

AEROSPACE & DEFENSE



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Aging Amphibious Fleet Raises Concerns About U.S. Preparedness



Sen. Roger Wicker (R-MS)
Member, Armed Services Committee

Amphibious ships have been called the “Swiss Army Knives” of the sea and America’s “911 force.” They are versatile

and responsive, making them one of the most valuable assets of the U.S. Navy and Marine Corps. That is why we turn to them time and again – from major combat missions to humanitarian assistance and disaster relief.

Unfortunately, many of our country’s amphibious warships are approaching or have exceeded the end of their expected service lives. The military is retiring ships faster than it can obtain new ones – a consequence of reduced funding, longer at-sea periods, and higher maintenance and modernization costs. This reality of an aging fleet raises serious concerns about America’s preparedness in a world of increasingly diverse and complex threats.

The current size of the Navy’s inventory only adds to these concerns. At 29 vessels, our amphibious fleet falls far short of the Marine Corps requirement for 38 ships. Earlier this year, Chief of Naval Operations Adm. Jonathan Greenert told the House Armed Services Committee that “We probably need 50 [amphibious ships]. If we want to do everything that we’re asked to do.” Navy plans, however, do not foresee a fleet of even 33 ships until at least a decade from now.

To be sure, today’s budget constraints have presented difficult challenges for

all departments, not just defense. They certainly implore us to find the most efficient and effective use of our resources in responding to national priorities. Ensuring that these resources are used wisely demands an honest assessment of America’s future security risks as well as the growing role of sea-based precision strikes and involvement of special forces. If we truly want to project U.S. power, as the Obama Administration has proposed with its defense pivot to the Asia-Pacific region, we must equip our Combatant Commanders with a capable and ready force.

Amphibious warships send a powerful signal to our adversaries and allies that America’s military remains strong. The United States maintains the largest and most advanced amphibious fleet in the world. These warships can transport specialized forces to areas of conflict or disaster – both far inland and directly ashore – with accompanying ground, air, logistics, and command and control elements for sustained operations. They are also often the first to respond in the event of a terrorist act or natural disaster. We saw this in the aftermath of Hurricane Katrina, when amphibious ships were used for relief duties on the Gulf Coast. Before that, they provided humanitarian support after the devastating Indian

Ocean tsunami in 2004.

It is clear that the demand for a resilient amphibious force is not likely to go away anytime soon. In a recent letter to the Senate Armed Services Committee, 20 retired generals and lieutenant generals called amphibious ships “the cornerstone of America’s visible forward presence.” They noted the breadth of responsibilities entrusted to our amphibious fleet, including air and ship crew rescues, counter-piracy operations, embassy reinforcement, and naval support for our allies. They warned that a diminished and outdated fleet could have a negative impact on America’s national security objectives well into this century.

The lessons of the 2012 terrorist attacks on Americans in Benghazi are a tragic reminder of the need for constant vigilance and preparedness. Violent extremism remains a persistent threat, demanding immediate action when Americans are in harm’s way. Amphibious forces not only offer a way to counter these threats but also play a critical role in deterring potential aggression before it happens.

In a Senate Armed Services Committee hearing this year, Marine Corps Commandant Gen. Jim Amos pointed to the gap in operations in the Mediterranean as an example of why additional warships

are necessary. One could hardly argue that U.S. interests have faded there, given the recent instability in Libya, Egypt, and Syria. Unlike today, amphibious forces were a regular presence in the Mediterranean in the late 1990s and early 2000s.

I join our current and retired military leaders in supporting efforts to advance America’s amphibious capabilities. We must find cost-efficient ways to streamline our fleet and address the needs of our Navy and Marine Corps. Our fighting forces deserve dependable and modern equipment when defending America in dangerous and hostile parts of the world.

Roger Wicker is a Republican Senator from Mississippi. He is a senior member of the Senate Committee on Armed Services.



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Congress’ Ignorance of Defense Spending is Hurting our National Defense



Sen. Tom Coburn (R-OK)
Ranking Member, Homeland Security and Governmental Affairs

In an age in which our nation has the ability to track information and military movements across the globe – often in real time – American taxpayers should be disturbed that our national leaders lack

the ability and will to track key information much closer to home: the hundreds of billions of dollars that flow through our defense budget every year.

More than 20 years ago Congress passed a law that requires the Department of Defense to pass a financial audit. An even older document, the Constitution, demands a “regular Statement and Account of the Receipts and Expenditures of all public Money.” Yet, DoD has never passed a single audit. In fact, the Pentagon is the only agency in the entire federal government that cannot produce auditable financial statements in accordance with the law. And that’s excluding the private sector. Any leader of a private business, corporation, church or association that couldn’t pass a financial audit could find themselves in jail.

