

environmental testing chambers designed to test and assess the temperature and humidity impact on equipment. USSOCOM requires testing and assessment of emerging technologies in net-centric operations. USSOCOM is facing a convergence of factors constraining military bandwidth. The reliance on the vast amount and types of data that the net-centric warrior requires for computing, communication, command & control, intelligence and surveillance is challenging. These different types of data are collected from a plethora of different sources and sensor types, which rely on different data transfer protocols that can affect the size of the files and thus bandwidth demands. The Lab will continue to problem-solve these issues while providing a proximate test bed for just-in-time new product tests and evaluations on WiFi battlefield solutions.

Requesting Member: Congressman ROBIN HAYES.

Bill Number: H.R. 5658, The Duncan Hunter National Defense Authorization Act of Fiscal Year 2009.

Account: Defense-Wide, RDT&E, R=1 Line Number: 23; PE #: 1160401BB.

Legal Name of Requesting Entity: DropMaster, Inc.

Address of Requesting Entity: 3600 Abernathy Drive, Fayetteville, NC 28311.

Description of Request: Provide a \$3.5 million defense authorization to produce a stealthy and expendable small payload system of aerial re-supply providing Special Operations Forces with immediate on-call logistical airdrop leveraging existing technologies to produce a scalable family of CopterBox units with precision guidance. Special Operations Forces have successfully used hundreds of unguided CopterBox units in Afghanistan and seek to replace depleted inventory. FY09 funding will supply current needs and produce a guidance system and a scalable family of precision-guided expendable airdrop delivery vehicles (EADS). Using FY08 USSOCOM appropriations, the U.S. Army Soldier Systems Center is preparing to undertake initial certification drop-testing of CopterBox. Full FY09 funding will develop guidable variants and result in a self-sufficient program as certified EADS units are purchased in the ordinary procurement process.

Requesting Member: Congressman ROBIN HAYES.

Bill Number: H.R. 5658, The Duncan Hunter National Defense Authorization Act of Fiscal Year 2009.

Account: Operations & Maintenance, Marine Corps, Operating Forces.

Legal Name of Requesting Entity: Longworth Industries.

Address of Requesting Entity: 480 E. Main Street, Candor, NC 27229.

Description of Request: Provide an authorization of \$5,000,000 for Acclimate Flame Resistant High Performance Base Layers. Acclimate flame resistant high performance base layers are designed to provide an increased degree of protection against potential exposure to heat and flame of a short duration. In a flash fire situation, Acclimate flame resistant base layers are thermostatic meaning they will remain physically intact when exposed to a short duration heat source. They will not break open, thus helping to minimize burn injuries as

well as eliminating the intensified burns caused by the melting or dripping of other synthetic materials. The Marine Corps has a \$27.0 million "Unfunded Requirement" to provide, "modernized clothing and equipment that is more effective, lighter and more durable to support the warfighter in austere environments that have been identified in the Global War on Terrorism." The Clothing and Flame Resistant Organizational Gear (FROG) program (including the Fire Resistant Desert Combat Jacket) has been funded to meet the Marine Corps' flame resistant apparel requirements with products like the Acclimate Flame Resistant High Performance Base Layers. The \$44.9 million in total authorization provided by the Committee for the FROG program will be used to meet an ongoing requirement to procure sets of flame resistant crews and pants for deploying and training Marines, providing them with an added capability to meet their difficult missions. Longworth Industries will be eligible to compete for contracts within the \$44.9 million allocation.

Requesting Member: Congressman ROBIN HAYES.

Bill Number: H.R. 5658, The Duncan Hunter National Defense Authorization Act of Fiscal Year 2009.

Account: Air Force RDT&E, PE 0603112F.

Legal Name of Requesting Entity: Metals Affordability Initiative (MAI) Consortium.

Address of Requesting Entity: MAI Program Management Office Mail Stop 114-45, 400 Main Street, E. Hartford CT 06108.

