Bill Number: H.R. 3326, the Department of Defense Appropriations Act of FY 2010:

Account: RDTE, AF

Legal Name of Requesting Entity: L–3 Communications Integrated Systems

Address of Requesting Entity: 10001 Jack Finney Boulevard, Greenville, Texas 75403

Description of Request: I have secured $2,500,000 for the Rivet Joint Services Oriented Architecture (SOA) with L–3 Communications Integrated Systems. Funding for this project will fully implement the RC–l35 SOA, which will ensure full RIVET JOINT integration in the ISR Enterprise, thus meeting USAF/DoD/DNI requirements for making ISR data and information discoverable, accessible, and to enable information sharing. RIVET JOINT requires continuous, current access to other ISR nodes, databases, and special processing to accomplish current and projected missions. At the same time, the ISR Enterprise will benefit greatly from RC–135 provision of ISR services, both intra- and post-mission. This will be achieved by building on current ongoing RC–135 ground systems, extending the number and performance of ISR services available through these systems, and fully meeting USAF/DoD/ DNI SOA tenets. I certify that I do not have any financial interest in this project.

Requesting Member: Congressman RALPH M. HALL

Bill Number: H.R. 3326, the Department of Defense Appropriations Act of FY 2010:

Account: RDTE, A

Legal Name of Requesting Entity: Denison Industries

Address of Requesting Entity: 22 Fielder Street, Denison, Texas 75020

Description of Request: I have secured $2,000,000 for the Predictive Casting Process Modeling for Rapid Production of Critical Defense Components with Denison Industries. Funding for this project will develop and implement new casting technologies and materials that will give the Department of Defense lightweight alternatives and the lowest cost options for producing vehicles that can survive against many of today's threats. It will help reverse the trend of U.S. foundries closing or moving overseas by leading the transition of new technologies that will solidify manufacturing in America and secure high skilled jobs and growth markets. It will establish a working research facility to further educate the next generation of engineers. For an often fragmented industry, it will coordinate resources and funding and help assure a continued source of American casting producers for both the military and commercial applications. I certify that I do not have any financial interest in this project.

Requesting Member: Congressman RALPH M. HALL

Bill Number: H.R. 3326, the Department of Defense Appropriations Act of FY 2010:

Account: RDTE, A

Legal Name of Requesting Entity: Raytheon Company

Address of Requesting Entity: 2501 West University Drive, McKinney, Texas 75071

Description of Request: I have secured $2,000,000 for the Current Force common Active Protection System Radar with the Raytheon Company. Funding for this project will be used to integrate a critical FCS technology, the Active Protection System (APS), into the Army's Current Force combat vehicles. Vehicle survivability and protection of our Soldiers are paramount concerns for the Army, especially in ongoing operations in Iraq and Afghanistan. The Army's Abrams, Bradley, and Stryker vehicle programs all have requirements for APS. Additional federal funding is warranted to meet these requirements and enhance force protection. I certify that I do not have any financial interest in this project.

Requesting Member: Congressman RALPH M. HALL

Bill Number: H.R. 3326, the Department of Defense Appropriations Act of FY 2010:

Account: RDTE, N

Legal Name of Requesting Entity: Mustang Technology Group

Address of Requesting Entity: 400 West Bethany Drive, Suite 110, Allen, Texas 75013.

Description of Request: I have secured $1,000,000 for the Moving Target Indicator (MTI) Scout Radar with the Mustang Technology Group. The Navy lacks an all-weather airborne unmanned air vehicle (UAV) surveillance capability to detect and track high value targets that move, stop for a while, and then move again (Move Stop Move: MSM). Not having this capability allows suspected fast boat attackers to become untraceable when stopped within littoral regions and terrorists that stop and plant mines and IEDs along the shoreline to evade surveillance. Existing UAV radars possess a multi target track all-weather capability but do not have the ability to detect and track targets that move, stop, then move again. However, a new affordable Active Electronic Scanned Array (AESA) based radar is being developed for the Navy. The MTI Scout AESA radar hardware has been designed to support MSM and funding for this project will help develop, integrate, and test the MSM mode software. This radar capability offers the low lifecycle costs afforded by solid state reliability, has over twice the performance of similar systems, and is upgradeable with simple software updates. The light weight and low power of the MTI Scout radar make it ideal for many other airborne manned and unmanned surveillance platforms including the Predator, Fire Scout and MC–12W Adding the MSM function within the size, weight, and power of a UAV airborne platform will give field commanders a new lifesaving surveillance tool to win the global war on terror. I certify that I do not have any financial interest in this project.