With a budget in excess of \$500 billion a year – more than the GDP’s of countries like Austria, Norway, Belgium and 180 or so other nations – not knowing where this money is going isn’t just lawless, it is a threat to both our economic and national security. Put simply, military and civilian leaders cannot make informed budget decisions in an environment in which valid and accurate financial data does not exist. Without an annual financial audit, the Pentagon does not know if every valuable tax dollar is spent on the highest value programs, or more fundamentally, if it even got what it paid for last year.

No one has identified the total budget impact of the Pentagon’s financial intelligence crisis but it is easily in the realm of tens of billions of dollars, if not more. In just one branch, the Marine Corps recently found that “for each \$1 spent on financial improvement, an estimated \$2.77 in value was created for the warfighter.” A nearly \$3 return on each dollar spent on better accounting systems – the kind used by your local coffee shop, barber and thousands of enterprises – could generate savings that could save critical programs from the threat of debilitating cuts.

Sadly, few in Congress seem to care that untold billions are squandered every year through wanton mismanagement and neglect. The sad reality is that while Congress feigns shock at yet another revelation that is the result of the Pentagon’s poor accounting – a weapon system cost overrun, an IT system failure, etc. – Congress is fully complicit in this scam on American taxpayers.

Year after year, the Pentagon recycles the same excuses it has used since the 1950s, but now promises it is finally making progress toward meeting its statutory deadlines. And year after year, Congress appropriates hundreds of billions of dollars without requiring the Pentagon to comply with the law and the Constitution.

Our military leaders understand this dynamic very well. They know that politicians too often see our defense

budget as a jobs program and parochial playground rather than a tool to protect our national interests and freedom. For instance, in the past two years our military leaders have described the parochial impacts of sequestration with great precision and clarity knowing full well that few in Congress would ever call out the Pentagon for its ignorance of its own spending.

But who can blame our military leaders for spending more time tracking congressional appetites for pork than their own spending? When our military leaders receive funds without accountability they have zero incentive to do the hard work of producing auditable books.

The only way this cycle can be broken is for the American people to demand that Congress use its power of the purse to demand accountability at DoD rather than simply rubber stamp the defense budget.

First, Congress should have an open amendment process and debate that will bring these issues to light. Last year, Senate Majority Leader Harry Reid (D-NV) would not even allow amendments to be introduced and debated on the almost \$700 billion dollar, 600 page annual defense authorization bill. If the Majority Leader spent as much time chastising Pentagon leaders – say, the Chief Management Officer, the Chief Financial Officer, or every manager and director who signs

off on the Department’s financials – as he does the Koch brothers we’d be much closer to an audit.

Second, Congress can pass the bipartisan Audit the Pentagon Act I introduced with Senator Joe Manchin (D-WV) that would create real incentives and impose real consequences in order to force the Pentagon to track its own spending. A companion bill was introduced in the House by Congressman Mike Coffman (R-CO).

We simply cannot afford to continue this charade any longer. As former Chairman of the Joint Chiefs of Staff Admiral Mullen said, our \$17 trillion debt is “the most significant threat to our national security.” If we are going to borrow from China in order to defend ourselves against China the least we can ask is that the Pentagon audit its books.



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Foreign Fighters Flooding Syria Threaten the Homeland



Rep. Michael McCaul (R-TX)
Chairman of the Homeland Security Committee

Last week, I returned from a trip to the Middle East where I examined the increasingly concerning issue of foreign fighters travelling to and from Syria. While the Syrian civil war may seem like an isolated conflict, officials I met with from countries across the region view the threat of foreign fighters as not only their greatest security concern, but as the United States’ as well.

Currently Syria is embroiled in a war that has taken over 150,000 lives and has become a magnet for jihadists

around the world. It is estimated that around 100 Americans and countless other Westerners have travelled to join the opposition forces fighting against the Assad regime. We have all seen the carnage from Assad’s brutal crackdown against his opponents, who at the onset of this conflict were made up of mostly peaceful protesters against his totalitarian rule. However, as the conflict has evolved so too has the composition of the rebel fighters, which now represent an alarmingly complex web of both peaceful and extremist agents.

DHS Secretary Johnson recently said, “Syria has become a matter of homeland security.” This is because of the trend of foreign fighters travelling to join jihadist groups within the rebel forces that now make up anywhere from 25 – 50 percent of the opposition, based on media reports and discussions. Exact estimations are extremely difficult because vetting the good guys from the bad takes time and because of the transient nature of those fighting in this conflict. As was recently reported by the Washington Times, “Syria has become al Qaeda’s largest safe haven, with more than 10,000 fighters who outnumber the terrorist network’s core organization in Pakistan and its affiliates in North Africa and the Arabian Peninsula.”

Not only are Violent Islamist Extremists finding groups who share and bolster their ideology, these groups are intermixing, training one another and growing stronger. What was once a somewhat two-sided conflict has become a training ground for some of the fiercest fighters in the world, whose reach extends far beyond Damascus. As FBI Director James Comey has said,

“There’s going to be a diaspora out of Syria,” ... “And we are determined not to let lines be drawn from Syria today to a future 9/11.”

