

Requesting Entity: Sharpsburg and Neighboring Area Water System is located at PO Box 355 Taylorville, IL 62568.

The funding will be used for the installation of infrastructure to serve the Sharpsburg and Neighboring Area Water System to serve residents on regional system that will replace bad wells.

“A JET EVEN THE MILITARY  
DOESN’T WANT”

**HON. BARNEY FRANK**

OF MASSACHUSETTS

IN THE HOUSE OF REPRESENTATIVES

*Thursday, July 16, 2009*

Mr. FRANK of Massachusetts. Madam Speaker, Congress is currently facing the choice of whether to support or hinder the efforts of President Obama and Secretary of Defense Gates to bring some sense of rationality to the military procurement process. In spite of the enormously difficult budget situation we find ourselves in, both short-term and long-term, this House recently approved legislation authorizing the procurement of twelve additional F-22 fighter planes at an initial cost of \$369 million, which if completed would carry an expected final price tag of \$2 billion. With President Obama threatening a veto should this provision remain in the final version of the Defense Authorization bill, this issue will likely require the further consideration of all Members in the coming months. In this regard, I am submitting into the RECORD an article written by Lawrence Korb and Krisila Benson, published on July 9, 2009 in *The Philadelphia Inquirer*.

I particularly appreciate the stress that these writers place on two key points. First, that these additional fighter planes are entirely unwanted by Secretary Gates, Air Force Secretary Michael Donley, and Air Force Chief of Staff Norton Schwartz. They are not even on the Air Force's list of unfunded requests, described in the article as “items excluded from the budget for which [the Air Force] would nevertheless like funding—a wish list of sorts.”

The other important point, which explains the Department of Defense's lack of interest in further planes, is that the F-22 was “designed to fight next-generation Soviet fighters that never materialized,” and is of no help in addressing the air-to-ground challenges we are facing now and are likely to face in the future. For example, the F-22 is entirely unsuitable for the irregular warfare and counter-insurgency operations we are facing in Afghanistan and Iraq, which is why it has seen no action whatsoever in either of these conflicts. Furthermore, with no other rival to its air-to-air supremacy either existing or in development, there is no serious support for the claim that the 187 F-22's that have already been approved would be inadequate for any reasonable contingency.

I strongly encourage Members to read this informative article.

A JET EVEN THE MILITARY DOESN’T WANT

(By Lawrence Korb and Krisila Benson)

Congress decided to end production of the costly F-22 Raptor fighter jet at 187 planes after a debate on the 2009 supplemental war budget last month. But the very next day, the House Armed Services Committee stripped \$369 million for environmental

cleanup from the fiscal 2010 budget to fund an additional 12 F-22s. The Senate Armed Services Committee went a step further, providing \$1.75 billion for seven more F-22s without clearly identifying the source of funds.

The F-22 costs nearly \$150 million per plane—twice what was projected at the outset of the program. Factoring in development costs, the price tag increases to about \$350 million per plane for the current fleet of 187.

It may look as if the House Armed Services Committee has added “only” \$369 million. But given that it would provide funds for 12 additional F-22s, each with a price tag of \$150 million (excluding development costs), the real cost to American taxpayers would be about \$2 billion.

The F-22 is the most capable air-to-air fighter in the Air Force inventory. Yet it has only limited air-to-ground attack capabilities, which makes it unsuitable for today's counter-insurgency operations. In fact, the F-22 has never been used in either Iraq or Afghanistan. It was designed to fight next-generation Soviet fighters that never materialized, and, as Defense Secretary Robert Gates has noted, it is nearly useless for irregular warfare.

The F-22 has no known enemy. It is the most advanced fighter plane in the world, and there are no other planes that could threaten its supremacy in air-to-air combat. The United States already has 187 F-22s on hand or on order—a silver-bullet force that is more than adequate to deal with any likely contingency. In fact, Gates said that even if he had \$50 billion more to spend, he would not buy any more F-22s.

