

votes on the House floor on Monday, July 27, 2009.

I ask that the record reflect that had I been present, I would have voted "aye" on rollcall vote No. 647 (on motion to suspend the rules and agree to H. Res. 593); "no" on rollcall vote No. 648 (on motion to suspend the rules and agree to H.R. 1376); and "aye" on rollcall vote No. 649 (on motion to suspend the rules and agree to H.R. 1121).

INTRODUCING THE TAX EQUITY  
FOR MEAL REPLACEMENTS AND  
SUPPLEMENTS ACT OF 2009

**HON. EARL BLUMENAUER**

OF OREGON

IN THE HOUSE OF REPRESENTATIVES

*Thursday, July 30, 2009*

Mr. BLUMENAUER. Madam Speaker, there are small, common sense steps everyone can take to improve their health, save money, and reduce unnecessary visits to the doctor. Nutritional supplements can significantly improve health, and by making vitamins and supplements more affordable, we can help people stay healthy while reducing medical costs.

For that reason, I have introduced the Tax Equity for Meal Replacements and Supplements Act of 2009, which will make it easier for our constituents to make healthy choices and improve their health and well-being. This legislation allows employees to purchase certain dietary supplements and meal replacement products with pre-tax dollars already reserved for health needs.

The prevention of disease is a key factor in limiting health care expenditures. A 2007 study conducted by The Lewin Group showed that the appropriate use of select dietary supplements over a five year period would improve the health of key populations and save the nation more than \$24 billion in healthcare costs.

Among the findings, that report noted that if 11.3 million of the 44 million American women who are of childbearing age and not taking folic acid, began taking 400 mcg. of folic acid on a daily basis, neural tube defects could be prevented in 600 babies, saving as much as \$344 million in the first year. Over five years, taking into account the cost of the supplement, \$1.4 billion could potentially be saved.

The report also highlighted the potential five-year savings in health care expenditures resulting from a reduction in the occurrence of coronary heart disease, CHD, among the population over age 65. Through a daily intake of approximately 1800 mg of omega-3, the occurrence of this disease can be reduced, saving \$3.2 billion. Approximately 374,301 hospitalizations and associated physician fees due to CHD could also be avoided.

I look forward to working with my colleagues to pass this commonsense legislation.

EARMARK DECLARATION

**HON. TODD TIAHRT**

OF KANSAS

IN THE HOUSE OF REPRESENTATIVES

*Thursday, July 30, 2009*

Mr. TIAHRT. Madam Speaker, in accordance with the Republican Earmark Standards

Guidance, I submit the following in regard to the Fiscal Year 2010 Department of Defense Appropriations Act found in H.R. 3326:

PORTABLE MILITARY RADIO COMMUNICATIONS TEST SET

The Department of Defense Appropriations Act, 2010, H.R. 3326, contains \$1,500,000 for Portable Military Radio Communications Test Set in the Marine Corps, Procurement Account. The entity to receive funding for this project is Aeroflex at 10200 West York Road, Wichita, KS 67215-8999.

The Portable Military Radio Communications Test Set was developed with the military in mind with its portability, rugged build, and weight. The technician can easily perform maintenance checks of radio systems (including antennas & cables); perform diagnostics or troubleshooting of faulty radio systems in order to repair or restore the radio systems. The test set is portable, weighing in at only 8.5 lbs (including the battery). It operates from a rechargeable battery with about 5 hours operating time. With the additional capability to perform quick testing of antennas and cables, the Portable Military Radio Communications Test Set provides for the tester to isolate problems and assess performance of the radio, cable, and antenna systems. It was designed to significantly reduce the number of radios incorrectly removed from vehicles where it was later determined to have no trouble found.

The Marine Corps pays about \$10,000 for each tester, with a requirement for 1600 units. This funding will go to procurement of the testers to meet this requirement.

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

RADIO PERSONALITY MODULES FOR SINGGARS TEST SETS

The Department of Defense Appropriations Act, 2010, H.R. 3326, contains \$3,000,000 for Radio Personality Modules for SINGGARS 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 SINGGARS Test Sets which capitalizes 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 SINGGARS. 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 SINGGARS Test Sets will not need to acquire nor carry entire test suites of disparate equipments.

This funding is for procurement of these test sets. The cost of each test suite is \$157,946—there is a need for about 80 test sets in all. The anticipated source of funding for the duration of the project is funding from the government; the customer is the US Army.

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

DIRECTED ENERGY SYSTEMS FOR UAV PAYLOADS

The Department of Defense Appropriations Act, 2010, H.R. 3326, contains \$1,000,000 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 remotely controlled devices, communications systems, computers, electronics, radar systems, infrared and acoustic sensors, and GPS jammers. The FY 10 funding addresses additional integration issues, range extension, packaging issues, and customer performance verification for incorporation into specific delivery platforms.