EARMARK DECLARATION

HON. DONALD A. MANZULLO

OF ILLINOIS

IN THE HOUSE OF REPRESENTATIVES

Wednesday, July 29, 2009

Mr. MANZULLO. Madam Speaker, pursuant to the Republican Leadership standards on earmarks, I am submitting the following information regarding the two earmarks I secured as part of H.R. 3326, Department of Defense Appropriations Act, 2010

My first request, totaling $4 million, will come from the Air Force Research and Development Appropriations account (RDT&E) under Budget Line Title ''Aerospace Propulsion'' for the Thermal and Energy Management for Aerospace (THEMA) II program. This program will enable improved performance and range for the next air vehicles while making key steps towards national environmental and domestic energy goals. The initiative is comprised of discrete technology, system optimization and integration elements that provide the enabling foundation for future air vehicles and capabilities. The basic and applied research to be performed under the THEMA II initiative is necessary to ensure that the technologies needed for high power, high performance, cost effective, energy efficient secondary power thermal and energy management systems are ready and available as these future vehicles and vehicle capabilities are developed and matured. Previously, THEMA received $3.5 million in FY 2008. The entity to receive funding for the THEMA II program is the Air Force Research Laboratory (AFRL) Power Division at Wright-Paterson Air Force Base in Dayton, Ohio, for a ''plus-up'' of an already existing contract competitively won by Hamilton-Sundstrand, a division of United Technologies Company, located at 4747 Harrison Avenue in Rockford, Illinois, 61125.

My second request, totaling $2 million, will come from the Army RDT&E Appropriation Account under the Budget Line Title ''Combat Vehicle & Automotive Advanced Technology'' for the Fuel System Component Technology Research program at Northern Illinois University (NIU). NIU, under the current Rapid Optimization of Commercial Knowledge (ROCK) program, has worked with a number of small companies in the Rockford, Illinois area to develop new products for improved processing of precision small parts as well as parts fabricated out of titanium. The Fuel System Component Manufacturing Technology Improvement program will have NIU work with small manufacturers in Rockford to develop improved manufacturing processes for fuel handling and similar components to enable more affordable, longer lasting lighter weight components for new and retrofit applications. The program will enable the cost-effective production of precision fuel-fluidic system components in small quantities such as are needed for replacement parts or typical military small order quantities. These manufacturing technologies will also enable higher fuel efficiency engines in vehicles ranging from trucks and cars to railroad locomotives all the way to aircraft turbines. The entity to receive funding for the Fuel System Component Manufacturing Technology Improvement program is Northern Illinois University located at 1120 East Diehl Road in Naperville, Illinois 60563.

Madam Speaker, I want to take this opportunity to thank the Chairman of the House Appropriations Committee, Representative DAVID OBEY, and the Ranking Minority Member, Representative JERRY LEWIS, and the Chairman of the Defense Appropriations Subcommittee, Representative JOHN MURTHA, and the Ranking Minority Member, Representative C.W. BILL YOUNG, for working with me in a bipartisan manner to include these two critical requests in this spending bill.

COMMENDING THE 100TH ANNIVERSARY OF THE TILLAMOOK COUNTY CREAMERY ASSOCIATION

HON. KURT SCHRADER

OF OREGON

IN THE HOUSE OF REPRESENTATIVES

Wednesday, July 29, 2009

Mr. SCHRADER. Madam Speaker, I rise today to honor the 100th anniversary of the

Tillamook County Creamery Association. The Tillamook Creamery Association and its world famous cheese factory is an institution in Tillamook County, Oregon, and now, for 100 years, has been one of the oldest farmer cooperatives in my state.