Description of Request: Provide an authorization for \$14 million above the FY09 President's Budget Request for the Metals Affordability Initiative (MAI), an Air Force research program, whose mission is to maintain leadership in the strategic aerospace metals industrial sector by using technology innovation to maintain global competitiveness while improving performance and increasing affordability of weapons systems. This sector includes the entire domestic specialty aerospace metals industrial manufacturing base, representing all elements of the supply chain, which produce aluminum, beryllium, nickel-base superalloys, and titanium. MAI programs have accomplished 47 current or planned technology insertions into military systems. Many MAI programs impact sustainability of the AF fleet which consists of over 6000 aircraft at an average age of over 25 years. The technology developed is pervasive and applicable to other military systems. New programs will be directed at sustainment/life extension, fuel savings/energy management, "green" (environmental impact) and access to space. ATI Allvac of Monroe, North Carolina is a specialty metals member of the MAI Consortium.

Requesting Member: Congressman ROBIN HAYES.

Bill Number: H.R. 5658, The Duncan Hunter National Defense Authorization Act of Fiscal Year 2009.

Account: Navy, O & M.

Legal Name of Requesting Entity: U.S. Naval Sea Cadet Corps.

Address of Requesting Entity: 2300 Wilson Blvd. North, Arlington, VA 22201.

Description of Request: Provide an authorization of \$300,000 for the U.S. Naval Sea Cadet Corps., that when added to the

\$1,700,000 in the FY 2009 budget request will fund the program at the full FY09 \$2,000,000 requirement. The program is focused upon development of youth ages 11-17, serving almost 9,000 Sea Cadets managed by adult volunteers. It promotes interest and skill in seamanship and aviation and instills qualities that mold strong moral character in an anti-drug and anti-gang environment. Summer training onboard Navy and Coast Guard ships and shore stations is a challenging training ground for developing self-confidence and self-discipline, promotion of high standards of conduct and performance and a sense of teamwork. Funds will be utilized to "buy down" the out-of-pocket expenses for training to \$85/week as Sea Cadets are responsible for all program expenses. Military accessions related to this program are a significant asset to the Services: Over 2,000 ex-Sea Cadets enlist annually and an average of over 10% of USNA Midshipmen are ex-Cadets. Cadets will pay \$170 each for a two week training which is over 20% of the project cost. One of the units in this nationwide program is in Charlotte, North Carolina.

REMEMBERING THE PUBLIC SERVICE AND LIFE OF JUDGE LARRY T. CRAIG

HON. RALPH M. HALL

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 21, 2008

Mr. HALL of Texas. Madam Speaker, I rise along with Congressman LOUIE GOHMERT to honor today a distinguished County Judge and great American, Judge Larry T. Craig, of Tyler, TX, who recently passed away at the age of 71 on April 12th.

Judge Craig was born in Fort Sumner, New Mexico, on July 20, 1936. After moving to Tyler in the summer of 1949, he attended Tyler public schools, graduating from Tyler High School and Tyler Junior College. Having served his country in the United States Naval Reserve, he was honorably discharged in 1963 and attended The University of Texas and the University of Houston, where he earned his bachelor of science in Pharmacy. For the next 25 years Judge Craig worked in retail pharmacy, with 10 of those years as the owner and operator of Craig Pharmacy. In March of 1972, Judge Craig married Barbara Jean Copeland, with whom he raised a family of five children.

Judge Craig continued his education and graduated from the Reserve Law Enforcement Academy at Tyler Junior College and the Police Academy at Kilgore College, where he was licensed by the Texas Commission on Law Enforcement Education and Standards.

He was elected County Judge of Smith County in 1986, and was re-elected in 1990, 1994, and 1998. With four terms of service as Smith County Judge, he became the longest serving judge to hold that position.

It was an on-the-job learning process, and he admitted that lacking a law degree made judicial aspects of the job initially difficult. But he studied hard, read late into the evenings, and did his job well. Judge Craig consistently

received high marks for his work on the bench in local bar polls, and of the three decisions he rendered that were appealed, all were eventually upheld by higher courts.