BUDGET FOR UAV PAYLOAD DIRECTED ENERGY SYSTEMS

Materials—5%

Labor—70%

Testing—15%

Performance verification\*—10%

Total—100%

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

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

B-52 TACTICAL DATA LINK PROGRAM

The Department of Defense Appropriations Act, 2010, H.R. 3326, contains \$6,000,000 for B52 Tactical Data Link (TDL) Program 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 B-52 Combat Communications Network Technology (CONNECT) Capabilities Description Document (CDD) identified mission area capability gaps that supplied rationale for Line-of-sight (LOS) Tactical Data Link (TDL) communications. These mission area capability gaps continue to exist for missions that the B-52 has been tasked to perform. Current planned B-52 CONNECT Phase A capability, slated for IOC in 2011, relies on low-speed data links that are not jam-resistant and will not meet specific mission area goals. To meet mission goals within theater operations (300 nautical miles or less), a jam-resistant, low-latency tactical data link capability is required.

Original B-52 CONNECT program effort included the integration of a LOS TDL capability per the CDD requirements. During FY2005, the LOS TDL component and associated funding was removed from the program. The current B-52 CONNECT program includes a two phase delivery with the initial capability (Phase A) providing low-speed BLOS and LOS communications that are not jam-resistant followed by an additional phase that adds the Family of Advanced BLOS Terminals (FAB-T) Airborne Wideband Terminal (AWT) for enhanced jam-resistant BLOS reach-back capability to the B-52. The initial phase of the program provided significant computing hardware integration and infrastructure as the basis for future communications data link integration on the B-52.

Full integration of a LOS TDL on the B-52 involves significant effort to design, test, and certify the system for operational use. The original B-52 CONNECT program solution set involved integrating the MIDS JTRS terminal that has been under development since FY2004. This architecture involved integration of the legacy Link-16 Tactical waveform. Numerous platforms have integrated the Link-16

Waveform capability to participate in a LOS tactical environment.

Since that time, new technologies and concepts of operation have been assessed by the DoD community. Assurance will need to be established as to whether the Link-16 waveform is the proper transport of choice or if alternate waveform transports will be required. When developing Network-Centric architectures, robust system engineering efforts will need to be performed to establish and obtain agreement on concepts of operations and operational needlines and timelines for interoperability (i.e. establish who we are talking with and how). Effort will need to be expended to determine these interoperability solutions.

Proposed Project Activities:

Develop DoD architecture products within an Information Support Plan (ISP) to provide mission area justification for LOS TDL integration

Perform analysis of alternatives (AOA) to determine terminal selection and transport/waveform requirements to meet operational needlines

Develop candidate requirements/architecture definition utilizing original B-52 CONECT TDL architecture as a basis for integration and ensure stakeholder concurrence through design review.

Perform aircraft installation trade studies to identify any potential issues with integration (size, weight, power, cooling, antenna performance)

Perform lab demonstration of capability using government-supplied LOS terminal assets in the Wichita B-52 SIL

Deliver draft SSS modifications and System Design modifications that will provide the basis for a follow-on proposal to complete integration of a LOS TDL capability

Project Estimates:

Requirement integration with existing CONECT architecture (\$1.8M—8 folks for 6 months (about \$1.4M to contractor with \$0.4M to customer)

Prototype design in SIL (\$3.7M—12 months for 10 folks (\$3.2M to contractor with \$0.5M to customer)

Government Furnished Equipment (GFE) Equipment—\$0.5M (Two TDL Terminals and ancillary equipment)

At the completion of the project effort, a preliminary requirements definition and architecture design understanding will be established between the government and Boeing. This would serve as the basis for a follow-on Request for Proposal (RFP) for the full SDD development effort to integrate the LOS TDL capability on the B-52. In addition, the effort will establish an Information Support Plan which supports and validates the CDD requirements and addresses mission area gaps that would be filled with a LOS TDL capability.

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

#### CIVIL AIR PATROL (CAP) AIRCRAFT

The Department of Defense Appropriations Act, 2010, H.R. 3326, contains \$7,426,000 for Civil Air Patrol (CAP) Aircraft in the Air Force, Aircraft Procurement Account, of which \$5,000,000 is a Congressional add. 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 Se-

curity 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 additional funding will procure additional aircraft for CAP.