The roots of the Tillamook County Creamery Association date back to those pioneers who ventured out West on the Oregon Trail. When they arrived in Oregon, many established farms after seeing that the fertile lands and cool ocean breeze of Tillamook County were appealing for dairy production. In 1894, an entrepreneur named T.S. Townsend took 30 cows from local Tillamook farmers and created the first commercial cheese plant in Tillamook County. His cheese, and specifically his cheddar cheese recipe, gained fame across the west and Townsend eventually became known as the ''Cheese King of the Coast.''

As more local dairy owners followed Townsend's lead and founded their own cheese plants, 10 came together in 1909 to form the Tillamook County Creamery Association (TCCA). The goal of the association was to promote their community by marketing all of the cheese from Tillamook as being from the county, instead of from individual farmers. That cooperative ensured that all profits from the sale of dairy products from Tillamook would go back to the farmers and everyone else who ensured its production.

By the late 1940s several of the larger independent cheese production plants merged and by 1968, all of the small cheese plants had combined and together built a centralized cooperative plant in Tillamook known as the Tillamook Cheese Factory. As the factory and its delicious cheese became known across the country, the owners built a visitors center where tourists could watch the cheese making process, taste homemade fudge and ice cream and of course, sample the cheese. The factory eventually became the largest attractor of tourism in Tillamook County, with now close to 1 million people visiting annually.

Even today, Tillamook cheese is still being internationally recognized. It won six awards in cheddar cheese at the 2008 National Milk Producers Federation cheese contest and five at the 2009 Oregon Dairy Industries. In 2009, for the third year in the row the factory was ranked by the Portland Business Journal as one of the Most Admired Companies in Oregon for forestry or agriculture products. It's owned, of course, by 110 local Tillamook dairy families.

While 100 years have now passed since the establishment of the association, the guiding principles that the founders promoted remain the same. In the association, it's called ''The Tillamook Tradition.'' That ''tradition'' always ensures a commitment to quality, cooperation, integrity, stewardship, responsiveness, and a dedication to their local community dairy industries. The association also supports that tradition by annually donating to more than 200 organizations across the state of Oregon. I know, that those original pioneers would be proud to see that even after 100 years, two things have stayed constant: the notion of community first, and of course, the cheese.

UNITED STATES ARMY CORPS OF ENGINEERS JACKSONVILLE DISTRICT CHANGE OF COMMAND

HON. KENDRICK B. MEEK

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, July 29, 2009

Mr. MEEK of Florida. Madam Speaker, I would like to take this opportunity to recognize the service and contributions of Colonel Paul Grosskruger of the United States Army Corps of Engineers—Jacksonville District as he passes Command to Colonel Pantano and prepares to retire from military service. He has had a long and admirable career, worthy of distinction and worthy of our gratitude.

Colonel Grosskruger assumed command of the Jacksonville District on July 25, 2006 and it has been my distinct pleasure to work closely with him for these past several years. Most notably, I have worked with Colonel Grosskruger on the Merrill-Stevens Expansion Project and was also fortunate to assist the U.S. Army Corps of Engineers as they completed the restoration of Virginia Key Beach. Each time, Colonel Grosskruger impressed us with his clarity, candor and fairness. Colonel Al Pantano has large new responsibilities to fill, but from reading his resume and noting his experiences, I am confident that he will be more than up to the task.

Below is a brief biographical sketch of Colonel Grosskruger's long and distinguished career. We have come to expect nothing less than great things of this career officer and we look forward to hearing from Colonel Grosskruger again, though as a private citizen. I know that many members of Florida's delegation join me in wishing him the best as he enters this new stage of life and we have every confidence that Colonel Pantano will continue the U.S. Army Corps of Engineers—Jacksonville District's fine tradition.