While the United States is not heavily involved in this conflict currently, it is not exempt from its danger. We saw what happened as groups in Afghanistan went largely unmonitored for many years, as the disparate region became a safe haven and incubator for Violent Islamist extremists. As one high-ranking official we met with stated, “Afghanistan is now located on the Mediterranean.”

Similarly, the spillover effects of Syria reach far and wide. As we found last week when visiting a refugee camp called Zaatari near the Jordanian-Syrian border which holds over 120,000 refugees, these encampments not only tax the host government’s resources, but also present a massive humanitarian and security crisis. These camps are full of both innocent displaced people, but sadly are also infiltrated with those who may want to do us harm. Reiterated throughout the Middle East is the concern that extremists may be being housed in the hands of our allies and partners.

While the United States is drawing down its presence overseas, we must remain committed to preemptively stamping out the threats that aim at our shores. The first step to securing our interests in Syria is the destruction of Assad’s chemical weapons. Currently, the destruction of the stockpiles is behind schedule, but making progress.

“Now 7.2 percent of Syria’s chemical weapons material remains in country and awaits swift removal for onward destruction. The Joint Mission urges the

Syrian authorities to undertake this task as soon as possible,” the U.N.-OPCW mission said in a statement last week.

However, whatever progress is made must be tempered with the reality that the regime is likely not allowing the access necessary to even determine the extent of its arsenal. In fact, this month the Wall Street Journal reported that “France’s foreign minister said his government has evidence the Syrian government used chemical agents, largely chlorine, in at least 14 separate attacks against rebels and civilians in recent months.”

The international community must put more pressure on the regime to rid itself of the remaining weapons, not only because they cannot be trusted to have them – but perhaps worse, if they were to fall into the hands extremists within the rebel forces, they could be used more indiscriminately against us and our allies.

Additionally, we should share more actionable intelligence with our partners in the region who are dealing with this conflict first-hand. Doing so will prompt what we need most – their giving us travel data of those going to fight. The United States not only needs more intelligence from nearby governments, but also the critical data from countries whose citizens make up most of the extremist opposition. The flow of foreign fighters in and out of Syria comes not only from its neighbors, but largely from countries like France, Australia, Russia and Indonesia.

The most eminent threat is obviously the potential for Western fighters who have gained operational experience on the battlefield coming back into our

borders. These people carry western passports and will become an insider threat as soon as they return.

Ultimately, this is a world crisis, not a regional issue. Syria has become a proxy war between Iran and Saudi Arabia, who support the regime and the rebels, respectively. Russia has also bolstered the regime in an attempt to secure their geostrategic interests in the region, including its largest seaport in the West.

Because of these and other issues, Assad must go, but we must think beyond his end. The power vacuum cannot be filled by al Qaeda linked groups or yet another tyrant. While working with foreign governments always presents challenges, we must rise above our differences and come together to combat this growing threat before it becomes infinitely worse.

Rep. Michael McCaul (R-Texas) is the chairman of the House Committee on Homeland Security and a senior member of the House Committee on Foreign Affairs. He recently led a CODEL to Turkey, Jordan, Saudi Arabia, Afghanistan and the United Arab Emirates.



The Pentagon Should Buy American



Rep. Rosa DeLauro
(D-CT)

Member, Appropriations Committee

It is no secret that, since Vladimir Putin's illegal seizure of parts of Ukraine earlier this year, we are currently experiencing heightened diplomatic tensions with Russia. With bipartisan support

from Congress, President Obama has authorized sanctions on that nation for violating the sovereignty and territorial integrity of Ukraine, and stealing the assets of the Ukrainian people. So many of my colleagues and I are wondering why, especially at a time when our relationship with Russia is as strained as it has been since the end of the Cold War, the Defense Department continues to try to conduct business with Rosoboronexport, Russia's state-owned arms company.

For far too long now, instead of giving American companies a chance to compete for defense contracts, the Defense Department has been purchasing Russian helicopters on a sole-source basis. Sadly, this has been going on for at least a half-decade. In 2009, I and then-Senator Chris Dodd began asking the Department of Defense why it was purchasing Russian-made Mi-17 helicopters for the Afghan Security Forces on a contract that did not allow American firms to compete.

The Pentagon, claiming this was the only helicopter the Afghans could fly that met its mission requirements, went on to award a non-competitive contract to Rosoboronexport for 21 Mi-17s, despite

the fact that this manufacturer had been sanctioned for transferring sensitive missile and nuclear technology to Iran and Syria. Rosoboronexport would go on to supply Syrian leader Bashar Assad and his murderous regime with the weapons he would use to commit mass murder against his own people..