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

#### DEMONSTRATION PROJECT FOR COHORT/ACIMS: COMPOSITE OCCUPATIONAL HEALTH AND OPERATIONAL RISK TRACKING SYSTEM/ADVANCED CONCEPT INFORMATION MANAGEMENT SYSTEM

The Department of Defense Appropriations Act, 2010, H.R. 3326, contains \$3,000,000 for Demonstration Project for COHORT/ACIMS: Composite Occupational Health and Operational Risk Tracking System / Advanced Concept Information Management System. The entity to receive funding for this project is Spin Systems located at 3450 North Rock Road, Bldg #200, Suite 202.

This project leverages the successes of the COHORT/ACIMS I & II projects that developed the Armed Forces Medical Analysis and Collaboration Tool (AFMAC) using the Spin Business Framework (SBF). AFMAC was designed by an AF/SG physician epidemiologist to analyze and track "Injured Airmen" as a proof of concept. Both tasks are necessary to fully realize the power of putting actionable information in the hands of doctors and nurses carrying for our sick and injured.

Task 1: Enterprise Medical Management Framework.

This funding is to develop a clinical business intelligence and "bedside" case management support tool for nurses and doctors using the SBF-AFMAC framework. This tool will provide access to real-time, consolidated health information and hands-on tools to assist them in coordinating care for wounded warriors and other MHS patients. These tools will assist with case management, care coordination, team collaboration, workflow management, secure messaging, notifications and alerts, documentation creation and management, metrics, dashboards and forecasting. Our clinical teams are missing these tools, which have been identified by the AF/SG's Family Health Initiative as essential to success. The AFMS has advised the need for additional work in the amount of \$1.8M.

Finance Plan: Labor—57%, ODC—5%, Materials (Enterprise License/Hardware)—38%.

Task 2: Real-Time Data Delivery.

This funding is to develop a modern solution to provide a quick, efficient, standardized and secure mechanism for delivering data from centralized information systems and databases into the hands of the doctors and nurses at the bedside and in the clinic. Providing a near-real time data delivery system will take full advantage of valuable but separate data systems and put the information in the hands of clinicians, medical technicians and health administrators without delay, duplication or redundancy. Real-time data delivery will save manpower and resources in the IT community in addition to improving health and saving lives. The AFMS has advised the need for \$1.2M in additional work in this area.

Finance Plan: Labor—82%, ODC—5%, Materials (Enterprise Licenses/Hardware)—13%.

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, 2010, H.R. 3326, contains \$4,000,000 for Demonstration Project for Contractors Employing Persons with Disabilities in the Air Force, Operation & Maintenance. The entities to receive funding for this project is 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/A 1 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 three 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, 2010, H.R. 3326, contains \$2,000,000 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 reduction 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—\$90,000  
 Test Article Design & Analysis—\$280,000  
 Test Article Fabrication—\$310,000  
 Test Article Welding—\$80,000  
 Test Article Laser Peening—\$120,000  
 Test Article Fatigue Testing—\$400,000  
 Engineering Applications for Aircraft component Evaluation—\$270,000  
 Analysis & Reporting—\$220,000  
 Overhead & Administration—\$220,000

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

## C-130 ACTIVE NOISE CANCELLATION SYSTEMS

The Department of Defense Appropriations Act, 2010, H.R. 3326, contains \$3,000,000 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.

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 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. 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, 2010, H.R. 3326, contains \$7,000,000 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 for Irregular Warfare operations, 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 US National Strategic Guidance, including recent Quadrennial Defense Review recommendations, at a fraction of the cost and a fraction of the infrastructure requirements of conventional jet fighters. The AT-6B offers the US Air Force and Air National Guard an asset tailored to increase airman-to-airman engagement with partner Air Forces vital to meeting US 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 \$14 million = Industry costs to build and provide a mission system equipped AT-6B demonstrator aircraft. Hawker Beechcraft will provide this portion of the total cost. The capital investment required to deliver an 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 \$14 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 \$7 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.

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

## DEVELOPMENT OF IMPROVED LIGHTER-WEIGHT IED/EFP ARMOR SOLUTIONS

The Department of Defense Appropriations Act, 2010, H.R. 3326, contains \$2,000,000 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 US Military. These improved solutions will reduce weight, increase payload and maneuverability, and defeat the current battlefield threats. Innovative solutions to reduce current system weights result in increased payload, maneuverability.

Finance Plan:

Materials—40%  
 Processing—10%

Test and Analysis—30%  
 STE—5%  
 Labor—15%

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

## ACCELERATED INSERTION OF ADVANCED MATERIALS

The Department of Defense Appropriations Act, 2010, H.R. 3326, contains \$2,500,000 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.

Financial Plan:

Labor (salary and fringes)\*—41%  
 Travel\*—2%  
 Materials & supplies\*—20%  
 Laboratory testing—37%  
 Equipment—0%

Percent and Sources of Matching Funds:

10%—State of Kansas; 60%—Aviation Industry; 60%—Composite Material Suppliers; 10%—FAA; 5%—NASA. No matching funds are required for the Department of Defense program.

