Colorado 80202
303 896-3737

James A. Smith

Colorado Vice President and Chief Executive Officer



July 17, 1989

The Honorable Samuel K. Skinner
Secretary of Transportation
Nassif Building, Room 10200
400 7th Street, SW
Washington, D.C. 20590

Dear Mr. Secretary:

Thank you for your ongoing support of Denver's new International Airport. I thought you'd enjoy this addition to your poster collection.

We hope to be making dust at the airport site very soon.

Sincerely,

A handwritten signature in blue ink, appearing to read "James A. Smith". The signature is fluid and stylized, with a large loop at the beginning and a long, sweeping underline.

THE SECRETARY OF TRANSPORTATION

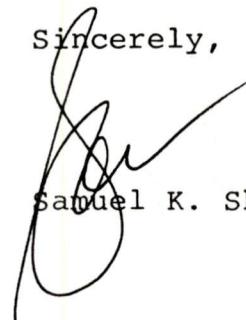
WASHINGTON, D.C. 20590

June 15, 1989

Dear Richie:

Congratulations on your selection as
"Entrepreneur of the Year." You're doing
a great job!

Sincerely,

A handwritten signature in black ink, appearing to be 'SK', written over the typed name Samuel K. Skinner.

Samuel K. Skinner

Mr. Richard Stein
Chairman
Stein and Company
Suite 1630
208 South LaSalle Street
Chicago, IL 60604



THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

May 25, 1989

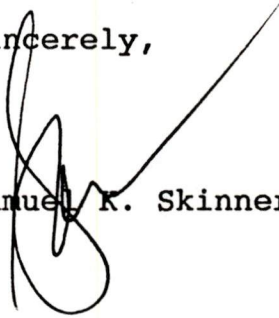
Dear Mary Duke:

Last Friday's party at the Club Baja was a major success! You put a lot of effort into finding just the right place that would accommodate everyone, and it paid off in a great party.

Let me add now that I know you always give your best effort on behalf of DoT, and those efforts have contributed tremendously to building a very effective Transportation team.

Thank you for your dedication and hard work. I appreciate it.

Sincerely,



Samuel K. Skinner

Ms. Mary Duke Sanders
Office of the Secretary
Department of Transportation
Washington, D.C. 20590

THE SECRETARY OF TRANSPORTATION

Jack

5-24-88

*Thanks for your note.
Keep up the good work.*

Sen

THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

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Mr. John F. Sandner
30 South Wacker Dr.
Suite 1912
Chicago, IL 60606

CHICAGO MERCANTILE EXCHANGE

John F. Sandner
Senior Policy Advisor
312.930.1221

Sam

"Great Job" on
the McLaughlin
show Sunday.

John

THE SECRETARY OF TRANSPORTATION

5-20-89

David

thanks for your help on
Transportation week. It went well
and was a great idea.

Keep it up

Sam

THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

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DOT 518



Mr. David Sandor
Public Affairs
Room 10414

Mr. Secretary -

It would be nice if you could pen a short note to David Sander in my office. The National Transportation Week was his brainchild, and along with Cathy Layfield and Kris Yablowski, put all the details, not just the press aspects, together.

I believed the trip was worthwhile; it has put things in motion re: a rail transportation policy, and it has given food for thought on future trips.

David P.

545

890605-071
S1/SSS

THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

May 15, 1989

The Honorable and Mrs. Donald Santarelli
504 Duke Street
Alexandria, VA 22314

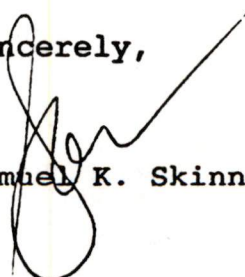
Dear Donald and Connie:

Many thanks for inviting my daughter and me to the Virginia Gold Cup Races. It was a wonderful event that we will always remember.

I enjoyed spending a Saturday in the company of good friends, and I hope we have the opportunity to get together again soon.

With my warmest regards,

Sincerely,


Samuel K. Skinner

THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

May 15, 1989

The Honorable and Mrs. Donald Santarelli
504 Duke Street
Alexandria, VA 22314

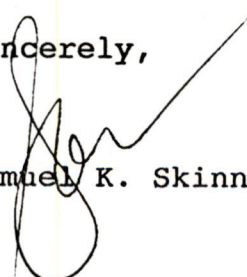
Dear Donald and Connie:

Many thanks for inviting my daughter and me to the Virginia Gold Cup Races. It was a wonderful event that we will always remember.

I enjoyed spending a Saturday in the company of good friends, and I hope we have the opportunity to get together again soon.

With my warmest regards,

Sincerely,



Samuel K. Skinner

THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

July 6, 1989

Mr. James V. Seignious
12708 Gaelic Glen Court
Oklahoma City, Oklahoma 73142

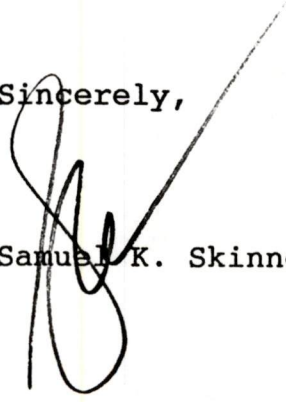
Dear Mr. Seignious:

Many thanks for sending me the FAA hat and tie clip.

The hat will make a handsome addition to my growing collection.

With my best regards,

Sincerely,



Samuel K. Skinner

alphabetical

THE SECRETARY OF TRANSPORTATION

Kathleen

6-27-89

Thank for you kind remarks
and support.