Judge Craig also served on several statewide boards, associations, and commissions, including the Texas Commission on Jail Standards. Then Texas Governor George W. Bush appointed Craig and designated him chairman in 1995, where he would become the longest serving Chair of the agency after holding the post for five years.

Judge Craig will be remembered as a man of service and a gentleman, but above all, his memory will be honored by the commitment he made to "keep God and your family first and foremost." It has been said that Judge Craig "was the kind of man that made God proud," and we would concur.

Madam Speaker, we ask our colleagues to join us in paying tribute to a gentleman, an outstanding public servant, and a great American—Judge Larry Craig.

EARMARK DECLARATION

HON. TOM LATHAM

OF IOWA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 21, 2008

Mr. LATHAM. Madam Speaker, I wish to make the following disclosure in accordance with the new Republican Earmark Transparency Standards requiring Members to place a statement in the CONGRESSIONAL RECORD prior to a floor vote on a bill that includes earmarks they have requested, describing how the funds will be spent and justifying the use of federal taxpayer funds.

Requesting Member: Congressman TOM LATHAM.

Bill Number: H.R. 5658, the National Defense Authorization Act for Fiscal Year 2009. Account: MilCon, Air National Guard.

Legal Name of Requesting Entity: Iowa Air National Guard.

Address of Requesting Entity: 7700 NW Beaver Drive, Johnston, Iowa, 50131.

Description of Request: Authorizes appropriation of \$5.6 million for the construction of a new Vehicle Maintenance Facility and remodeling of the existing Communications Facility located at the 133rd Test Squadron in Fort Dodge, Iowa. Updating facilities at the 133rd Test Squadron is of the utmost importance and highest priority for the Iowa National guard. This project is approved on the U.S. Air Force Future Year Defense Plan (FYDP), and has been assigned the number HEMT039066. The facility is significantly short of space due to the expansion of the unit's mission, manning and resources. Since it is the only unit designated to test future Command and Control (C2) projects for the U.S. Air Force, the performance of the 133rd Test Squadron is vital to Air Force missions. A detailed financial plan based on form DD 1391 required by the Department of Defense for military construction projects follows.

COST ESTIMATE

Item	U/M	Quantity	Unit cost	Cost (\$000)
Vehicle Maintenance/Comm Training Facility	SF	32,369	.....	4,171

COST ESTIMATE—Continued

Item	U/M	Quantity	Unit cost	Cost (\$000)
Vehicle Maintenance Area	SF	7,000	210	(1,470)
Age Addition to Comm Area	SF	2,600	186	(484)
Upgrade Communications Area	SF	22,769	91	(2,072)
Anti-Terrorism/Force Protection Measures	SF	32,369	2	(65)
LEED Certification	LS	.....	.....	(80)
Supporting Facilities .....	.....	.....	.....	864
Pavements	LS	.....	.....	(115)
Utilities	LS	.....	.....	(150)
Site Improvements/Parking	LS	.....	.....	(100)
Communications Support Pre-Wired Work Stations	LS	.....	.....	(100)
Temporary Trailers	LS	.....	.....	(130)
Demolition/Asbestos Removal	SF	3,270	15	(49)
Subtotal .....	.....	.....	.....	5,035
Contingency (5%) .....	.....	.....	.....	252
Total Contract Cost .....	.....	.....	.....	5,287
Supervision, Inspection and Overhead (6%) .....	.....	.....	.....	317
Total Request .....	.....	.....	.....	5,604
Total Request (Rounded) .....	.....	.....	.....	5,600

10. Description of Proposed Construction: New Construction: Reinforced concrete foundation and floor slab with steel-framed masonry walls and sloped roof structure. Includes overhead crane/hoist, all utilities, pavements, fire protection, site improvements, and support. All interior wall, ceilings, interior finishes and pre-wired work stations. Alteration: Rearrange and extend interior walls and utilities. Provide anti-terrorism force protection measures. Demolish three buildings (304 SM) and landscape the site. Air Conditioning: 60 Tons.