Given Rosoboronexport's arming of the Assad regime, in 2012 I led a bipartisan effort in the House Defense Authorization Act to ban the use of funds for any dealings with the company and to open the competition to U.S. manufacturers, who could certainly provide a platform to meet the mission requirements in Afghanistan. But instead of shutting down their dealings with this Russian agency, and despite this stern opposition from Congress, the Defense Department incredibly exercised an option on its original contract for ten more Mi-17s.

In 2013, as Rosoboronexport continued to arm the Syrian regime, the Special Inspector General for Afghanistan Reconstruction issued a report finding that the Afghans did not have the ability to operate or maintain the Mi-17 helicopters the Pentagon was purchasing from this

Russian firm, and recommending it not move forward with a planned contract to purchase 30 more aircraft.

I again led a bipartisan effort in the House to strengthen the ban on the use of funds for any dealings with Rosoboronexport. My amendment to the Defense Authorization Act passed the House 423-0. And yet – in clear defiance of the spirit of this unanimously-supported amendment – the Pentagon shortly thereafter moved forward with the purchase of these 30 Mi-17 helicopters, using funds that were remaining from the 2012 budget.

In the face of congressional opposition, the Department of Defense did finally announce that it would no longer pursue future contracts with Rosoboronexport. Yet, 18 more Mi-17s from the last agreed-upon contract, that the Afghans do not have the capability to use, are yet to be delivered.

As we take up the 2015 defense bill this week, particularly given Russia's unacceptable actions in Ukraine, Congress must act to sanction this Russian state-arms dealer in order to void the remainder of this final contract, and once and for all end any future business with this firm.

We cannot continue to pursue a policy that would have the Afghan National Security Forces dependent on Russia for military equipment, particularly given the immense amount of blood and treasure we committed to Afghanistan since 2011. Moreover, if we do not support our domestic advanced manufacturing industry, those high-skill jobs will go somewhere else, which will pose a terrible problem for us should tensions around the world ever reach a boiling point.

This behavior of subsidizing foreign defense manufacturers, while neglecting our own, threatens our national security and is ultimately a recipe for disaster. It is well-past time that it end.



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Franks: F-35 is the Future of American Air Superiority



Rep. Trent Franks
(R-AZ)

Member, Armed Services

In 2010, the Air Force announced that Luke Air Force Base, situated in my Congressional district nicknamed the “home of the fighter pilot,” had been selected, after a long and thorough vetting process,

as the 2nd Pilot Training Center for the new F-35 Joint Strike Fighter. Having personally witnessed so much of the F-35's development process, both as the Representative of a district that will have the honor of training the plane's pilots, and as a senior Republican member of the House Armed Services Committee, I am beyond convinced that the F-35 represents the future of air capability.

The F-35 Joint Strike Fighter, the first version of which is slated to start rolling out officially in 2015, will replace a number of aging planes, including the AV-8B Harrier (first introduced in 1985), the F/A-18 Hornet (first introduced in 1983), the F-16 Fighting Falcon (first introduced in 1978), and the A-10 Thunderbolt (first introduced in 1977)

While some critics -- responding to legitimate, but overstated setbacks during the process of procurement and testing -- have claimed that the program should be scrapped. A recent example of such criticism in Britain's Telegraph newspaper quotes a “senior American air force officer” who claims the plane has “substantially less performance” than existing aircraft. But, in fact, analysis and

simulations of the plane's capabilities indicates the F-35 will be six times more effective than previous generation fighters in air-to-air combat, six times more effective in reconnaissance, six times more effective in suppression of air defenses, and five times more effective in air-to-ground combat.

Perhaps the most impressive characteristic of the new aircraft is its ability to end potential battles before they even began. The F-35 allows pilots to see threats many miles before being spotted itself -- it can detect and engage enemy aircraft from roughly 20 miles away. Over 60 percent of engagements are estimated to be resolved by such encounters before the plane is even visible.

This capability is enhanced by the aircraft's stealth technologies, which allow it to stay hidden while dealing with threats from a safe distance. For comparison, it is estimated that a radar capable of detecting an F-16 that is 125 miles away wouldn't see an F-35 until it is roughly 15 miles away, at which point it would already be too late, given the significant range from which the F-35 can engage targets.

Other critics have focused on cost

overruns of the JSF program -- a concern with which I empathize. However, these concerns should be somewhat tempered by the realization of the cost savings the F-35 will represent. In addition to costing the same or less, per unit, compared to the F-22, the real savings will come from the fact that replacing multiple classes of aircraft with the versatile F-35 will streamline the process of repairing, supplying, and providing infrastructure. Instead of attempting to cater to numerous aircraft with very different specialties and needs, the military will be able to focus primarily on the F-35. The cost to continue to extend the current fleet until 2065 would be about four times what it would cost to maintain the F-35 during the same time period.

