home in need of accessible and adequate health care services. Therefore, I strongly commend my colleague BOB FILNER for bringing this measure before the floor.

This bill provides for a new two-fiscal-year discretionary budget authority for three critical accounts of the Department of Veterans Affairs: medical services, medical support and compliance, and medical facilities. Accordingly, this measure will give the Department of Veterans Affairs sufficient time to effectively plan how it will deliver the best care to a growing number of veterans with increasingly complex medical conditions. And to ensure that the funds are being used appropriately, H.R. 1016 requires the United States Comptroller General to conduct a study to determine the adequacy and accuracy of the department's budget model projections.

My military constituents often turn to me for support in confronting the many challenges they face when working with the Department of Veterans Affairs. We have come to understand, that many of the challenges in efficient health care services are attributable to the Department of Veterans Affairs' inadequate funding. Over the last two decades, the appropriated funds for medical care have not been provided to the Department of Veterans Affairs in a timely manner. This has resulted in the department's problems in planning and managing care for enrolled veterans. Accordingly, this bill addresses this budgetary problem and allows for advance appropriations to ensure the department has the Federal backing to effectively address the medical needs of our Nation's veterans.

As a vocal advocate for veterans' rights, I am pleased to add my voice of support for H.R. 1016. I look forward to working with my colleagues to ensure that we continue to provide the necessary resources towards improving our Department of Veterans Affairs' health care programs and administrative services.

THE FEDERAL BUDGET DEFICIT

HON. LEONARD LANCE

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

Thursday, October 8, 2009

Mr. LANCE. Madam Speaker, the Federal budget deficit tripled to a record $1.4 trillion for the 2009 fiscal year that ended last week, congressional analysts announced late yesterday.

According to the Congressional Budget Office this year's budget deficit is a level not witnessed since World War Two.

The deficit amounted to almost 10 percent of the nation's economy, triple the size of the shortfall for 2008.

While tax revenue fell by $420 billion, or 17 percent, to the lowest level in more than 50 years, Federal spending rose by 18 percent.

Despite this sobering economic report, the White House and its allies in Congress continue to press ahead with health care overhaul legislation that could cost at least $900 billion over the next decade.

How many alarm bells must be set off before Washington gets serious about tackling our ever-growing budget deficits?

HONORING REAR ADMIRAL WAYNE E. MEYER

HON. ERIC J.J. MASSA

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Thursday, October 8, 2009

Mr. MASSA. Madam Speaker, I rise today to laud the achievements, acumen, patriotism and long service to our country by RA Wayne E. Meyer, affectionately known as the ''Father of AEGIS.'' His service to our Navy and our Nation has been continuous since his enlistment as a midshipman recruit in 1943. He is best known as the founding project manager of the AEGIS Shipbuilding Project, which began building AEGIS cruisers in 1978. AEGIS destroyers are still being constructed today, and remain the world's most formidable multi-mission warships. The cruisers and destroyers in our fleet today are the direct result of Rear Admiral Meyer's leadership and dedication to his country.

Admiral Meyer's life began far from the sea, in Brunswick, Missouri, in 1926. His family plowed the black earth in the ''gumbo'' region near the Missouri River, and, like so many other American families of that era, survived the Depression only through their determination and their indomitable spirit.

When the Nation went to war in 1941, Wayne Meyer was only 15. He continued his schooling, but only days after his 17th birthday, with his parent's written permission, he enlisted in the U.S. Naval Reserve to serve his country. After graduating high school as his class president and valedictorian, the Navy called him to active duty as an apprentice seaman, and sent him to the University of Kansas' engineering school—part of President Roosevelt's ''V–12'' program. After an accelerated and exhausting 32 months, Wayne Meyer earned a B.S. in electrical engineering. Later that month, in February 1946, he was commissioned an ensign in the U.S. Naval Reserve, and sent to M.I.T. for further schooling in the nascent fields of radar and sonar. His schooling later included atomic weapons training, a further graduate degree in electrical engineering, a master's in aeronautics and astronautics from M.I.T., the Navy General Line School and certification as a Navy Ordnance Engineer.

