

Admin & Servicewide Activities, Civil Military
Program. Defense Wide.

Legal Name and Address of Receiving Entity: Michigan National Guard, 3411 North Martin Luther King Boulevard, Lansing, MI 48906.

Project Description: The National Guard Youth Challenge Program (10 U.S.C. 509) is managed by the Assistant Secretary of Defense, Reserve Affairs and administered by the National Guard Bureau. The program is a community based program that leads, trains, and mentors at-risk youth so they may become productive, employed, and law-abiding citizens in America's future. This award-winning program has been recognized as one of the Nation's most effective and cost efficient programs for targeting youth who are at the greatest risk for substance abuse, teen pregnancy, delinquency, and involvement in criminal activities. The program currently operates at 35 program sites in 28 states and the territory of Puerto Rico and has graduated over 77,000 corpsmembers of which an average of 18 percent entered the military.

Project Budget:	
Total	\$20,000,000 increase

EARMARK DECLARATION

HON. TODD TIAHRT

OF KANSAS

IN THE HOUSE OF REPRESENTATIVES

Wednesday, September 24, 2008

Mr. TIAHRT. Madam Speaker, in accordance with the February 2008 New Republican Earmark Standards Guidance, I submit the following in regards to the Fiscal Year 2009 Department of Defense Appropriations Act found in H.R. 2638:

LIFE SUPPORT RADIO TEST SETS FOR THE AIR NATIONAL GUARD

The Department of Defense Appropriations Act, 2009, H.R. 2638, contains \$1,000,000 for Life Support Radio Test Sets for the Air National Guard in the Air Force, Other Procurement Account. The entity to receive funding for this project is Aeroflex at 10200 West York Road, Wichita, KS 67215-8999.

The funds will ensure the functionality of the survival radio equipment used by Air National Guard aircrew. The money will be used to allow each squadron to purchase enough test systems so that they can fulfill their requirement to be available for use in multiple locations at one time. Unfortunately, insufficient numbers of test sets have been fielded to address these issues, leading to maintenance backlogs and also to unfamiliarity with the test set equipment and its procedures on the part of field maintenance personnel. The cost of each Life Support Radio Test Set is \$52,936. The anticipated source of funding for the duration of the project is funding from the government, since the customer is the Air Force.

No matching funds are required for this Department of Defense project.

RADIO PERSONALITY MODULES FOR SINGARS TEST SETS

The Department of Defense Appropriations Act, 2009, H.R. 2638, contains \$2,400,000 for Radio Personality Modules for SINCARS Test Sets in the Army, Other Procurement Account. The entity to receive funding for this project is Aeroflex at 10200 West York Road, Wichita, KS 67215-8999.

The funds will fund Radio Personality Modules for SINGARS Test Sets which capitalize upon existing radio test sets by making them up to 10 times more capable than they were before. Presently, the GRM-122 test set diagnoses only one type of radio—the SINGARS. After the proposed upgrade, the very same tester will be able to test multiple radios in common use, including: UHF radios, VHF radios, high frequency radios, intercoms, survival vest radios, and four different types of navigation radios installed in aircraft on the flight line. This efficient program saves both time and money. Time, because the technician performing the test will have the entire test suite he requires at his immediate disposal on the flight line; and money because the Aviation Intermediate Maintenance locations equipped with Radio Personality Modules for SINGARS Test Sets will not need to acquire nor carry entire test suites of disparate equipments. The total cost of this program is \$6,670,000; \$2,000,000 was marked in FY 2008. If it is not fully funded, there will be an additional request for the remaining amount to fund this requirement from the Army in FY 2010. This program is funded by plus ups from Congress, the Army and the POM (Program Objective Memorandum) from DoD. The cost of each test suite is \$157,946—there is a need for about 80 test sets in all. In FY '08, \$2 million was appropriated, allowing the Army to purchase about 12 units. The anticipated source of funding for the duration of the project is funding from the government; the customer is the U.S. Army.

No matching funds are required for this Department of Defense project.