In addition to increased efficiency and cost-effectiveness, the three versions of the F-35 ensure that each service has access to cutting edge technology in the most strategically advantageous format. The versatility of the F-35 allows the Air Force to operate on conventional runways, the Navy to operate on aircraft carriers, and the Marines to take off in very short distances and land vertically, all while maintaining the same incredible technological

advantages inherent to the F-35.

Our last generation fighters are incredible platforms that have ensured ongoing American air superiority for the past several decades. But with ongoing technological advancement, continuing to rely on so-called “legacy” aircraft is a guarantee that we will very quickly find ourselves behind the curve and outmatched by newer, more capable aircraft. The introduction of the F-35, in conjunction with the well known capabilities of the F-22, ensures a one-two punch that will extend American air superiority for the next half a century. And I'm pleased that the finest airmen in the world, from Luke Air Force Base, will be such a vital part of the Joint Strike Fighter's legacy.



Your Navy

Around the World, Around the Clock

America's away team keeps the sea lanes open and secure and our nation safe

Improving Defense Contract Management Could Save Billions Each Year



Rep. Darrell Issa (R-CA)
Chairman, Oversight and Government Reform

Last year, the U.S. government spent \$643 billion on America's national defense, more than five times as much as the next leading country. Our commitment to providing our defenders with

the resources they need to perform their duty is one reason the power and capability of the U.S. military is unparalleled. However, no agency, no matter how important its mission, is immune to the frequent pitfalls of waste and abuse. Government watchdogs have long identified contract management as an area where the Department of Defense could reduce waste and inefficiency. Although Defense leadership agrees change is needed, and has made some positive steps toward reform, more remains to be done.

Since 1992, the Government Accountability Office has labeled Defense contract management as a "high-risk area" where a lack of oversight has left the process highly susceptible to waste and abuse. In 2012, the Pentagon spent approximately \$360 billion on contracts for goods and services, including things like information technology and maintaining weapons systems. Some Defense Department acquisitions have become infamous for costing billions of dollars without ever delivering a single workable product before cancellation. The expeditionary fighting vehicle, an assault vehicle designed to carry Marines from water to land, cost \$3.3 billion with little to show for the project. A planned combat system with integrated tanks, drones, and software

cost the Pentagon \$19 billion before it was scrapped in 2009. Those are two of the most egregious examples of costly acquisition contracts, which magnify a problem persistent throughout the Defense Department. The agency has since made some changes, but there are several ways contract management could be significantly improved.

First, the Defense Department could reduce costs by increasing competition between contractors. The agency sought to improve its contracting process in 2010 by implementing the "Better Buying Power" initiative, which emphasizes increased competition between bidders seeking defense contracts. However, a 2010 Inspector General assessment found that despite the initiative, \$656 million in contracts were awarded without sufficient oversight or competition. By making sure all contract bids go through the appropriate channels and face proper scrutiny, the Pentagon can make sure the contracts they award are competitive and cost-effective.

Second, the Department needs to develop a comprehensive plan to track and measure the effectiveness of its contracts. Without clearly defined goals, there is no way to determine whether or not a particular contract was a sound investment or achieved its objectives. In essence, there is no clear

standard to measure whether or not a costly defense contract was actually a success. Non-partisan agency watchdogs have long pressed the Department to come up with an agency-wide standard to track project outcomes. By implementing such a standard, which would make spending data transparent and traceable, Defense would be better able to invest in successes and eliminate failures.

Finally, the Defense Department could increase savings by focusing on aggregate contracts, also known as strategic sourcing, a business tactic used by large companies in the private sector since the 1980s. The principle is similar to a large family buying in bulk to save money. Instead of keeping countless small contracts, companies save money by focusing on broader, agency-wide contracts to meet basic needs. Otherwise, too little communication between departments leads to a system that is fragmented and prone to overlap. In 2012, GAO reviewed four government agencies accounting for 80 percent of federal procurement spending: the Department of Defense, the Department of Homeland Security, the Department of Veterans Affairs and the Department of Energy. Out of the \$537 billion spent by the agencies on procurement, only 5 percent was managed through strategic sourcing,

resulting in billions of dollars left on the table each year. Aggregate contracts aren't the answer for every situation, but they save an average of 5 to 20 percent per contract. By using aggregate contracts more often, the Department of Defense can save billions of taxpayer dollars.

Each day, our military provides America with the best national defense the world has ever seen. An inefficient Defense Department serves our troops least of all, by funneling precious resources away from core needs and into overpriced government contracts. Smart, strategic changes, enacted with Department leadership's support, rather than blanket, across-the-board cuts will do the most to improve our military's efficiency without compromising its capabilities.



THE WASHINGTON TIMES ANNUAL SALUTE TO VETERANS AND VETERANS IN CONGRESS

An evening of song and salutes to all America's veterans who have answered the call to defend our freedoms featuring the veterans who are now serving in Congress.



Rep. Sam Johnson (R-Texas), left, speaks with Rep. Ralph Hall (R-Texas), right, at a Memorial Day tribute to veterans and veterans in Congress held by the Washington Times.



