

it obviously can perform in desert environments. I was down in the Helmand province, and it is a very capable plane.

Again it has to do with the Marine Corps and the Marine Corps' capabilities. They are an expeditionary force. The vertical takeoff and landing ability of the V-22 is critical to what they do. As Mr. BARTLETT pointed out, it has longer range and greater capacity, and properly deployed and properly used, can actually make it cheaper than buying more helicopters that are necessary to accomplish that mission. It is a necessary program, certainly necessary for the Marine Corps. I would urge opposition to the amendment.

Mr. QUIGLEY. I reserve the balance of my time.

Mr. MCKEON. Mr. Chairman, I yield 1 minute to my friend and colleague, the gentleman from Texas (Mr. THORNBERRY), the vice chairman of the committee.

Mr. THORNBERRY. Mr. Chairman, I have before me an article from defense.aol.com from just a few months ago which was written by Richard Whittle, who wrote a whole book on the V-22. And as the editor says, this is as close to ground truth on the V-22 as one can get.

What he says is the marines and the Air Force Special Operations Command have been flying it in combat zones for 4 years, and they love it. He goes on to talk about problems in the early years, but the critics went to sleep in the middle of the story. In other words, they have not recognized the significant improvements that several people have talked about.

Since October 1, 2001, the military has lost 405 helicopters, 99 percent of them have not been V-22s; and yet this amendment comes only against the V-22 when it turns out the redesigned, retested Osprey safety record is the safest rotorcraft the Marine Corps flies based on mishaps per 100,000 flight hours.

When it comes to cost, since 2008 they are under budget and are actually going to save the taxpayers over \$200 million versus what was budgeted. This plane is working well. This amendment is behind the times.

Mr. QUIGLEY. I continue to reserve the balance of my time.

Mr. MCKEON. Mr. Chairman, I yield 1 minute to my friend and colleague, the gentleman from Pennsylvania (Mr. MEEHAN).

□ 1730

Mr. MEEHAN. Thank you, Mr. Chairman, for yielding.

Mr. Chairman, I rise strongly to oppose the Quigley amendment in this particular matter.

I'm grateful for the opportunity to speak on behalf of the V-22, on behalf of the marines who are using it in the theater of battle where it has proven itself. Indeed, if this argument were taking place in 2009, there might be a case to be made, but it's being made in 2012, where, in fact, I've got the testi-

mony of the Commandant of the Marine Corps.

The Osprey has given the United States unprecedented agility and operational reach, unmatched by any other tactical aircraft. The Osprey is the cornerstone of the Marine ground task force. More significantly, with regard to cost savings, it has—procured under a multiyear procurement contract, it will actually save a proposed \$825 million over single-year contracts, providing required capability for the Marine Corps. In addition, if we tried to replace it, there would be 74 percent more cost associated.

Reliability, cost, dependability, proof. I urge my colleagues to support the retention of the V-22.

The Acting CHAIR. The gentleman from Illinois has 1 minute remaining. The gentleman from California has 1 minute remaining and the right to close.

Mr. QUIGLEY. Mr. Chairman, the fact remains, studies still show this a dangerous vehicle. Studies still show it is suboptimal. Studies still show it is wildly over cost.

I want to help marines. I want to save marine lives. That's why this amendment is appropriate. It is, in the end, still dangerous pork with wings.

I yield back the balance of my time.

Mr. MCKEON. Mr. Chairman, I yield 1 minute to my friend and colleague, the gentleman from Pennsylvania (Mr. BRADY), a member of the committee.

Mr. BRADY of Pennsylvania. Thank you, Mr. Chairman, for allowing me the time.

Mr. Chairman, I rise in opposition, along with my colleague, Mr. FATTAH, to this amendment.

The V-22 Osprey program is a truly revolutionary system that is being used around the world today by both our United States Marine Corps and the Special Operations Command in support of our Nation's missions.

This amendment would eliminate the only cost-effective way to replace the fleet of aging medium-lift aircraft in our inventory. Canceling V-22 does not remove the requirement to replace legacy CH-46 and HH-53 airframes. It would only interrupt the carefully planned transition to a more capable and more cost-efficient alternative—at an additional expense to the American taxpayer.

I quote the United States Air Force Special Operations Command Commander, Lieutenant General Donald Wurster:

This aircraft is the single most significant transformation of Air Force Special Operations since the introduction of the helicopter. Nearly every mission we have faced in the last 20 years would have been done better and faster with the V-22.

Mr. Chairman, who are we, sitting here guarded and completely safe, to not listen to the brave men and women and their commander and not give them everything they need and request to keep them safe and give them the tools to do their job?

I urge you to support the President's budget request and vote "no" on the amendment.

The Acting CHAIR. The question is on the amendment offered by the gentleman from Illinois (Mr. QUIGLEY).

The amendment was rejected.

The Acting CHAIR. The Committee will rise informally.

The Speaker pro tempore (Mrs. HARTZLER) assumed the chair.

#### MESSAGE FROM THE SENATE

A message from the Senate by Ms. Curtis, one of its clerks, announced that the Senate has passed without amendments in which the concurrence of the House is requested, bills of the House of the following titles:

H.R. 2415. An act to designate the facility of the United States Postal Service located at 11 Dock Street in Pittston, Pennsylvania, as the "Trooper Joshua D. Miller Post Office Building".

H.R. 3220. An act to designate the facility of the United States Postal Service located at 170 Evergreen Square SW in Pine City, Minnesota, as the "Master Sergeant Daniel L. Fedder Post Office".

H.R. 3413. An act to designate the facility of the United States Postal Service located at 1449 West Avenue in Bronx, New York, as the "Private Isaac T. Cortes Post Office".

H.R. 4045. An act to modify the Department of Defense Program Guidance relating to the award of Post-Deployment/Mobilization Respite Absence administrative absence days to members of the reserve components to exempt any member whose qualified mobilization commenced before October 1, 2011, and continued on or after that date, from the changes to the program guidance that took effect on that date.

H.R. 4119. An act to reduce the trafficking of drugs and to prevent human smuggling across the Southwest Border by deterring the construction and use of border tunnels.

The message also announced that the Senate has passed with amendments a bill of the House of the following title:

H.R. 4849. Amendment.

The SPEAKER pro tempore. The Committee will resume its sitting.

#### NATIONAL DEFENSE AUTHORIZATION ACT FOR FISCAL YEAR 2013

The Committee resumed its sitting.

AMENDMENT NO. 11 OFFERED BY MR. MARKEY

The Acting CHAIR (Mr. SIMPSON). It is now in order to consider amendment No. 11 printed in House Report 112-485.

Mr. MARKEY. Mr. Chairman, I have an amendment at the desk.

The Acting CHAIR. The Clerk will designate the amendment.

The text of the amendment is as follows:

In title II, strike section 211 and insert the following new section:

**SEC. 211. DELAY OF NEW LONG-RANGE PENETRATING BOMBER AIRCRAFT.**

(a) PROHIBITION ON FUNDS.—Notwithstanding any other provision of law, none of the funds authorized to be appropriated by this Act or otherwise made available for any of fiscal years 2013 through 2023 for the Department of Defense may be obligated or expended for the research, development, test, and evaluation or procurement of a long-range penetrating bomber aircraft.