THE SECRETARY OF TRANSPORTATION

WASHINGTON, D.C. 20590

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Ms. Kathleen M. Shanahan
Wexler, Reynolds, Fuller, Harrison
& Schule, Inc.
1317 F Street, N.W.
Suite 600
Washington, D.C. 20004

KATHLEEN M SHANAHAN

6/23/89

Dear Secretary Skinner -

You probably do not remember me from
CBL's OVP staff on one of our many trips
to Illinois but I feel as if I know
you thru Craig, Diane, Tom Collaore, Tim
McNride et al.

I saw you this morning on ABC's
Good Morning America & was very impressed!
You were calm, authoritative, direct &
friendly on a tough issue. The fabulous job

you are doing for "our" President & the
country is noticed & appreciated - esp
by all of us who worked so hard to
make it happen -

Keep up the great work!

Sincerely -

Kathleen Hall

alph.
THE SECRETARY OF TRANSPORTATION

6-28-89

Jeff

You are welcome. Your dad is
delighted.

Sam

THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

OFFICIAL BUSINESS



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DOT 518

Mr. Jeff Shane
Assistant Secretary fo Policy
and International Affairs



U.S. Department of
Transportation

Office of the Secretary
of Transportation

Assistant Secretary for Policy
and International Affairs

Washington, D.C. 20590

6/26/89

Mr. Secretary -

I took Amtrak up to N.J. to join
in my father's 74th birthday party
yesterday. I brought him the photo
of the three of us in part of your
flag. I've never seen him prouder
than when he saw that picture. He
showed it to everyone in sight.

Thanks very much for bringing
in the photographer. It meant a
lot to my dad, and it meant a
lot to me.

Jeff

THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

July 6, 1989

The Honorable Glen Shortliffe
Deputy Minister of Transport
Place de Ville
Ottawa, Ontario KIAON5
CANADA

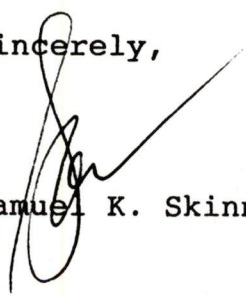
Dear Mr. Shortliffe:

Many thanks for the Canadian Coast Guard Cap.

It is a welcome addition to my growing cap collection.

With my best regards,

Sincerely,



Samuel K. Skinner

THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

Mr. Charles J. Sindelar, Jr.
1046 North Jackson Avenue
River Forest, Illinois 60305

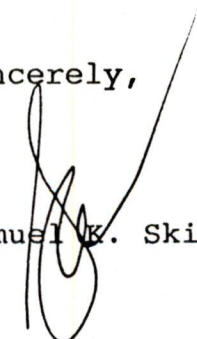
Dear Chuck:

Thanks for your congratulatory note. I appreciate your supportive comments and good wishes.

My "statement" applies to this position as well. Although life is hectic and events have been fast-breaking, I am enjoying the job. I feel confident we can create a national transportation policy that is global, inter-modal and that will serve our transportation needs well into the 21st century.

It was great hearing from you. Keep in touch. I fondly recall those many between-class conversations.

Sincerely,



Samuel K. Skinner

Charles J. Sindelar, Jr.
1046 North Jackson Avenue
River Forest, Illinois 60305

May 24, 1989

The Honorable Samuel K. Skinner
U. S. Secretary of Transportation
Department of Transportation
Washington, D.C. 20000

Dear Sam,

Reading the article in the Spring De Paul Law magazine reminded me of two things. First, that I owe you a very belated congratulations on your appointment. It's just terrific. Second, I was reminded of the many between-class-hallway conversations you, Marv and I had regarding night school. Your statement "Anyone who hasn't had the experience really cannot appreciate it" couldn't be more true. Best of luck.

Regards,

A handwritten signature in dark ink, appearing to read "Chuck", with a large, stylized initial "C" that loops around the first part of the name.

THE SECRETARY OF TRANSPORTATION

Dear Cathy and David
Thanks for coming up.
It was great seeing you
Love
Sen

THE SECRETARY OF TRANSPORTATION

Mom
Thanks for coming up to
the swearing-in.
Love you
Sen

THE SECRETARY OF TRANSPORTATION

Dear Tom

for you files. You are the
greatest. Picture on its way
Love
Dad

THE SECRETARY OF TRANSPORTATION

Jane
For your files. Thanks
for coming and helping
out. Love you
Dad

THE SECRETARY OF TRANSPORTATION

Steve
for your files. Thanks
for coming up. See you
soon Love
Dad



THE SECRETARY OF TRANSPORTATION

May 1989

Denny
hookin
Good
Sen

THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590
OFFICIAL BUSINESS



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Department of Transportation
DOT 518

The Honorable Denny Smith
House of Representatives
Washington, D.C. 20515

THE SECRETARY OF TRANSPORTATION

Earl

5-24-89

thanks for your note.
I agree regarding some of these
problems and will work to solve
them. Good luck in retirement.
Earl

Mr. Earl Smith, Manager
Airway Facilities Sector Field Office
Federal Aviation Administration
P.O. Box 20501
Atlanta, GA 30320

THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

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Department of
Transportation
DOT 518





U.S. Department of
Transportation

Office of the Secretary
of Transportation

The Secretary

May 24, 1989

Jim Busey

A major problem
from what I hear
all over.