DIRECTED ENERGY SYSTEMS FOR UAV PAYLOADS

The Department of Defense Appropriations Act, 2009, H.R. 2638, contains \$800,000 for Directed Energy Systems for UAV Payloads in the Defense-wide, RDT&E Account. The entity to receive funding for this project is ARC Technology at 13076 NW 120th St., White-water. KS 67154.

ARC anticipates that federal funds will complete the research and development of this technology. This technology enables both offensive and defensive capabilities from UAV platforms that are either controlled or autonomous. Targets of interest include improvised explosive devices (IEDs), communications systems, computers, electronics, radar systems, infrared and acoustic sensors, and GPS jammers. The FY09 funding addresses addi-

tional integration issues, range extension, packaging issues, and customer performance verification for incorporation into specific delivery platforms.

BUDGET FOR UAV PAYLOAD DIRECTED ENERGY SYSTEMS

	<i>Percent</i>
Materials	5
Labor	60
Testing	20
Performance verification*	15

Total	100
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* Per customer specifications, to simulate performance in end applications.

No matching funds are required for this Department of Defense project.

CORE COMPONENT JAMMER

The Department of Defense Appropriations Act, 2009, H.R. 2638, contains \$9,000,000 for Core Component Jammer in the Air Force, Research and Development account. This project is for The Boeing Corporation located at P.O. Box 7730 MC K71-33, Wichita, KS 67277-7730.

The funds will help the technology maturation, pod development, and encourage the development of a solution to the problem of the standoff jamming capability gap (created by the retirement of Navy EA-6Bs in 2012). The additional FY09 funding would help ensure timely fielding of an Air Force standoff jamming capability as part of the Defense Department System of Systems approach to protecting U.S. air missions from threat electronic attack capabilities. The additional funding would enable a more robust development program in the Air Force which would help to reduce schedule risk by allowing the Air Force to enhance its CCJ development activities in FY09.

AFRL Technology Maturation—\$68M (\$15M for Aircraft Integration Studies).

Develop Subsystem Spec & Interface Control Documentation.

Paper Concept—Pod design, subsystem installation concept airworthiness cert impacts, structural impacts, etc.

Analysis/simulation/test of concept design.

FY08 Congressional Add—\$4M.

Propose to conduct wind tunnel test of pod integration on aircraft.

FY09 Plus Up Request—\$9M.

Complete pod design.

Build two flyable CCJ pods w/o Electronic Attack hardware.

Anticipated source of funding is through the Air Force.

The Air Force projects \$3.9B to complete development and to field CCJ capability through Block 2.

With Air Force CCJ program of record beginning in FY10, total Congressional funding support would be \$4M in FY08 and \$9M in FY09.

No matching funds are required for this Department of Defense project.

	FY08	FY09	FY10	FY11	Early FY12	MS B	Late FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	Total
ROM Costs:																			
AEA Tech Mat & Demonstration	\$8.0	\$22.5	\$92.5	\$139.5	\$140.5			\$13.0	\$11.5	\$5.5								\$0.0	\$433.0
CJJ Development:																			
Bk1 1 SDD							\$102.5	\$488.0	\$389.0	\$227.5	\$37.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0			\$1,244
Bk1 1 Prod										\$163.1	\$346.2	\$325.9	\$321.3	\$272.7	\$139.9	\$19.9			\$1,589
Bk1 2 SDD										\$100.0	\$120.0	\$85.0	\$50.0		\$10.0				\$365
BLK 2 Prod															\$63.0	\$85.0	\$73.0	\$50.0	\$271
30 & 24 Bk1 Installs.																			
Aircraft									2		2	7	6	5	4	4			(SDD)
Pods									2		2	5	5	4	4	2			(SDD)