His early years in the Navy were marked by extensive sea duty. He was ordered to Destroyer Radar Picket USS *Goodrich* (DDR 831), where he served as part of the occupation forces in the Mediterranean, service in the Greek civil war, and with part of the force supporting the creation of Israel in 1948. He was accepted for transfer to the regular Navy that year as well.

Meyer was next posted in Chinese waters, where his ship, the light gun cruiser *Springfield* (CL 66), was in the mouth of the Huangpu River when Chiang Kai-Shek's Nationalist forces fell to Mao's Red Army in March 1949. He returned home to serve on a number of ships on Fleet Staffs—twice deploying in the destroyer tender USS *Sierra* (AD 16). He patrolled the Distant Early Warning line (extended) off Newfoundland as Executive Officer in the Radar Picket *Strickland* (DER 333). After a return to shore for more schooling, he was ordered to the guided missile cruiser *Galveston* (CLG 3) as Fire Control Officer and subsequently Gunnery Officer for her conversion as the first Talos cruiser, where he fired more Talos missiles than any other person. By the time he finished his sea duty, he'd served on seven ships and sailed the Pacific, Atlantic, and Mediterranean.

The next phase of Admiral Meyer's career was leading critical programs and facilities in the Navy's material establishment. In 1963 Secretary of the Navy Fred Korth chose then Commander Meyer to serve in the special Navy Task Force for the Surface Guided Missile Systems, under command of RADM Eli T. Reich, USN. His work at the Terrier missile system desk led to his appointment to lead the engineering effort to transition the entire Terrier fleet (30 ships) from analog to high speed digital systems. After turning down a destroyer command to continue this prelude to advanced weapons system design, he was appointed an Ordnance Engineering Duty Officer the same year he was selected for captain, 1966. He then served as the Chief Engineer at the Naval Ship Missile Systems Engineering Station, Port Hueneme, California. From this post he led the in-service engineering of the Navy's surface missile systems.

Ordered back to Washington in 1969, he became the AEGIS Weapons System Manager in the Bureau of Ordnance, the most important phase of his career. It was here that Meyer's lifetime operational and engineering experience was put to the test. It would also require him to exercise what many know to be his unparalleled genius—organization and communication.

Meyer's first major challenge was to make AEGIS work. That is—develop and test a new area air defense system to protect the fleet from aircraft and cruise missile attack. By virtue of his ''double-hat'' as the Director of Surface Missile Systems in NAVSEA, he was also charged with keeping the existing fleet of Terrier and Tartar ships capable against ever more sophisticated Soviet threats. Those who worked for Meyer in those early days knew him as untiring, relentless, and driven towards success. They also knew him to be the consummate engineer—demanding back-ups for risky technologies and redundancy to ensure his system would work under even the most demanding conditions. After a number of land-based tests, the AEGIS Weapon System prototype was installed in the USS *Norton Sound* in 1974 for at-sea testing. Two more years of development and testing, following Meyer's mantra, ''build-a-little, test-a-little, learn a lot'' led to ''Super Sunday'' in 1977, when AEGIS detected, tracked and engaged two targets simultaneously.

With such a powerful new weapon system in development, the Navy understood that it could be used for more than just air engagements, and in 1976 charged Meyer with developing the AEGIS Combat System. The combat system, which included the AEGIS Weapon System, would allow simultaneous multi-mission engagements against surface, air, and submarine targets, as well as strike capability. With his naval engineer's eye toward cautioned, prudent design, Meyer again demanded a stepwise approach to development, and thorough land-based testing before sending the system to sea.

With these combat and weapon systems under controlled development, Meyer's next major challenge was to ''get AEGIS to Sea.'' Since the project began in 1969, the ship to carry AEGIS had been a hotly debated issue in the Navy, the Department of Defense, and