Jim



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
Airway Facilities Sector Field Office
P. O. Box 20501
Atlanta, Georgia 30320

May 22, 1989

Mr. Samuel K. Skinner
Secretary of Transportation
400 7th Street SW
Washington, DC 20590

Dear Sir:

It was indeed an honor to have you, as Secretary of Transportation, visit the Atlanta Hartsfield Airway Facilities Sector Field Office on March 20, 1989. It is always a morale boost to all employees at the field level to know someone of your status cares enough to take time out of a busy schedule to visit with us and hear first hand some of our problems and concerns affecting the flying public.

As you stated in your letter to me on March 23, 1989, "I look forward to continuing the dialogue we began this week and serving the flying public." I also looked forward to continuing this dialogue because I feel as though you should hear what is actually happening at the field level concerning our needs to run the NAS properly and safely. Our technical work force is being consumed by retirements with little priority being put on replacements. We desperately need training dollars for the few new technicians that have been hired. We need support to upgrade Level V Electronic Technicians and Environmental Technicians so smaller airport technicians will have some incentive to come to larger airports. These aforementioned items, in my opinion, should be a concern of every FAA manager in the system to insure the reliability of the NAS. Unfortunately, from our regional level up the main priorities seem to be Employee Involvement Groups, Attitude Surveys, and showing contractors how we run the FAA at the field level.

Mr. Secretary, it has become extremely difficult for me to be part of a management team that puts a higher priority on Employee Involvement Groups, Attitude Surveys, and Contractor Groups than they do our main mission, Air Safety. Therefore, effective June 2, 1989, I plan to retire. I regret that I will prematurely end almost 35 years of federal service. I leave not bitter but frustrated and concerned about the system and the priorities in the system. I sincerely wish you the best in your job as Secretary of Transportation and if I can ever be of any service to you, feel free to call on me.

Thank you again for your visit to the Atlanta Sector Field Office.

Sincerely,

A handwritten signature in cursive script that reads "Earl Smith".

Earl Smith, Manager
Airway Facilities Sector Field Office

U.S. Department
of Transportation

**Federal Aviation
Administration**

Airway Facilities Sector Field Office
Federal Aviation Administration
P. O. Box 20501
Atlanta, GA 30320

Official Business
Penalty for Private Use \$300

Mr. Samuel K. Skinner
Secretary of Transportation
400 7th Street SW
Washington, DC 20590



Postage and Fees Paid
Federal Aviation Administration
DOT-515



Alphabetical

THE SECRETARY OF TRANSPORTATION

Dear Congressman

6/2/89

Thanks for inserting in
the "Record" the L.A. Times
editorial. I need all of the
good news I can get.

Sam

THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590
OFFICIAL BUSINESS



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Department of Transportation
DOT 518

The Honorable Fortney Pete Stark
House of Representatives
Washington, D.C. 20515

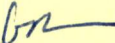
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6-16-89

SKS:

Recommend a short handwritten note from
you to Congressman Stark.

"Thoughtful of you to insert the L.A. Times
editorial on our CAFE standards decision in the
Congressional Record. I very much appreciate
knowing of your support for that decision."


Galen

HOORAY FOR SAMUEL SKINNER

HON. FORTNEY PETE STARK

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, June 14, 1989

Mr. STARK. Mr. Speaker, I'd like to include in the RECORD an excellent editorial which appeared in the Los Angeles Times on Tuesday, May 30, 1989.

In a time which, energy wise, looks suspiciously like the early seventies and there is increasing concern about the environment, Ford and GM are once again whining about the difficulty of meeting the CAFE standards. They are suggesting that at a time of relatively cheap gas, CAFE standards are outdated because Americans want bigger and more powerful cars. Yet, at the same time, they are lobbying to restrict the influx of fuel-efficient Japanese and European imports.

The editorial points out that higher automobile mileage standards are good for everybody and, more importantly, that the 27.5-mpg standard for model year 1990 should only serve as a beginning.

[From the Los Angeles Times, May 30, 1989]

HOORAY FOR SAMUEL SKINNER!

There are a lot of good reasons for squeezing more miles of travel out of every gallon of gasoline burned in automobile engines. On the most mundane level, boosting mileage will save people money. On a near-cosmic level, reducing the amount of carbon dioxide that goes into the atmosphere as a byproduct of gasoline combustion helps lessen or postpone the unhappy consequences that are threatened by a global warming trend. In between are various other economic and political benefits, among them that the less foreign oil Americans buy the less the trade deficit will grow. For all these reasons the proposal from Transportation Secretary Samuel Skinner to restore the new car fuel-economy standard is more than welcome.

It's welcome not least because there's a lot of lost time to make up for, thanks to the waivers the Reagan Administration granted on the fuel standard. The Reagan White House embraced the dogma that the marketplace alone should tell auto companies what kind of mileage their cars ought to get. The market can be a highly efficient mechanism for satisfying public wants, but where public health and welfare are at issue—where such things as the safety of food and medicines or the protection of the environment are concerned—regulation plays a vital role. Under Reagan, fuel economy standards were allowed to slip from the 27.5 miles per gallon called for in 1985 back to 26 m.p.g. Now they're up to 26.5 but Skinner wants 27.5 m.p.g. on 1990 models. The thing to watch is whether President Bush, who as a loyal member of the Reagan Administration once favored abolishing the 1975 fuel standards law, will back him up.

Chrysler Corp. wouldn't have any trouble meeting such a requirement, but General Motors and Ford are already singing the blues. The lyrics are familiar; the Big Two say the big, less fuel-efficient cars they make are what the public wants. It's true that, since oil prices began falling early in this decade, demand for most American-built smaller cars has declined. It's also true that demand for fuel-efficient Japanese cars, either imported or built in U.S. factories, has steadily increased, to the point where nearly one out of every four cars bought by Americans carries a Japanese marque. There are various reasons for the success of the Japanese models; it's absurd to pretend that an interest in good mileage isn't one of them.