## AGING AIRCRAFT FLEET SUPPORT

The Department of Defense Appropriations Act, 2010, H.R. 3326, contains \$2,000,000 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.

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 proactively provide strategies that will reduce the cost of maintenance for advanced materials used on military aircraft.

#### Financial Plan:

Labor (salary and fringes)\*—32%  
Travel\*—2%  
Materials & Supplies\*—9%  
Laboratory Testing—39%  
Equipment—18%

Percent and Sources of Matching Funds: 25%—FAA; 10%—Aviation Industry. No matching funds are required for the Department of Defense program.

#### COMPOSITE SMALL MAIN ROTOR BLADE

The Department of Defense Appropriations Act, 2010, H.R. 3326, contains \$3,000,000 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 Kaman Aerostructures 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 US 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 and flight testing required to create Commercial-Off-The-Shelf acquisition capability for the military. 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.

#### EARMARK DECLARATION

### HON. JOHN J. DUNCAN, JR.

OF TENNESSEE

IN THE HOUSE OF REPRESENTATIVES

*Thursday, July 30, 2009*

Mr. DUNCAN. Madam Speaker, I submit the following.

Requesting Member: Congressman JOHN DUNCAN

Account: OP—Army

Project Amount: \$5,000,000

Legal Name of Requesting Entity: TN Army National Guard, Houston Barracks, 3041 Sidco Drive, Nashville, Tennessee 37204

Description of Request: The funding would be used to allow Army National Guard trainers (both fielded and yet-to-be procured) to network together on a Combined Arms virtual battlefield.

#### HONORING SCOTT JOSEPH BURGER UPON ATTAINING THE RANK OF EAGLE SCOUT

### HON. STEVE ISRAEL

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

*Thursday, July 30, 2009*

Mr. ISRAEL. Madam Speaker, I rise today to acknowledge a young man in my district, Scott Joseph Burger.

Scott will be celebrating his Eagle Court of Honor on August 2, 2009. For his community service project, he designed and facilitated the construction of two lecterns for Walt Whitman High School in Huntington Station, New York.

PAYING TRIBUTE TO MICHIGAN  
STATE UNIVERSITY'S IMPACT  
89FM RADIO STATION

### HON. MIKE ROGERS

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

*Thursday, July 30, 2009*

Mr. ROGERS of Michigan. Madam Speaker, I rise to honor the accomplishments of the students and staff of Michigan State University's WDBM "Impact 89" FM Radio Station on the occasion of the station being named the College Radio Station of the Year by the Michigan Association of Broadcasters and Broadcast Music Inc.

MSU's Impact 89 FM has received this prestigious honor nine of the past 10 years, making the station a standout among all the college radio stations in the entire Great Lakes region. The 2009 Gold Record Award was presented at the Great Lakes Broadcasting Conference in March.

Judging for the awards is by professional radio and television broadcasters in Michigan.

In addition to winning the overall college station of the year award, Impact staffers also earned first place in four of seven individual categories, including Jon Erickson for air check; Wes Holing for talk show; Nate Gray for promotional announcement; and the team of Jeremy Whiting and Brock Elsesser for the station activities report.

Other staffers receiving individual awards were Mike Weber, Doug Neal, Corrina Van Hamlin, John Simpkins, D'Destin Kaufmann, Lindsay Machak, Emily Fox, Brandon Jaksim, Autumn Maison, Dan Dugger, Jamal Spencer, Ed Glazer and Jesse McLean.

The Impact 89 team is led by Gary Reid, Distinguished Senior Specialist with the MSU Department of Telecommunication, Impact 89 FM General Manager, and Associate Director of the Quello Center for Management and Law, named after long-time FCC Commissioner, James H. Quello.

As someone who worked on the college radio station at my own alma mater, I have great respect for the professionalism and competitive spirit of the Impact 89 FM team and their manager and mentor, Gary Reid.

In 2009, Impact 89 FM is celebrating its 20th anniversary and the thousands of students who have worked there and gone on to successful careers throughout the country.

Impact 89FM has been a leader in creative, diverse programming and adoption of new technology. WDBM was the 132nd among nearly 14,000 radio stations in the country to be licensed by the FCC to make the transition to High Definition broadcasting in 2004.

Madam Speaker, I ask my colleagues to join me in honoring the students and staff of WDBM "Impact 89" FM for their dedication to excellence. They are truly deserving of our respect and admiration.

#### TAYLOR: THE LITTLE MIRACLE BABY

### HON. TED POE

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

*Thursday, July 30, 2009*

Mr. POE of Texas. Madam Speaker, "Although the world is full of suffering, it is also