Born and raised in eastern Iowa, Colonel Grosskruger was commissioned into the Corps of Engineers upon graduation from the United States Military Academy in 1983. Colonel Grosskruger is a graduate of the U.S. Army Engineer Basic and Advance Courses, the Combined Arms and Services Staff School, the U.S. Army Command and General Staff College, and the U.S. Army War College. He holds a Bachelor of Science degree in engineering mechanics from the United States Military Academy and a Master of Science degree in civil engineering from Iowa State University. He is a registered professional engineer in the both the Commonwealth of Virginia and the State of Florida.

His assignments include platoon leader, battalion S2 officer and company executive officer in the 317th Engineer Battalion, Eschborn, Germany; company commander and battalion S4 officer in the 82d Engineer Battalion, Bamberg, Germany; company commander of the 535th Engineer Company (Combat Support Equipment), Grafenwoehr, Germany; project officer and deputy resident engineer in the Omaha Engineer District, U.S. Army Corps of Engineers, Colorado Springs, Colorado; battalion executive officer, 317th Engineer Battalion, Fort Benning, Georgia; group operations officer, 36th Engineer Group, Fort Benning, Georgia; Instructor, U.S. Army Command and General Staff College, Fort Leavenworth, Kansas; Chief of Engineer Operations and Assistant Corps Engineer, V Corps, Heidelberg, Germany; Commander of the 94th Engineer Combat Battalion, Vilseck, Germany, where he planned and conducted operations in support of Operation Iraqi Freedom. His prior assignment was as the Chief of Staff of the U.S. Army Engineer School, Fort Leonard Wood, Missouri. Colonel Grosskruger's awards include the Bronze Star, the Meritorious Service Medal (seventh award); the Army Commendation Medal (three awards and the ''V'' device); the Joint Commendation Medal; the Army Achievement Medal (fifth award); the NATO Medal; the Joint Meritorious Unit award; and the Humanitarian Service Medal. He has earned medals from Nicaragua and Poland. He has the U.S. and German parachutist badge and the air assault badge. His battalion earned the Presidential Unit Citation for service with the 3d Infantry Division during Operation Iraqi Freedom.

I.would be remiss if I did not also take this opportunity to thank Colonel Grosskruger's wife and family for their support and dedication. It is a well known fact that the hardest job in the military is that of the military spouse; our service men and women would not be able to do what our country asks of them without the backbone of a loving family. Claudia Grosskruger is to be commended as much as Colonel Grosskruger for their work in service to this country and for their efforts in raising Jerry, 20 and Jennifer, 18.

HONORING SSGT JUAN ROLDAN

HON. BILL PASCRELL, JR.

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

Wednesday, July 29, 2009

Mr. PASCRELL. Madam Speaker, I rise today in honor of a true American hero, SSGT Juan Roldan of the United States Army. On December 29, 2006, SSGT Roldan of Paterson, New Jersey, lost both of his legs in an EFP explosion. SSGT Roldan is now fighting his next war as he must learn to walk again. Like so many other soldiers who come home from war, SSGT Roldan relies on his loved ones to help him win this and his precious daughter Rian, who just turned two years old, is now the driving force behind his recovery. SSGT Roldan is not only an inspiration to his daughter, but his experience teaches all of us courage in the face of great adversity. The following poem, written by Albert Carey Caswell, is a tribute to SSGT Roldan.

FOR MY DAUGHTER!

I went off to war, all for her future to so ensure . . .

And all for God and Country Tis of Thee, as were my burdens, my burdens bore . . .

And for all of those daughters, whose fine daddies won't be coming home no more . . .

And oh yes, I have lost my two fine strong legs . . . but I won't moan, and I won't beg . . .

For I have something to so live for . . . for My Daughter, I will win this battle, this war . . .

For I have one of the greatest gifts from above, Rian, which came from such seeds of love . . .

For I must teach her, for I must reach her . . . to show her all that it is she so needs each year . . .