	FY08	FY09	FY10	FY11	Early FY12	MS B	Late FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	Total
Funding Required:																			
Existing	\$8.0	\$12.5																	
FY09 APOM		\$10.0	\$42.0																
FY10 POM				\$50.5	\$139.5	\$140.5													
FY12 POM							\$102.5	\$501.0	\$400.5	\$396.1	\$483.2	\$445.9	\$406.3	\$322.7	\$212.9	\$104.9	\$73.0	\$50.0	
Total Program	\$8.0	\$22.5	\$92.5	\$139.5	\$140.5		\$102.5	\$501.0	\$400.5	\$396.1	\$483.2	\$445.9	\$406.3	\$322.7	\$212.9	\$104.9	\$73.0	\$50.0	\$3,902.0
Cumulative: Total Program	\$8	\$31	\$123	\$263	\$403		\$506	\$1,007	\$1,407	\$1,803	\$2,286	\$2,732	\$3,139	\$3,461	\$3,674	\$3,779	\$3,852	\$3,902.0	

CIVIL AIR PATROL (CAP) AIRCRAFT

The Department of Defense Appropriations Act, 2009, H.R. 2638, contains \$5,000,000 for Civil Air Patrol (CAP) Aircraft in the Air Force, Aircraft Procurement Account. The entity to receive funding for this project is Cessna Aircraft Company at 3 Cessna Blvd., Wichita, Kansas 67215.

The CAP provides the least expensive airborne emergency services and Homeland Security services of any agency at approximately \$100 per flying hour. The CAP budgets through the USAF for acquisition of new aircraft to modernize the fleet, maintain operational readiness, and contribute to the Homeland Security. The FY09 USAF Budget Submission only provides \$2.44M (6 A/C) for CAP aircraft acquisition. The additional funding will procure additional aircraft for CAP.

No matching funds are required for this Department of Defense project.

DEMONSTRATION PROJECT FOR CONTRACTORS
EMPLOYING PERSONS WITH DISABILITIES

The Department of Defense Appropriations Act, 2009, H.R. 2638, contains \$2,400,000 for Demonstration Project for Contractors Employing Persons with Disabilities in the Air Force, Operation & Maintenance. The entities to receive funding for this project are Cerebral Palsy Research Foundation located at 5111 East 21st Street, Wichita, Kansas 67208 and Envision located at 2301 South Water, Wichita, Kansas 67213.

The Department of Defense Appropriations Act, 2009, contains \$2,400,000 for Demonstration Project for Contractors Employing Persons with Disabilities in the Air Force, Operation & Maintenance. The entities to receive funding for this project are Cerebral Palsy Research Foundation located at 5111 East 21st Street, Wichita, Kansas 67208 and Envision located at 2301 South Water, Wichita, Kansas 67213.

The program is authorized under H.R. 1588; Demonstration Project for Contractors Employing Persons With Disabilities. The purpose of the demonstration project is to provide jobs for people with severe disabilities who otherwise would not be fully employed. The national unemployment rate for people with severe disabilities is 70%. It is in the national best interest for the government to provide, and fund, programs which have as a purpose to lower this rate. Disabled individuals employed under the Demonstration Project are able to live independent lives and are able to pay their share of employment taxes and income taxes. These individuals, when employed, contribute to the growth of our economy. As a result of the Demonstration Project for Contractors Employing Persons with Disabilities, the U.S. Air Force Printing Office has engaged in an ongoing

relationship with Envision Corporation in Wichita, Kansas. This relationship has been very successful in accomplishing not only the goal of furthering employment opportunities for the blind, but also in providing the U.S. Air Force Printing Office with funding and manpower it would otherwise not have. To date, the U.S. Air Force has advised of the need for additional work totaling approximately \$8 Million.

As a result of the Demonstration Project for Contractors Employing Persons with Disabilities, the U.S. Air Force Office of Personnel and Management has engaged in an ongoing relationship with The Cerebral Palsy Research Foundation in Wichita, Kansas. This relationship has been very successful in accomplishing not only the goal of furthering employment opportunities for the severely disabled, but also in providing the U.S. Air Force Office of Personnel and Management with funding and manpower it would otherwise not have for the purpose of digitizing all paper records of its personnel. To date, the U.S. Air Force has advised of the need for additional work totaling approximately \$11 Million.