A 27.5 m.p.g. standard, though, should be seen as only a beginning. Federal technical studies project that just by using such technologies as multivalve engines and what are called continuously variable transmissions, cars can get 33-35 m.p.g. by the mid-1990s. The important point is that those technologies exist. They are already used on a lot of Japanese cars. There's no reason why American car makers can't adopt them as well.

There's something ridiculous as well as insulting about auto companies defending their profitable interest in making bigger and less fuel-efficient cars on the ground that they are only giving the public what it demands, when for the last eight years those same companies lobbied to restrict imports of Japanese cars and so deny consumers what they wanted. Choice, in any event, threatens to become an increasingly unaffordable luxury in a world confronted by global warming. That trend, the "greenhouse effect," stems from a concentration of carbon gasses in the atmosphere that trap the Earth's radiated heat. In the face of the risk this phenomenon presents to weather patterns, crops and—if melting ice caps raise ocean levels—to coastal communities, the prudent course is to cut carbon dioxide discharges as much as possible wherever possible. Tougher mileage standards for automobile engines are one place to start.



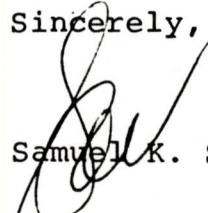
THE SECRETARY OF TRANSPORTATION

March 1, 1989

Dear Andy:

Thanks for your note. I hear things are going well.
Keep up the good work.

Sincerely,


Samuel K. Skinner

THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590
OFFICIAL BUSINESS

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Department of
Transportation
DOT 518



Mr. Andy Sklover
National Highway Traffic Safety Administration
Room 5220 DOT Building

ANDREW JOHN SKLOVER 2/24/89

Dear Mr. Skinner,

I just finished my first week of work, and I wanted you to know how much I appreciate what you have done for me.

My new job as special assistant to the administrator of NHTSA seems as though it will be a terrific experience. Diane Steed is very nice and the entire office is friendly and enthusiastic. It seems as though I will be getting involved in a wide range of issues and hopefully I will be an asset to the administrator.

I also wanted to thank you for inviting me to the Senate appropriations hearings on Thursday. I thought it was very interesting.

I insist that I be allowed to take you out for dinner sometime now that I'm earning a living again, and perhaps I can show you my new pad as well.

Thank you again for all your assistance, and best of luck with all the work that needs to be done. Sincerely, Andy



THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

June 27, 1989

Dear Bill:

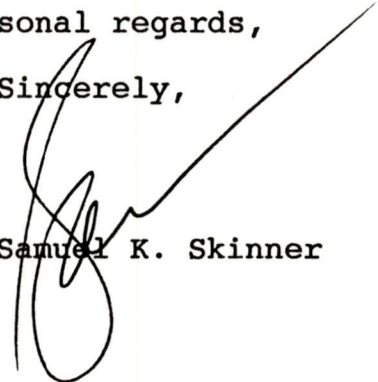
What a generous offer you extended in your letter of June 19! It's very tempting, and I'll be sure to keep it in mind.

Thanks for sending the clipping. I am enjoying myself tremendously and hope to make a useful contribution to preparing our country to meet its transportation needs for the 21st century.

You're good to think of me, and I appreciate your keeping in touch.

With my thanks and warmest personal regards,

Sincerely,


Samuel K. Skinner

Mr. William E. Stein
President
Campbell Mithun Esty Advertising
737 North Michigan Avenue
Chicago, IL 60611

alphabetical

WILLIAM STEIN
President

June 19, 1989

Mr. Samuel K. Skinner
Secretary of Transportation
Department of Transportation
Washington, D.C. 20590

Dear Sam:

Thought you'd have some interest in the
attached.

Just a thought...if you ever need a place to
get away from your hectic situation, I've got
a home near Iron Mountain, Michigan, and a
camp (log cabin, no indoor plumbing) in the
middle of 250 acres of woods about 30 miles
from Iron Mountain. You are welcome to use
either one. Iron Mountain has a first rate
airport.

Give a yell if you have a chance when you are
in Chicago.

Hope you are having some fun along with all
your hard work.

Sincerely,



William E. Stein

WES:mcg

Susan
Draft
thank you
\$

The head of the class "The

Washingtonian," the flashy city magazine serving our nation's capital, issued a "report card" this



Samuel Skinner

month rating President George Bush's Cabinet members. The only one to get an A+ is Chicago's own Samuel K. Skinner, Bush's secretary of transportation. The magazine fawned over Skinner, saying that he's "shown more aggressive leadership in the first 100 days of Bush" and cited his stellar performances on issues like the Alaskan oil cleanup, the Eastern

Airlines strike and auto mileage standards. But speaking of report cards, INC. awards a "D" to the Eastern press—despite its kind words for our hometown boy. Under something called "Outlook" the mag dubbed Skinner a "surprise early star." *Surprise?* Only to the Potomac snobs.



THE SECRETARY OF TRANSPORTATION

WASHINGTON, D.C. 20590

May 12, 1989

The Honorable Ted Stevens
United States Senate
Washington, D.C. 20510

Dear Ted:

Thanks for your handwritten note yesterday -- I share many of your concerns. You've spent a great deal of time and effort on these issues and I value your expertise.