Sen. Ted Cruz (R-Texas) arrives at a Memorial Day tribute to veterans and veterans in Congress.



Washington Times Opinion Editor David Keene speaks at the opening of the program.



Members of the Anacostia color guard perform the presentation of colors.



Tenor Anthony Kearns performs moving selections in honor of America's veterans.



Congressman Charlie Rangel greets AAFMA CEO BG Michael J. Meese, Ret. and Board Member LTG William J. Lennox at the beginning of the evening.

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The Right Tool For The Job



Rep. Patrick Meehan (R-PA)
Member, Homeland Security Committee

Aboard the USS Wyoming, a sailor had a medical emergency. An Ohio-class ballistic missile submarine, the Wyoming was operating hundreds of miles off of America's eastern seaboard. Urgently

in need of medical care that could only be provided at an on-shore hospital, the sailor had just hours to live.

Enter the V-22 Osprey, a first-of-its-kind tiltrotor aircraft constructed at Boeing's facility in Ridley Park, Pennsylvania that combines the speed and range of a fixed-wing aircraft with the hover and landing capability of a helicopter.

An Air Force CV-22 was dispatched from a base in New Mexico, refueled twice mid-air, and reached the Wyoming. There, hovering over the sub, the V-22 operators retrieved the patient. The Osprey returned to shore, safely making the 1,300-mile return trip by refueling in mid-air twice again.

The episode was an exercise, and the "patient" was never in danger. But while the scenario may have been a simulation, it was also a real-world demonstration of the V-22's unique ability to reach our naval vessels operating at sea.

This ability has received attention as the Navy begins its search for an aircraft to replace the aging C-2A Greyhound for the vital mission of delivering passengers and cargo to our aircraft carrier groups operating far out at sea. The Greyhound

has performed this mission, known as carrier on-board delivery (COD), since it entered service in 1965.

The COD mission is an integral part of the Navy's logistics system. Greyhound aircraft deliver time-sensitive equipment like jet engines, munitions and mail, and they transport passengers – sometimes thousands of them over the course of a eight-month deployment – to and from the carrier strike group. The Navy currently utilizes a "hub-and-spoke" supply system for its carrier groups, not unlike the system used by many airlines: the C-2 delivers passengers and equipment to the carrier, and that cargo is reloaded onto helicopters for distribution to the other ships in the group.

While the C-2A has been a workhorse of the fleet for decades, it has limitations. The basic design of the aircraft has been unchanged since the 1960s and even with the upgrades that have occurred since, many of the airframes are nearly three decades old. The aircraft is unable to refuel midair, which means carriers must be within its 1,000 mile range of a land base. It also requires a full-length aircraft

carrier for takeoff and landing, limiting the flexibility of other ships in the carrier group to operate independently of the carrier.

Highly praised by the Marines and Air Force pilots using it in the field, the V-22 Osprey may be a more flexible and cost effective alternative. The V-22's ability to land or hover almost anywhere means it could revolutionize the way we deliver supplies to ships at sea the same way it revolutionized the way we transport troops across the battlefield.

The V-22 matches or exceeds the C-2A in speed and cargo capacity, and with the capacity to refuel in-flight, its range is far greater. Instead of utilizing the "hub-and-spoke" model, the V-22 could directly deliver supplies to whatever ship needs them - without wasting the time and manpower of loading and unloading equipment on a carrier. When speed, range and operational flexibility are vital, the V-22 is unmatched. The Navy has already certified the use of V-22s on many of its carrier strike group ships.

The Osprey could also be used in other roles like search-and-rescue and

anti-submarine warfare. Using the V-22 for the COD mission will save taxpayer dollars by shortening the complex chain of ship logistics and lowering the unit cost of aircraft already being built for the Air Force and Marine Corps. Last month, the House Armed Services Committee included language to study the use of the V-22 as a COD platform in this year's National Defense Authorization Act.

Our "pivot to Asia" has made the need for ships to operate independently over wide swaths of the Pacific more important than ever. To do this, they will require aircraft that can quickly resupply them, regardless of how far they are from the nearest land base. The V-22, with the flexibility it brings to the carrier battle group, may be the right tool for the job.



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The Growler: Tried and True



Rep. Vicky Hartzler (R-MO)
Member, Armed Services Committee

Washington makes its share of errors in judgment. And it would be making a serious error in judgment if it were to follow through on President Obama's FY 2015 budget request to not include

funding for the Navy F/A -18 program, specifically the EA-18G Growler. The Administration's budget request would result in a premature end to this critical production line when there is still a war fighting need. The simple truth is that the Growler has served and continues to serve our national defense.