The United States Air Force Personnel community is undergoing the most extensive re-engineering effort in history. This effort includes streamlining processes and centralizing where it makes sense to do so by leveraging technology, and shifting the service model to a greater reliance on self-service. A key enabler to achieving the desired end state is a shift from paper-intensive personnel transitions and document storage to a near-paperless environment as spelled out in the AF/A1 E-Records Strategy document. A key milestone in achieving an E-Record environment is conversion of current paper document repositories into a centralized digital repository. There are approximately 13 million pages of paper records that need to be scanned. Currently we are operating in option year two of a five year plan.

No matching funds are required for this Department of Defense project.

LASER PEENING FOR FRICTION STIR WELDED AEROSPACE
STRUCTURES

The Department of Defense Appropriations Act, 2009, H.R. 2638, contains \$1,600,000 for Laser Peening for Friction Stir Welded Aerospace Structures in the Department of the Air Force, RDT&E Account. The entity to receive funding for this project is Curtiss-Wright Metal Improvement Company at 1618 Ida, Wichita, Kansas 67211.

The program will demonstrate the benefits of laser peening on subscale components with identical geometry of targeted DoD aircraft components, quantify anticipated improvement in performance, lifetime extension and cost re-

duction of full size DoD aircraft components, and demonstrate the technology for use with large wing structures to achieve substantial material and operational savings for the military.

Funding will support the following activities:

Engineering and Planning—\$150,000.

Test Article Design & Analysis—\$450,000.

Test Article Fabrication—\$400,000.

Test Article Welding—\$100,000.

Test Article Laser Peening—\$150,000.

Test Article Fatigue Testing—\$600,000.

Engineering Applications for Aircraft component Evaluation: \$450,000.

Analysis & Reporting—\$300,000.

Overhead & Administration: \$300,000.

No matching funds are required for this Department of Defense project.

C-130 ACTIVE NOISE CANCELLATION SYSTEMS

The Department of Defense Appropriations Act, 2009, H.R. 2638, contains \$1,600,000 for C-130 Active Noise Cancellation Systems in the Department of the Air Force, Aircraft Procurement Account. The entity to receive funding for this project is Global Aviation Technologies, located at 2629 W May, Wichita, Kansas 67213.

Anticipated Sources of Funding: In FY-08, the National Guard Bureau contributed \$0.5M in NGREA funds to the program, and we anticipate that will continue in FY-09. The primary source of funds for FY-10 and beyond will be the Air National Guard and Air Force POM and program funds. Justification of federal funding: ANCS is a program of record, and federal funds have been appropriated each year since the FY-06. The ANCS System is included in the Air National Guard FY-09 Weapons Systems Modernization Requirements desired capabilities list. The C-130 Active Noise Cancellation (ANC) is a commercial off-the-shelf (COTS) product that will reduce crew fatigue and associated hearing loss by greatly reducing the unhealthy noise levels in the C-130 cockpit. Over 700 ANC systems are in use throughout the world in commercial airline applications, and the system has been fully tailored for the C-130H with no additional non-recurring integration work required. The system has been proven highly reliable in commercial use and requires no scheduled maintenance. C-130 cockpit noise exceeds 100 decibels, a noise level at which it is difficult to communicate clearly, and which causes fatigue and loss of crew coordination. Additionally, this noise level is well above the permanent hearing loss threshold (established by OSHA at 85 decibels). The Ultra ANC system cancels noise by introducing equal amplitude/opposite phase sound

phase sound into the cockpit via a distributed speaker system. A sophisticated control system samples the noise throughout the cockpit several times a second and drives the speaker outputs to provide maximum quieting. Based on FY-08 pricing, the anticipated installed price will be \$260K per C-130 aircraft.

No matching funds are required for the Department of Defense program.

AT-6B CAPABILITIES DEMONSTRATION FOR THE AIR NATIONAL GUARD

The Department of Defense Appropriations Act, 2009, H.R. 2638, contains \$6,000,000 for AT-6B Capabilities Demonstration for the Air National Guard in the Air Force, RDT&E Account. The entity to receive funding for this project is Hawker Beechcraft Corporation at 9709 E Central Ave, Wichita, Kansas 67201.