The legislation we submitted yesterday pursuant to the President's commitment to transmit comprehensive oil spill liability legislation was the product of substantial compromise and negotiation among the various agencies. Our bill is designed to ensure the cleanup of any oil spill in the United States, and attempts to be responsive to the needs of Alaskans -- I think our treatment of the TAPS fund demonstrates the Department's sensitivity for Alaska's specific concerns. Further, this is only the first of a series of initiatives that the Administration will pursue on this matter, and we will work closely with you and your staff to ensure that your concerns are reflected.

The letter you and other members of the Senate Commerce Committee sent to the President urging him to ask that EXXON pay \$50 million dollars into the 311(K) fund is still under consideration. The letter advocates using the 311(K) fund to make those funds available to State and local agencies as well as to the federal agencies contemplated under the Clean Water Act, and that poses contentious legal issues. In addition, the Coast Guard has sent EXXON regular bills for full funding of federal activities related to the oil spill, and EXXON continues to satisfy those billings.

I share your concern that the EXXON Shoreline Cleaning Plan failed to include impacted shoreline outside the Prince William Sound. Admiral Clyde Robbins, the On-Scene Coordinator, in his May 9th letter to EXXON identified that omission in their plan and that it had to be corrected. In addition, I have personally raised this issue with EXXON. They are responsible for the damage to those shorelines, and they will provide for cleanup regardless of what they may be saying. In fact, there are crews currently working on the shoreline near Gore Pt.

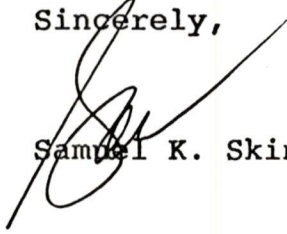
The American Petroleum Institute may have acquired a copy of an old draft of the oil spill liability legislation, but they did not get it from the Department of Transportation. The legislation was in the interagency approval process for better than two weeks

The Honorable Ted Stevens
May 12, 1989
Page 2

and I understand that every oil company lobbyist in town had been tasked with finding a copy. Actual drafting of the legislation that was submitted was not completed until 2:00am Thursday, May 11 -- no one had a copy of the final legislation, on the Hill or elsewhere before it was delivered to you. I regret the inconvenience this caused you, and that we were not able to provide your office more time to review the legislation. I know how important it is to Alaska and to you personally.

As oil spill liability legislation works its way through the legislative process, we will work with you to develop legislation that is responsive to the concerns of Alaskans. We may not always come down on the same side of an issue, but you will know where the Administration is coming from and why.

Sincerely,



Samuel K. Skinner

Ted
we do want to work with
you on this. I am spending a
great deal of time on this and
have Alaska's interest in mind.



5/11/89

TED STEVENS
U. S. SENATOR FOR ALASKA
WASHINGTON, D. C. 20510
202-224-3004

Dear Sam -

While I appreciate your
note, in my judgment the
comprehensiveness of your
submitted will come down in
Alaska as showing a complete
insensitivity for Alaska's disaster.

We've had no news about the Senate Commerce Committee's request that the President order Exxon for 750 million, and we do have a budget crisis now.

There is no plan for oil spill cleanup out of Prince William Sound and Exxon keeps saying it has done everything required of it by law, by contingency plan and by good management concepts.

Add to that the fact AP/ had the first draft of your bill a week ago and no Congressional source got it (to my knowledge) until today — Robert J. ed

890605-090
81/SS5

THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

May 25, 1989

Mr. W. Clement Stone
P.O. Box 649
Lake Forest, IL 60045

Dear Clem:

Many thanks for the invitation to the U.S. - U.K. dinner reception honoring Mr. Wills and Mr. Fawell.

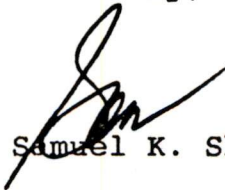
Mary Margaret Jacobs and I were pleased to attend, although it was not possible for us to remain for the entire event.

The International Federation of Keystone Youth Organizations (IFKYO) is quite an exciting prospect for you. It seems as if the organization is receiving the kind of recognition it so richly deserves. I wish you all the best with it.

I hope we have the opportunity to see each other again soon.

With my best regards,

Sincerely,



Samuel K. Skinner

THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

May 25, 1989

Mr. W. Clement Stone
P.O. Box 649
Lake Forest, IL 60045

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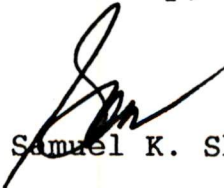
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I hope we have the opportunity to see each other again soon.

With my best regards,

Sincerely,



Samuel K. Skinner

W. Clement Stone

Post Office Box 649 • Lake Forest, Illinois 60045

May 10, 1989

The Honorable Samuel K. Skinner
Secretary of Transportation
Department of Transportation
400 Seventh Street, S.W.
Washington, D. C. 20590

Dear Sam:

One of the gifts that I received on my recent birthday was the great news that an organization, of which I have the honor and good fortune to be Founding Chairman, is successfully motivating influential multinational corporate leaders to support its global expansion plans, through an International Trustee program.

The International Federation of Keystone Youth Organisations (IFKYO), headquartered in the State of Illinois, is an international alliance of Boys Clubs, Girls Clubs and Youth Clubs. More than twenty national youth service organizations are active members of IFKYO and we are very proud that this world voluntary and educational movement is based in the United States with Boys Clubs of America, as one of the founder members.

The International Federation is committed to improving the quality of life of young people, as participating members in a diverse world society. It has no political ideology, is nonsectarian in its management and direction and believes in the philosophy of voluntary service.

