

### HISTORY AND SIGNIFICANCE OF THE C-130J

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Georgia (Mr. GINGREY) is recognized for 5 minutes.

Mr. GINGREY. Mr. Speaker, as many of my colleagues now know, the C-130J multiyear procurement contract was canceled in the administration's recent budget proposal. I want to spend a few minutes speaking about the history and the significance of the C-130 Hercules program and why we in Congress need to continue to fund this crucial airlift program.

Mr. Speaker, the C-130 aircraft has been the workhorse of the military's tactical airlift fleet for more than 50 years. The versatile Hercules was originally designed in the 1950s as an assault transport. Over the years, however, it has been adapted for a variety of important missions, including special operations, close-air support and air interdiction, mid-air space capsule recovery, search and rescue missions, aerial refueling of helicopters, weather mapping and reconnaissance, electronic surveillance, firefighting, aerial spraying, Arctic-Antarctic ice resupply and natural disaster missions. It has even landed and taken off from a carrier deck without the benefit of arresting gears or catapults.

Currently, the Hercules primarily performs the intra-theater portion of the Air Force's tactical airlift mission. This medium-range aircraft is capable of operating from rough dirt strips and is the prime transport for paratroop and equipment drops into hostile areas, including Iraq and Afghanistan.

Currently, more than half the fleet of combat delivery C-130s is over 30 years old. Although their longevity is clearly a testament to the value of these crucial aircraft, we should be very concerned that the C-130 E and H models continue to age at alarming rates, putting our tactical airlift capability at risk in the near term.

In fact, yesterday, the Air Force announced that they are grounding much of the C-130E models because of severe fatigue in their wings, including a dozen that have been flying missions in and out of Iraq and Afghanistan. Mr. Speaker, some of these planes were used in Vietnam, and we are literally flying their wings off in the Middle East.

The Air Force has long anticipated the aging of the older models, which only makes it more remarkable that the multiyear contract to replace these planes has been carved out of the budget.

Another astonishing fact is that the Department of Defense will not save any money. In fact, the perceived savings generated by the proposed cuts will unquestionably be consumed by over \$800 million in termination liability costs and billions of dollars in in-

creased costs to support aging and less capable aircraft.

Consequently, this proposal to end the C-130J program could end up costing the American taxpayer more than the cost of completing the multiyear contract, and it will leave our military with far less capable planes.

Furthermore, not a single study or any analysis of the total effect of terminating this program was conducted prior to the cancellation decision. And that, Mr. Speaker, is troubling.

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If left unchecked, this dismantling of our aerospace manufacturing base will also come just when subsidized foreign competitors are jockeying to displace United States manufacturing. Once lost, hard-acquired industrial skills will not easily return to our workforce. In some cases, they will never come back. Once the Department of Defense inevitably realizes they cannot continue to rebuild old planes, their only viable option to replace the medium-range tactical airlift would be to purchase new aircraft from France.

Mr. Speaker, it is important that my colleagues realize that the C-130J is not just designed to replace the older models. In reality, the J model has revolutionized the world of tactical airlift. In addition to being 15 feet longer, the J is faster, more powerful, more reliable, easier to maintain, more technologically advanced and capable of flying higher and farther than ever before. Today, both U.S. and Allied C-130Js are performing operational missions in the Middle East in support of our warfighters, as well in support of the tsunami relief effort in Southeast Asia. The J is performing superbly and testimonials from the pilots using the new planes have been extremely positive.

Mr. Speaker, there is a glimmer of hope that the Department of Defense has realized the negative implications of this decision in the short and long term and may be working to reverse the decision. But we in Congress must continue to do everything in our power to ensure America's ability to transport troops and supplies and to perform critical humanitarian missions both today and in the future.

### EXCHANGE OF SPECIAL ORDER TIME

Ms. KAPTUR. Mr. Speaker, I ask unanimous consent to take the time of the gentleman from Oregon (Mr. DEFazio).

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Ohio?

There was no objection.

### BUDGET AND TRADE DEFICITS CONTINUE TO RISE

The SPEAKER pro tempore. Under a previous order of the House, the gentle-

woman from Ohio (Ms. KAPTUR) is recognized for 5 minutes.

Ms. KAPTUR. Mr. Speaker, last week the President sent his 2006 budget request to Congress. Just yesterday, he added to that request for supplemental funds for fiscal year 2005. His own estimate shows staggering budget deficits to be handed down to the next generation, and to many future generations. In fact, this administration is setting new world records all over the place. Not only record budget deficits but also, importantly, record trade deficits. In fact, they have now created a two-headed monster. This administration is exporting its bankrupt economic policies around the world through failed trade policies. Just look at the numbers. Never has America had trade deficits over one-half trillion dollars. Last year, \$617 billion, every year going deeper and deeper, sinking deeper into trade deficit with our trade competitors around the world. This is not an issue for Republicans and Democrats. This is going to hit everybody's wallets, from Wall Street to Main Street.

The trade deficit for calendar year 2004 smashed every record on the books. That is right. Over one-half trillion dollars. Now, who are these deficits with? Let us start with China. If you go out to San Diego and Los Angeles harbor, you can see ships coming in from Asia as far as the eye can see. Every single year of this Presidency, we have seen the red ink from China get deeper and deeper. In fact, last year we were in debt to them, just for last year, over \$162 billion. That was up almost a third from the prior year. The manufacturing portion of our overall deficit worsened to \$465.8 billion, 16 percent more than the record set the prior year. With every billion dollars, 20,000 more jobs in this country vanish. The deficit in advanced technology products, which was supposed to save us, worsened to \$37 billion in 2004, fully 38 percent worse than the record the year before. One can look in every sector with almost every major trading nation and America is deep in red ink.

One other dubious record. People talk about NAFTA. Here are the figures for Canada for 2003, the highest level on record, over \$67 billion. And with Mexico under NAFTA, the budget last year was close to \$50 billion, nearly a \$110.8 billion deficit in trade with those two countries under NAFTA in 2004. The net result of all of this is the weakening of our dollar. Even Bloomberg says the steady decline in the dollar is likely to resume again. Secretary Snow says the administration believes in a strong dollar, but what is happening does not match his rhetoric. Meanwhile, prices go up for our consumers in everything, including petroleum, which is the basis for gasoline, and prices have been going up there.

Make no mistake, America ends up owing somebody else. But, in fact, it is