The funding would be for the development of an AT-6B. The Air National Guard (ANG), has stated a requirement to fill equipment capability gaps in support of the mission to conduct Joint Terminal Attack Controller (JTAC) Training, as well as Homeland Defense, Homeland Security, and Civil Support mission capabilities training that support DoD, DHS, and State mission requirements. The AT-6B is an affordable, sustainable and responsive aircraft tailored to the NetCentric intelligence, surveillance and reconnaissance (ISR) and light attack missions. The AT-6B meets the needs of top level U.S. National Strategic Guidance, including the 2006 Quadrennial Defense Review, at a fraction of the cost and a fraction of the infrastructure requirements of jet fighters. The AT-6B offers Air Force Special Operations Command (AFSOC) an asset tailored to increase airman-to-airman engagement with partner Air Forces vital to meeting U.S. national security objectives. It is a cross-cutting enabler critical to expanding foreign partnerships and expanding partnership airpower capacity. Estimated cost of the AT-6B capabilities flight demonstration is approximately \$21 million. Approximately \$11 million = Industry costs to build and provide one fully equipped AT-6B demonstrator aircraft. Hawker Beechcraft will provide this portion of the total cost. The capital investment required to deliver a fully operational flight demonstration aircraft also leverages a significant corporate IR&D investment made to develop the AT-6B aircraft which is not included in the \$11 million industry contribution. In addition to the actual capital investment in building the aircraft, the contractor also intends to provide sensors and other mission equipment on loan to the Air Force in support of the demonstration, thereby further reducing government costs. Approximately \$10 million = Government costs to fund government-run flight test, including: government program management costs, range instrumentation costs, aircraft operating costs, Air Force directed mission equipment integration costs, and contractor engineering and support services in support of demonstration.

DEVELOPMENT OF IMPROVED LIGHTER-WEIGHT IED/EFP ARMOR SOLUTIONS

The Department of Defense Appropriations Act, 2009, H.R. 2638, contains \$1,000,000 for Development of Improved Lighter-Weight IED/EFP Armor Solutions in the Department of the Army, RDT&E Account. The entity to receive funding for this project is Leading Technology

Composites at 2626 West May, Wichita, KS 67213.

This funding is to develop and field Light-weight IED/EFP Armor Solutions for the U.S. Military. These improved solutions will reduce weight, increase payload and maneuverability, and defeat the current battle field threats. Innovative solutions to reduce current system weights resulting in increased payload, maneuverability. Finance Plan: Materials—40 percent; Processing—10 percent; Test and Analysis—30 percent; STE—5 percent; Labor—15 percent.

No matching funds are required for the Department of Defense program.

MAINTENANCE PERSONNEL AT THE 931ST AIR REFUELING GROUP

The Department of Defense Appropriations Act, 2009, H.R. 2638, contains \$4,000,000 for Department of the Air Force, Operations and Maintenance Air Force Reserve Account to hire additional Maintenance Personnel at the 931st Air Refueling Group. The entity to receive funding for this project is the 931st Refueling Group, McConnell Air Force, 2801 N Rock Rd, Wichita, Kansas 67226.

When the Air Force Reserve's 931st Air Refueling Group (ARG) at McConnell Air Force Base was created, it did not include any maintenance manpower. This has resulted in a personnel shortfall at the 931st of 12 Drill Officer, 304 Drill Enlisted, and 100 ART Civilian personnel. This shortfall has caused tremendous burden of maintenance personnel at the co-located active duty 22nd Air Refueling Wing and hindered the operational readiness of both the 22nd and 931st. Over the past several years, I have worked to address this problem and ensure full-manning at the 931st. By working with the leadership of Air Force, the 22nd, and the 931st, we have crafted a workable solution. This solution would gradually add the necessary personnel over the Fiscal Years 2008 and 2009. The earmark is necessary to begin implementation of this solution and ensure the 931st ARG has enough personnel to fulfill its critical mission. The funding is for RPA funds (MILPERS) = \$2.195M; DHP (MEHRC) = \$.614M; Civ Pay (O&M) = \$.4883M.