On May 22 the distinguished voluntary service and international corporate leadership of two of IFKYO's Founding International Trustees will be recognized at a dinner reception in the Diplomatic Rooms of the United States Department of State.

The character, attitude and actions of each of our honorees symbolize much of what you and IFKYO wish to see shared and multiplied with others.

Nicholas Wills, Chief Executive - BET Public Limited Company, London, England and Tom Fawell, Partner - Katten Muchin and Zavis, Chicago, Illinois represent, respectively, the United Kingdom and the United States, on IFKYO's International Trustees.

Each has committed considerable financial and resource support to the global expansion plans of this international movement. Nicholas, and Tom, are also working to recruit additional International Trustees from Australia, Germany and Canada and are deserving of much praise for their exemplary corporate social responsibility leadership.

The Honorable Samuel K. Skinner

Page 2

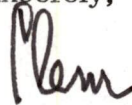
It is with regard to the latter point, that I personally request your help. Our IFKYO Board of Directors will be honored if you can accept an invitation to attend the May 22 dinner reception at the Department of State and join with us in honoring Nicholas Wills and Tom Fawell.

In the event that your schedule does not permit your participation, I would appreciate your consideration of a brief courtesy call with our British International Trustee, Nicholas Wills, during his May 22/24 visit to Washington, D.C.

Should you require any additional information regarding this request, I will be pleased to provide it. I look forward to your response and our next meeting.

With every good wish.

Sincerely,

A handwritten signature in dark ink, appearing to read 'W. Clement Stone' in a cursive, stylized script.

W. Clement Stone

CULLEY-FOSTER & COMPANY

WASHINGTON INTERNATIONAL CONSULTANTS

May 10, 1989

The Honorable Sam Skinner
Secretary
Department of Transportation
400 7th Street, SW
Washington, DC 20590

Dear Secretary Skinner:

On the evening of May 22, Nicholas K.S. Wills, Chief Executive, BET Public Limited Company, London, England and Thomas W. Fawell, Partner - Katten Muchin Zavis & Dombroff, Chicago, Illinois will be honored in The Diplomatic Rooms, United States Department of State, with the presentation of the first Founding International Trustee Awards by W. Clement Stone, Founding Chairman, International Federation of Keystone Youth Organisations (IFKYO).

The United States based Federation is a world alliance of twenty one national youth organizations, representing 2.5 million young people and volunteers. The National Association of Boys Clubs of the United Kingdom and Boys Clubs of America are founding members (see attachments).

Your formal invitation to the May 22 dinner reception is enclosed. Clem Stone and the Board of Directors of IFKYO will be honored if you will attend, and join us in this special US - UK dinner reception honoring Mr. Wills and Mr. Fawell.

As an international trustee of IFKYO, I am very proud that this global voluntary movement is proving to be a significant force in encouraging community service, leadership development, private sector initiatives, intercultural education and peace through understanding, with young people from diverse free world cultures.

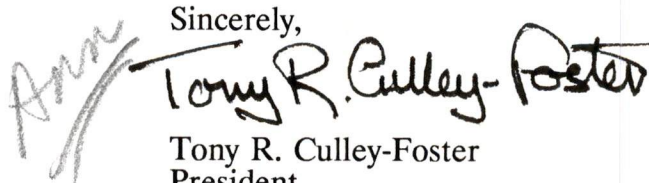
At the request of the Department of State and due to the travel schedule of our international guests, the reception will conclude promptly at 10:00 pm.

It will be helpful and appreciated if you will advise us, as soon as possible, of your acceptance of this invitation.

I look forward to seeing you on May 22 for the inaugural IFKYO International Trustee reception.

With every good wish.

Sincerely,


Tony R. Culley-Foster
President

TRCF:aws



THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

May 9, 1989

Dear Mr. Straz:

I am writing in support of Michael E. LaFargue who is under consideration for a marketing representative position with IBM.

I met Michael five years ago when I became chairman of the Regional Transportation Authority in Illinois. Michael is clearly intelligent, creative and a good team player, but perhaps what impressed me most about him is his initiative and determination. He was directly involved in RTA's award-winning advertising campaign and the production of RTA's computer generated map, the first of its kind in the nation.

As a former IBM marketing manager, I recommend Michael to you without hesitation and hope you will give him your most serious consideration.

Sincerely,


Samuel K. Skinner

Mr. Robert V. Straz
Recruiting Manager
IBM
One IBM Plaza
Chicago, IL 60611

May 1989

no carbon
needed

THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

Mr. Gordon Strunk
Executive Director
The George Washington Society
1233 Newton Street, N. E.
Washington, D. C. 20017

Dear Mr. Strunk:

Thank you and your members for sending me a copy of Maxims of George Washington. The book is a fitting tribute to this great man and of particular interest to me as a public servant.

Your thoughtfulness is appreciated and I'm pleased to accept this book on behalf of the Department.

Sincerely,


Samuel K. Skinner

THE GEORGE WASHINGTON SOCIETY
1233 Newton St., N.E.
Washington, D.C. 20017

Gordon Strunk
Executive Director

Dear *SECRETARY SKINNER,*

In commemoration of the bicentennial of the inauguration of President Washington, we are pleased to present you with a copy of Maxims Of George Washington. The members listed at the conclusion of this letter generously gave a special contribution toward this project.