The EA-18G is the cornerstone of the Naval Airborne Electronic Attack (AEA) mission. This warplane is the nation's only full spectrum AEA capability aircraft and provides this capability not only for the Navy but for joint forces as well. It deploys from both the Navy's aircraft carriers and the joint forces' land bases for the Combatant Commanders' joint expeditionary missions. Combatant Commanders use AEA capability to support troops on the ground and for jamming enemy radars, surface to air missile defenses, and improvised explosive devices. I agree completely with Chief of Naval Operations, Admiral Jonathan Greenert, who has stated that control of the electromagnetic spectrum is critical to the war fighting mission today and in the future.

The Growler's ability to suppress enemy air defenses is second to none.

The EA-18G will counter enemy air defenses using both reactive and pre-emptive jamming techniques. And, in addition to its jamming abilities, it is effective in an escort role due to the fact it has the speed and agility of a Super Hornet. This is appropriate since the F/A-18 E/F Super Hornet and the EA-18G Growler are built on the same manufacturing line, and both benefit from efficiencies in co-production. The nation cannot afford to lose its only operational carrier-based strike fighter and AEA platform production line.

Without additional aircraft, a shutdown decision would have to be made this year. To avoid this, Congress added \$75 million in Advanced Procurement for FY 2014 to keep the F/A production line open. But while funding was provided for FY 2014, additional funding is necessary to keep the production lines moving in FY 2015 and beyond. Boeing has said it needs to build a minimum of two Super Hornets or Growlers per month to keep this production line viable. The current production rate is about four aircraft per month but will soon go down to three, leading to a degree of uncertainty.

Fortunately, the House Armed Services

Committee (HASC), on which I serve, has acted to support joint war fighting needs and to protect the tactical aviation defense industrial base. HASC Chairman Buck McKeon included \$450 million in funding for five Growlers as part of the FY 2015 National Defense Authorization Act (NDAA).

In addition, an amendment that I offered was accepted that would encourage the Chief of Naval Operations to utilize the Advanced Procurement funds for F/A-18 E/F aircraft in FY 2014 to extend the production line to a minimum production rate of two aircraft per month, which is needed to keep this line alive. This extended production will ensure an AEA manufacturing line is in place for future procurement.

Another critical consideration of the nation's industrial base is tactical aviation. Today, there are multiple providers for tactical aviation, sophisticated tactical radars, and strike fighter engines. With the end of the F/A-18 production, however, the Department of Defense would be left with only a single manufacturer in each of these areas. This scenario limits war fighting surge capacity, eliminates competition that

drives innovation and cost control, and imperils future development programs.

And while it is an important component of our national defense, continued production of the F/A-18 production line supports American manufacturing, providing 60,000 jobs, 800 different suppliers and vendors, and accounts for an economic impact of \$3 billion. The Growler is critical to our national defense while providing a much-needed boost to our economy.

Indeed, Washington makes its share of errors in judgment. But it must not be allowed to make errors in judgment that compromise America's national security. The Growler is an important piece of our national defense and is NOT ready to see its production ended.



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Making The Case For the A-10 In Washington



Rep. Ron Barber
(D-AZ)
Member, Armed Services Committee

The A-10 is not a conventionally beautiful aircraft. With stubby wings and bulbous engines, it is the ugly cousin of the fast, sleek fighters the U.S. Air Force highlights in recruiting videos.

Its pilots do not call it the Lightning or Nighthawk. It is the Warthog – a name it wears proudly.

The A-10 is devastatingly effective and unmatched in its ability to protect American ground troops. But now the president and the Pentagon say that isn't enough. They say the A-10 must go.

They are wrong.

In his 2015 budget proposal, Defense Secretary Chuck Hagel placed the A-10 on the chopping block. I have been fighting this idea since I went to Congress in 2012 – and before as then-Congresswoman Gabrielle Giffords' district director.

I will not back away from this fight now.

Earlier this month, during a markup of the National Defense Authorization Act by the House Armed Services Committee, I offered an amendment with Reps. Vicky Hartzler and Austin Scott to keep the A-10 flying. That amendment was passed overwhelmingly – with support from 25 Democrats on the committee as well as 16 Republicans – and despite opposition from the committee chairman.

On Thursday, the entire House passed the NDAA and the Senate Armed Services Committee – where there is strong and growing support for this iconic airplane – has also passed an amendment that will keep

the Warthog flying.

My Arizona colleague, Sen. John McCain, came out forcefully in support of the A-10. A former naval aviator, McCain dismissed claims by the Air Force that the A-10's close air support mission could be carried out by fighters and the B-1 bomber.

“That's a remarkable statement,” McCain said. “That doesn't comport with any experience I've ever had, nor anyone I know has ever had,” he said. “You're throwing in the B-1 bomber as a close air support weapon to replace the A-10. This is the reason why there is ... such incredible skepticism here in the Congress. You will not pursue the elimination of the finest close air support weapon system in the world with answers like that.”

Sen. Kelly Ayotte, a New Hampshire Republican, has been my earliest ally in the fight to keep the A-10 and grow support in Congress for this critical mission.