No matching funds are required for the Department of Defense program.

ACCELERATED INSERTION OF ADVANCED MATERIALS

The Department of Defense Appropriations Act, 2009, H.R. 2638, contains \$3,000,000 for Accelerated Insertion of Advanced Materials in the Department of the Air Force, RDT&E Account. The entity to receive funding for this project is Wichita State University at 1845 Fairmount St, Wichita, 67260.

This program will provide a breakthrough in technology integration and will achieve significant cost and cycle-time reductions in new material insertion through (a) data-sharing among multiple users, (b) statistical continuity from one length-scale to another and (c) reduced testing via increased capability and use of numerical/analytical simulation tools. Anticipated benefits include reductions in non-recurring and recurring program qualification costs and introduction of multiple sources of new advanced material forms. Unlike structures that use metallic materials in the manufacturing process, the material properties of a composite are manufactured into the structure as part of the fabrication process. Therefore, it is essential to ensure that critical parameters pertaining to composite materials and their

production processes are identified to facilitate adherence to standards in the final engineered part. Presently, each original equipment manufacturer (OEM) is responsible for this assurance, creating "customized", nonstandard procedures for quality and safety assurance. DoD aircraft repair and modification efforts are extremely important because (a) difficulty in this area can lead to the rejection of a structural or material concept in the preliminary design phase, (b) they form a significant part of the total ownership cost and can drive fleet life-cycle decisions, (c) they provide opportunities to insert new material concepts quickly and at minimal cost, and (d) the type and level of engineering effort for repair/modification qualification in large military and commercial transport aerospace applications closely equates to that of full-design efforts. This program will seek to provide the DoD with a solution to this problem and eliminate the costly material insertion that exists for new programs or retrofitting materials used on legacy aircraft as well as enable United States aerospace leadership. This program is also supported by the aviation industry and composite material supplier industry and has over a 1:1 leverage factor.

Anticipated Sources of Funding during Project Duration: DoD (Air Force), State of Kansas, Aviation Industry, Composite Material Suppliers. No matching funds are required for the Department of Defense program.

AGING AIRCRAFT FLEET SUPPORT

The Department of Defense Appropriations Act, 2009, H.R. 2638, contains \$1,600,000 for Aging Aircraft Fleet Support in the Department of the Navy, RDT&E Account. The entity to receive funding for this project is Wichita State University at 1845 Fairmount St, Wichita, 67260.

Most of the aging research being conducted presently is focused on metallic structures. In addition to the ongoing research in aging metallic structures, the requested appropriation will permit NIAR to partner with the NAVY and investigate the effects of aging on composite structures as well as composite/metallic hybrid structures. As more composite components are being certified and used on primary and "flight critical" secondary structures, a future need of the military and commercial aviation industry will be the investigation of these composite structures and the assurance of the airworthiness of composite components. NIAR already has a background in this through partnerships with the FAA by investigating Boeing 737 composite tail structures which flew commercial service for over 20 years and by examining the first of all composite certified aircraft recently taken out of service, the Beechcraft Starship. Lessons learned from this research will provide insight into the aging aspects of other composite aircraft structures and influence the use of advanced materials on new aircraft being proposed for military service as well as maintenance of the existing fleet. Benefit to DoD and Justification for Use of Federal Taxpayer Dollars: The biggest concerns with aging aircraft are the unknowns that emerge with little or no warning, raising the concern that an unexpected phenomenon may suddenly jeopardize an entire fleet's flight safety, mission readiness, or support costs. The DoD can benefit from the direct application of the research results into fleet management strategies as well as proactive provide strategies that will reduce the cost of maintenance for advanced materials used on military aircraft.

Anticipated Sources of Funding during Project Duration: DoD (Navy), FAA, Aviation Industry. Percent and Sources of Matching Funds: 25 percent—FAA; 10 percent—Aviation Industry. No matching funds are required for the Department of Defense program.