In a tribute to Washington written by Thomas Jefferson in a letter to Doctor Walter Jones, January 2, 1814, Jefferson said:

"He was incapable of fear, meeting personal dangers with the calmest unconcern. Perhaps the strongest feature in his character was prudence, never acting until every circumstance, every consideration, was maturely weighed; refraining if he saw a doubt, but, when once decided, going through with his purpose, whatever obstacles opposed. His integrity was most pure, his justice the most inflexible I have ever known... He was, indeed, in every sense of the words, a wise, a good, and a great man... For his was the singular destiny and merit, of leading the armies of his country successfully through an arduous war, for the establishment of its independence; of conducting its councils through the birth of a government, new and in its forms and principles, until it had settled down into a quiet and orderly train; and of scrupulously obeying the laws through the whole of his career; civil and military, of which the history of the world furnishes no other example.

...He has often declared to me that he considered our new constitution as an experiment of the practicability of republican government, and with what dose of liberty man could be trusted for his own good; that he was determined the experiment should have a fair trial, and would lose the last drop of his blood in support of it.

...I felt on his death, with my countrymen that 'verily a great man hath fallen this day in Israel.' "

It is our sincere prayer and hope that you would read Maxims Of George Washington. We genuinely thank you in advance for taking time out of your busy schedule if you do so.

Sincerely,

G. Strunk

List of special contributors

Mr. G.R. Miller, P.O. Box 1487, Mansfield, OH 44901
Mr. Gregory H. Gorddard, 24 Greenway Drive, Farmingdale, NY 11735
Miss Julia A. Wilson, P.O. Box 1666, 249 Clairmont Avenue, Mansfield, OH 44901
Mr. D.C. Riley, 1301 Lehman Ave., Bowling Green, KY 42101
Mr. Erich Strunk, 108 Sixth St., Bristol, CT 06010

SAMUEL K. SKINNER

3/2/89

For Sullivan

Congratulations on your
Confirmation. I know the road
was not always downhill but
you came thru splendidly.
I look forward to working with you. Sam

THE SECRETARY OF TRANSPORTATION

12-30-39

Dear Bron

thanks for the note. Lets
Keep our fingers crossed. Anything else
I can do will be done. I have played
with the V-P. who is a very good player.
Sam

THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

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Department of
Transportation
DOT 518



Mr. Brandon Thomas
53 East Franklin Place
Lake Forest, IL 60045

December 19, 1989

Dear Sam,

Thanks so much for taking the time to write a letter of recommendation to law school for me. It may be a longshot, but I'm hoping to get into at least one of the six schools to which I applied. Susan Slye did a wonderful job of coordinating everything and was extremely helpful.

I hope everything is going well in Washington and that the pace has perhaps slowed a bit around the holidays.

I hope that your golf game doesn't suffer too greatly with your schedule. Have you been able to play with the Vice President yet?

Thanks again, Sam, for all your help. I'll keep you informed of the outcome. Merry Christmas and best of success!

Sincerely,
Brian

U.S. DEPT. OF
TRANSPORTATION

89 DEC 27 PM 12: 12

U.S. DEPT. OF TRANSPORTATION
EXECUTIVE SECRETARIAT

THE SECRETARY OF TRANSPORTATION

Dear Darrell

12/29/89

thanks for your note. I will
keep your thoughts in mind.
God bless you and your family
best wish.

THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

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Department of
Transportation
DOT 518



Honorable Darrell M. Trent
530 N Street, S.W.
Suite South 705-706
Washington, D.C. 20024

Alphab.

THE SECRETARY OF TRANSPORTATION

WASHINGTON, D.C. 20590

December 11, 1989

The Taft Institute for
Two-Party Government
420 Lexington Avenue
New York, New York 10170

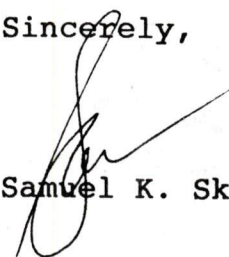
Dear Taft Institute:

Many thanks for sending me your personal calendar.

I appreciate your thoughtfulness, and wish
everyone a happy holiday season.

With best regards,

Sincerely,



Samuel K. Skinner



THE SECRETARY OF TRANSPORTATION

WASHINGTON, D.C. 20590

November 21, 1989

MEMORANDUM FOR CHASE UNTERMEYER

FROM: SAMUEL K. SKINNER 

SUBJECT: ICAO REPRESENTATIVE

The enclosed letter from FAA Administrator Admiral Busey is self-explanatory. I would appreciate it if you would hold up sending this name to the Senate until Jim Busey and I have had the opportunity to make our determination as to whether or not he is capable of understanding the international civil aviation issues that are so important to the President. As you know, ICAO deals exclusively with aviation issues, as they relate to the international aviation community, and works with the State Department and the FAA on an exclusive basis.

cc: Secretary Baker
Admiral Busey



U.S. Department
of Transportation
**Federal Aviation
Administration**

Memorandum

CONTROL NO.	
891116-006	
SIMS	S-10

Subject: INFORMATION: Replacement of ICAO
Representative

Date: November 13, 1989

From: Administrator

Reply to
Attn. of:

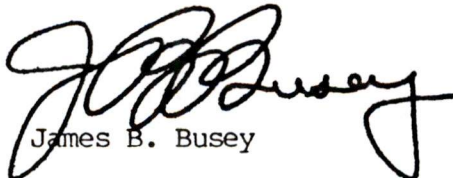
To: The Secretary
The Deputy Secretary

I understand the White House is prepared to nominate a candidate to replace Ed Stohr, the U.S. representative at the ICAO mission in Montreal. The candidate, a former official at the Department of Health and Human Services, is not known to me or my staff, nor have we been asked to review his qualifications or to comment on his selection. I understand that you and your staff have not been consulted in this important matter.