11. REQUIREMENT: 32,369 SF ADEQUATE: 0 SF SUBSTANDARD: 22,769 SF.

PROJECT: Vehicle Maintenance and Communications Training Facility (Current Mission).

REQUIREMENT: The base requires an adequately sized, properly configured, and environmentally safe vehicle maintenance facility for operations and training. Vehicles to be repaired and maintained include cars, trucks, sweepers, and snowplows. Functional areas consist of maintenance bays, paint bay, office area, parts/tool storage, battery shop, vehicle dispatch, fuel dispensing facility and wash rack. An adequately sized and properly configured facility is required for the operations, maintenance, and training in support of a 132-personnel combat communications squadron responsible for tactical communications-electronics systems. Functional areas include the command section, communication systems (i.e. satellite, base, and network), communications center, combat support, secure storage, deployment control center, classrooms, physical fitness center, dining area, and medical training.

CURRENT SITUATION: The vehicle maintenance functions are accomplished in a facility that has reached the end of its useful life. Facility maintenance and repair of the mechanical and electrical systems are no longer cost effective due to the lack of replacement parts. The facility is significantly short of maintenance, office, and training space due to the expansion of the unit's manning and resources over the years. Maintenance and repair operations on larger vehicles must be done outside because they do not fit in the small bays. The

facility has numerous safety, health, and environmental hazards. The communications and electronics facility portion of this project will reconfigure and renovate existing spaces while adding to the complex to alleviate facility shortfalls. Mission accomplishment and Status of Readiness and Training System (SORTS) levels are degraded as there is no adequate space to properly store civil engineering equipment, generators, and equipment assets to be deployable within response time criteria given winter conditions. The 133rd is accomplishing part of the test mission requirements in a facility on the other side of the airport driveway. This requires them to take valuable time and manpower to get to the support functions such as medical and supply items. The area is 12 percent short of the required space needed to support the mission. Several Control and Reporting Center (CRC) testing events have been located in building 102, which has been identified to be demolished. This facility requires roof repairs and electrical and mechanical upgrades to meet code requirements. The space is not functionally set-up to house a test squadron, which causes interruptions in training/testing requirements. They do not have the space to test, maintain, train and repair equipment that they are required to support. The office space is not properly configured. The Aerospace Ground Equipment (AGE) facility (building 101) is not functionally efficient as an AGE shop with its current layout. Equipment is stored outside due to lack of covered storage space. The administrative area is congested and not properly configured. The existing forced air heat system is inefficient and requires repair. The existing floor drains are not connected to an oil water separator. The majority of the base infrastructure system is over 40 years old and has been upgraded only as part of new construction. Parts of the system that have not been upgraded are deteriorated due to age.

IMPACT IF NOT PROVIDED: Operations and training suffer from lack of up-to-date and adequate facilities. The overcrowded and antiquated facility seriously degrades the unit's capability to maintain a safe, operationally ready fleet, and severely limits the unit's ability to train. Continued safety and environmental problems with possible violations of federal and state environmental statutes. Quality of life is negatively impacted affecting morale, recruiting, and retention.

ADDITIONAL: This project meets the criteria/scope specified in Air National Guard Handbook 32-1084, "Facility Requirements" and is in compliance with the base master plan. These facilities are "inhabited" buildings and meet the standoff distance requirements. There is minimal threat and the level of protection is low so minimum construction standards have been applied. All known alternatives options were considered during the development of this project. No other option could meet the mission requirements; therefore, no economic analysis was needed or performed. The following buildings will be demolished as a result of this project: 101 (214 SM), 104 (45 SM), and 105 (45 SM) for a total of 304 SM.

VEHICLE MAINTENANCE AREA—7,000 SF = 650 SM.

AGE ADDITION TO COMM AREA—2,600 SF = 242 SM.