NANOCOMPOSITES FOR LIGHTNING PROTECTION OF COMPOSITE AIRCRAFT STRUCTURES

The Department of Defense Appropriations Act, 2009, H.R. 2638, contains \$1,200,000 for Nanocomposites for Lightning Protection of Composite Aircraft Structures in the Department of the Air Force, RDT&E Account. The entity to receive funding for this project is Wichita State University at 1845 Fairmount St, Wichita, 67260.

Nonmetallic military (manned and unmanned) aircraft are vulnerable to lightning strike and airworthiness assurance is threatened. For example, FAA certified aircraft are typically struck by lightning once or twice a year. Unlike their metal counterparts, composite structures do not readily conduct away the extreme electrical currents and electromagnetic forces generated by lightning strikes. Composite materials are either not conductive at all (e.g. fiberglass) or are significantly less conductive than metals (e.g. carbon fiber). For this reason, lightning strike protection has been a significant concern since the first composites were used on aircraft more than 30 years ago. This program will seek to advance the development and operation of a nanocomposite based methodology addressing lightning strike protection on composite airframe structures in Department of Defense aircraft applications. Recent advances in the addition of nanocomponents to advanced composite materials have shown the potential for reducing lightning strike damage to composite airframe structures. A variety of nanoconstituents known for their conductivity and high aspect ratio have been recently analyzed under an exploratory Air Force study and have shown great promise for the incorporation of this technology into a manufacturing environment. This research focus and funding will work in coordination with the Air Force Research Laboratory (AFRL) at Wright Patterson AFB to advance research into possible commercial applications that may be used in production. This will enable aircraft operation (manned and unmanned) in all environments without restrictions.

Anticipated Sources of Funding during Project Duration: DoD (Air Force), State of Kansas, Aviation Industry. Percent and Sources of Matching Funds: 20 percent match—State of Kansas; 20 percent match—Aviation Industry. No matching funds are required for the Department of Defense program.

COMPOSITE SMALL MAIN ROTOR BLADE

The Department of Defense Appropriations Act, 2009, H.R. 2638, contains \$1,600,000 for development of a Composite Small Main Rotor Blade in the Department of the Army, RDT&E Account. The entity to receive funding for this project is Plastic Fabricating division of Kaman Aerospace Corporation at 1650 South McComas Street, Wichita, KS 67213.

It is my understanding that the funding would be used to continue development on the Composite Small Main Rotor Blade which would replace the legacy main rotor blade on the U.S. Army's A/MH-6 Little Bird helicopter. The Little Bird, flown by the U.S. Army's 160th Special Operations Aviation Regiment, has

been heavily modified to better meet operational needs; however, the main rotor blade, a critical dynamic component, has not been upgraded to modern standards. Constructed of metal, this blade is highly susceptible to damage and fatigue, and since metal lacks ballistic tolerance, the blades leave the aircraft especially vulnerable to enemy weapons in hostile action. Moreover, when gunners fire their weapons from the aircraft, expended shell casings can cause minor skin dents, and even these small dents require that the blades be replaced. The Composite Small Main Rotor Blade takes advantage of the inherent ballistic tolerance of composite construction, advanced aerodynamic design, and state-of-the-art erosion-resistant materials and will significantly improve the safety, reliability, performance—and survivability—of the aircraft. Specifically, the blades will increase damage tolerance, enhancing survivability in hostile environments, and improve hover performance, increase operating ceiling, increase maximum forward speed, all adding to the aircraft's maneuverability and performance envelope. The composite blades will also improve erosion resistance, experience better field reparability, and reduce the cost and logistics burden related to premature metal blade replacement due to damage. Funds are requested to fabricate production tooling, fabricate FAA certification blades, and conduct FAA certification ground testing. Composite Small Main Rotor Blades will (1) make the A/MH-6 Little Bird helicopter more survivable in hostile environments; (2) expand the flight envelope of the aircraft; and (3) reduce logistics burden and cost associated with supporting the legacy blade.

No matching funds are required for the Department of Defense program.