While the State Department was aware of the process, State officials indicate they had little or no input into the decision. However, had it not been for our inquiries, we would have received no information of the process from State.

The ICAO position is critical to the effective promotion of U.S. aviation interests and policies in the international aviation community. You and I have both witnessed the importance of having a capable and experienced representative in Montreal.

This matter is of such importance that I believe it warrants a request to the Secretary of State and White House personnel that this nomination be held in abeyance until we have had an opportunity to participate in the process. If it all possible, we should seek the opportunity to offer candidates who would be prepared to meet the challenges that will face international civil aviation and ICAO as we enter the 1990's.



James B. Busey

Alphab.

THE SECRETARY OF TRANSPORTATION

WASHINGTON, D.C. 20590

November 21, 1989

The Honorable and Mrs. Strom Thurmond
United States Senate
Washington, D.C. 20510

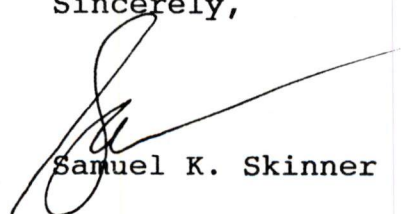
Dear Nancy and Strom:

Many thanks for the South Carolina mementos.

I appreciate your kind letter, and I certainly
hope my travels bring me to South Carolina once again.

With warmest personal regards,

Sincerely,



Samuel K. Skinner



SAMUEL K. SKINNER
SECRETARY OF TRANSPORTATION

400 7TH STREET, S.W.
WASHINGTON, D.C. 20590

(202) 366-1111

We hope that you will
enjoy the South Carolina shoe
bags and pillow cases this
season and that you will put
the Palmetto State in your
vacation plans during the
New Year.

Blessed Holiday Greetings to
you and your loved ones.

Nancy and Strom
Thurmond

Pillow cases compliments of Springs Industries. Other fabrics donated by Cone Mills and fabricated by the South Carolina Department of Corrections. The potpourri was made from roses on our State House grounds. Project coordinated by the South Carolina Department of Parks, Recreation and Tourism.

Thornburg

WHENEVER PRESS COVERAGE SEEMS DISCOURAGING, IT IS WELL TO REFLECT ON THE
FOLLOWING MYTHICAL ACCOUNT OF LINCOLN'S GETTYSBURG ADDRESS

GETTYSBURG, Pa., Nov. 19—President Lincoln, in what White House aides billed as a “nonpolitical” speech, dedicated a military cemetery here today before a sparse, unresponsive crowd estimated by local authorities at fewer than 300 people.

In a tactical move clearly designed to get the political jump on Gen. George B. McClellan, his probably Democratic opponent, Mr. Lincoln made one of his rare trips outside Washington to visit this vote-rich keystone state. Judging by early reaction to his appearance, however, the White House strategy appears to have backfired.

Not only was the President's address sharply criticized by political experts for being too brief, but he was upstaged by the main speaker of the day, the brilliant public orator, Everett Hale. Moreover, Mr. Lincoln's glaring failure even to mention McClellan or Gen. George G. Meade, the victorious Union commander of the battle fought here in July, cast doubt on White House staff claims that the trip was “purely nonpolitical.”

One veteran political observer, noting recent charges that the Lincoln Administration has created a “credibility gap” between itself and the public, termed the President's omission of McClellan's and Meade's names from his speech text “a serious blunder that will come back to haunt him in next year's election.”

“This is another example of the sloppy White House staff work that has plagued the Administration since the day Lincoln took office,” commented another observer on receiving news that the President's speech had been hurriedly scribbled on the back of an envelope en route to the speech site.

White House spokesmen vehemently denied this rumor, claiming that Mr. Lincoln had “worked over two drafts of the speech before he left Washington.”

While debate went on regarding the manner in which the speech was drafted, there was general agreement with the opinion rendered by a visiting professor of oratory from the University of Pennsylvania that the President's address was “a dud.”

Mr. Lincoln delivered his remarks in the same high-pitched, vaguely irritating Middle Western nasal inflection that has characterized his past public addresses. Another criticism was that the speech, in the words of one Gettysburg resident, “didn't say anything we haven't already heard.”

“My family and I came out here to see and listen to the President of the United States and all we got was a puny two minutes,” said one outraged localite.

Mr. Lincoln remained unsmiling throughout his visit to this small eastern Pennsylvania village. Aides claimed the President's solemn demeanor was simply “appropriate to the occasion,” but knowledgeable Washington sources have indicated that serious problems in Mr. Lincoln's home life more likely account for his grim public visage in recent months.

In support of this view, it was noted that Mrs. Lincoln did not accompany the President here.

Another significant absentee from the speaker's platform was Vice-President Hannibal Hamlin. Rumors persist that Mr. Lincoln plans to dump Mr. Hamlin as a running mate next year in favor of a Border State Democrat who would be more helpful in pursuing his Administration's “Southern strategy.”

The President, who has not held a major news conference in two years, refused reporters' requests that he answer questions following his address. In the speech itself, Mr. Lincoln said that the men who died in the battle here gave their lives in order “that this nation, under God, shall have a new birth of freedom—and that government of the people, by the people, for the people, shall not perish from the earth.”

However, the President, who was elected three years ago on a pledge to preserve the Union, once again failed to provide details on any fresh Administration initiative to achieve this objective.

SOURCE: Vic Gold, PR as in President (Doubleday, 1977)

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TRANSPORTATION

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