The Air Force leadership itself no longer supports continued production of the F-22. Air Force Secretary Michael Donley and Air Force Chief of Staff Gen. Norton Schwartz have publicly said they would prefer to move on. The plane is not in the Defense Department's proposed budget for fiscal 2010 (which begins in October). It's not even on the Air Force's list of unfunded requests, which consists of items excluded from the budget for which it would nevertheless like funding—a wish list of sorts.

Why are congressional committees willing to override the military and civilian leadership of the Pentagon on the F-22? The latest in a string of arguments offered by proponents in Congress is the need to protect our industrial base—as if our technical capacity to develop and produce fighter planes is in immediate, grave danger. This argument overlooks the fact that the Obama administration's fiscal 2010 budget includes 28 F-35 Joint Strike Fighters—planes better suited for air-to-ground combat.

Moreover, as has been noted by the chairman of the Joint Chiefs of Staff, Adm. Mike Mullen, the era of producing manned aircraft is coming to an end. Mullen correctly points out that there will be a shift toward unmanned aircraft.

The F-22 is not an isolated case of unnecessary congressional equipment purchases. Congress has added \$2.7 billion to the 2009 supplemental budget to buy more C-17 and C-130 aircraft—planes neither requested nor needed by the Defense Department. It also added \$600 million to the 2010 budget for an unneeded alternate engine for the F-35, which will mean buying 50 fewer aircraft.

An administration policy statement issued on June 24 said the president's senior advisers would recommend a veto of a bill containing funding for more F-22s. If the entire Congress approves either of the armed services committees' recommendations on the F-22, President Obama should indeed veto the bill. Only then will Congress get the message that in this era of exploding national debt,

we cannot waste billions on unnecessary military equipment.

HONORING THE LIFE OF U.S. AIR  
FORCE CAPTAIN GEORGE BRYAN  
HOUGHTON

**HON. HEATH SHULER**

OF NORTH CAROLINA

IN THE HOUSE OF REPRESENTATIVES

*Thursday, July 16, 2009*

Mr. SHULER. Madam Speaker, I rise today with a heavy heart to honor the life of an esteemed constituent, Captain George Bryan “G.B.” Houghton of Candler, North Carolina. Captain Houghton, a member of the 421st Fighter Squadron, was killed on June 22, 2009 while on a nighttime Air Force training mission in Utah. This young man showed remarkable courage and dedication while serving our country. His family is in my thoughts and prayers.

Captain Houghton began his Air Force career while attending Enka High School where he was actively involved in the Air Force Junior ROTC Program. Through his hard work and dedication, Mr. Houghton achieved the rare honor of serving on the program's color guard as a freshman, and he eventually became the program's Corps Commander.

His dedication and leadership skills earned him an appointment to the United States Air Force Academy where he graduated with a degree in civil engineering in 2002. Captain Houghton earned his pilot wings at Laughlin Air Force Base, and between 2003 and 2008, he trained over 150 Air Force pilots.

Captain Houghton dedicated his life to serving others, from leading fellow Junior ROTC participants to training many men and women who are now defending and protecting our liberty. Every day we enjoy freedoms made possible by this heroic young man and the thousands of other members of our military who have risked or given their lives to protect us, to ensure that the United States remains the land of the free and the home of the brave.

I offer a prayer of comfort to the family he has left behind: his wife, Josephine Houghton; his parents, George and Darlene Houghton; brothers, Daniel and Patrick Houghton, and maternal grandparents, JoAnn and Herschel Greene.

Madam Speaker, I ask my colleagues to join me in expressing our remorse at the passing of Air Force Captain George Bryan Houghton, an outstanding leader and an American hero, and I ask that we remember the men and women who sacrifice so much to protect our nation and ensure our freedom.

EARMARK DECLARATION

**HON. MICHAEL K. SIMPSON**

OF IDAHO

IN THE HOUSE OF REPRESENTATIVES

*Thursday, July 16, 2009*

Mr. SIMPSON. Madam Speaker, I rise today to defend funding for the Idaho TechConnect Proof of Concept Center. This project received \$285,000 in the FY2010 House Financial Services bill.

Idaho TechConnect is a non-profit organization. It was created as a state-wide private-