VIGILANT, AN AUTO-ID AND ACCESS CONTROL FACILITY

The Department of Defense Appropriations Act, 2009, H.R. 2638, contains \$1,600,000 for development of Vigilant an auto-ID and access control facility at the McConnell ANG facility in the Department of the Army, RDT&E Account. The entity to receive funding for this project is the 184th Air National Guard at McConnell Air Force Base, located at 2801 N Rock Rd, Wichita, Kansas 67226.

Anticipated sources of funding for the duration of the project: It is anticipated that the funding for the Vigilant Sentinel multi-year effort will be provided by Federal Government support. Vigilant Sentinel will enable the National Guard to continue to be a quality first responder in the field by providing a quality, cost-effective security system in a fixed location or mobilized via UAVs that can be customized to each user's security requirements without being intrusive. The proposed FY09 funding of \$2.0M will be utilized for Phase 4 in developing the system to start the transition into a mobile sensor network. FY09 funding will be executed on a 50 percent Camber Corporation and 50 percent 184th Kansas Air National Guard McConnell AFB, Wichita, KS. Camber Corporation: (50 percent/\$1,300,000) 1st phase; prototype a mobile unmanned perimeter sensor network that will enable the National Guard to secure an area with a minimum of manpower. The second phase is to integrate handheld devices to read valid Government IDs and validate them through available communication networks (satellite uplink, cell, wireless) thereby enabling the National Guard to quickly and accurately ID people during a first response to a disaster or National

emergency. 184th Kansas Air National Guard, McConnell AFB, Wichita, KS: (50 percent / \$1,300,000) Finalize Phase 3, a working prototype to provide secured coverage over multiple locations for fixed site security currently being installed and tested at McConnell Air Force Base.

No matching funds are required for this Department of Defense project.

EARMARK DECLARATION

HON. JON C. PORTER

OF NEVADA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, September 24, 2008

Mr. PORTER. Madam Speaker, pursuant to the Republican Leadership standards on earmarks, I am submitting the following information for publication in the CONGRESSIONAL RECORD regarding earmarks I received as part of H.R. 2638—The Consolidated Security, Disaster Assistance, and Continuing Appropriations Act, 2009.

Requesting Member: Congressman JON C. PORTER.

Bill Number: H.R. 2638—The Consolidated Security, Disaster Assistance, and Continuing Appropriations Act, 2009.

Account: Air Force, OM account.

Legal Name of Requesting Entity: Giant Campus.

Address of Requesting Entity: 3101 Western Avenue, Suite 100, Seattle, WA, USA.

Description of Request: Provide an earmark of \$2,000,000 to complete funding to allow for the continuation of an on-base program, offering technology curriculum through in-class study, additional after-school and evening community programs, and a more concentrated series during vacations or school breaks. This request is consistent with the intended and authorized purpose of the Air Force, OM account.

Requesting Member: Congressman JON C. PORTER.

Bill Number: H.R. 2638—The Consolidated Security, Disaster Assistance, and Continuing Appropriations Act, 2009.

Account: Navy, Force Protection Advanced Technology account.

Legal Name of Requesting Entity: Pierce Targets.

Address of Requesting Entity: 215 Grand Medterra Henderson, NV 89011.

Description of Request: Provide an earmark of \$1,600,000 for the demonstration and evaluation of the self healing target system at Guam and research, development, and testing of next generation large scale self healing targets for bombing ranges. This request is consistent with the intended and authorized purpose of the Navy, Force Protection Advanced Technology account.

Requesting Member: Congressman JON C. PORTER.

Bill Number: H.R. 2638—The Consolidated Security, Disaster Assistance, and Continuing Appropriations Act, 2009.

Account: Army, RDTE account.

Legal Name of Requesting Entity: Opticomp. Address of Requesting Entity: 215 Elks Point Road, P.O. Box 10779 Zephyr Cove, Nevada 89448-2779.

Description of Request: Provide an earmark of \$2,200,000 to build a WMD-capable optical amplifier system that may be integrated with wave guide-based massively parallel optical