Over the past decade, in Iraq and Afghanistan, there are numerous accounts of how the A-10 – able to fly low and slow and survive multiple hits – protected troops on the ground.

The Center for Defense Information tells the story of a Special Forces team under withering attack during an assault on the compound of a Taliban leader. Two A-10s arrived, fired cannon shells only 65 feet from

the Americans helping them escape without fatalities.

Now Hagel and the president say that job can be carried out by planes including the F-35 – a plane that flies higher and faster. The F-35 may well do some amazing things – but it was built for air combat, not for protecting ground troops. With a top speed of 1,200 mph – about three times that of the A-10 – it cannot fly in close over a combat situation to support troops on the ground.

A-10s also play crucial roles in search-and-rescue missions. When troops are in danger, A-10 pilots support rescue helicopters in and out.

Hagel and the president propose retiring the A-10 to cut budgets because of sequestration. Just last July, Gen. Mark Welch, Air Force chief of staff, confirmed to me that the service intended to keep the A-10 viable and combat ready. Now he advocates grounding it for good.

I have opposed sequestration and stood up for smart cuts that prioritize our national security and economy since I came to Congress. Sequestration is irresponsible and is compromising our national security.

We must reduce the deficit, but sequestration is the wrong way to do it. In last year's budget agreement, we gave the Pentagon some relief from sequestration. Now we must eliminate

it completely by going through the budget and cutting programs that are wasteful, duplicative or do not work.

To those of us in Tucson, the A-10 performs an important role: It is the main aircraft in the skies over our community. Davis-Monthan Air Force Base is a major training site for A-10 pilots.

Davis-Monthan is personal to me. I came to Tucson with my father when he was an airman stationed there and it's where I met my wife Nancy.

The A-10 is a critical asset to support our ground troops and one we must continue the fight to keep.

That is the case for saving the A-10 that I will continue to forcefully make in Washington. This is a fight for a strong national defense – and a strong Arizona.



Mandatory Spending is DOD's Greatest Threat



Rep. Scott Rigell
(R-VA)
Member, Armed Services Committee

Most editorials regarding defense spending address the adverse impact that sequestration is having on our nation's military readiness, including its effect on the size of our Navy's fleet, end strength of our Army and Marine

Corps, next generation weapon systems, and equipment needed for both today's and tomorrow's strategic challenges.

These concerns are valid, yet they are only symptoms of a larger problem. If one is troubled by sequestration and the prospect of further cuts to the Department of Defense, a greater concern and bolder voice must be heard on the need for a comprehensive agreement to set our entire fiscal house in order. I am convinced that the most challenging issue facing the defense budget is not sequestration, but the actual cause of sequestration, which is our collective failure to wisely reform the three big mandatory spending programs: Medicare, Medicaid, and Social Security. The President and Members of Congress talk about reform, but nothing gets done, and our ability to properly defend our country suffers.

Former Chairman of the Joint Chiefs of Staff, Admiral Mike Mullen, once said, “The biggest threat to our national security is our debt.” When Chairman Mullen made this statement in 2010, the national debt was about \$13.5 trillion. Today, the debt is above \$17.5 trillion and it is growing rapidly. The Congressional Budget Office projects that in just eight years, the amount of interest we pay on our nation's debt will exceed our annual investment in national defense. Though leverage – the prudent use of debt – can be a

powerful tool, compounding interest is working against us and has the real potential of becoming an exponential force.

The political and fiscal reality we face is that there is no agreement to relieve sequestration for FY16 and beyond. The President and Congress can debate discretionary spending into perpetuity, but until we come together and address mandatory spending, which comprises nearly two thirds of our budget, our defense budget will continue to suffer.

Earlier this year, Secretary of Defense Chuck Hagel provided a sobering insight into the Pentagon's plans for FY15 and beyond. In order to ‘comply’ with sequestration, the Pentagon was proposing, amongst other unacceptable ideas, to reduce the end strength of the Army to pre-WWII levels, retire the USS George Washington halfway through its expected service life, eliminate commissary benefits, and increase contributions from active duty and retirees for health care coverage. Although the House of Representatives recently passed legislation that rolled back most of these proposals, these options remain on the table for future years.

To remedy this, the president and members of both the House and the Senate must engage in a fact-based debate necessary to advance specific solutions to the fiscal challenges we

face as a nation. The current administration continues to ignore the urgent need to curb mandatory spending, instead focusing solely on the revenue side of the ledger. Though the federal government will collect a record \$3 trillion in taxes in 2014 – due to the \$1.6 trillion in tax increases signed into law by President Obama in 2013 – we continue to have deficits well in excess of what most economists say is sustainable.

A solution starts with meaningful reform of Medicare, Medicaid, Social Security, and other programs that are not advocated for in the president's budget. Republicans have grabbed the ‘third rail’ of politics and proposed workable reforms, but so far the reforms have been labeled ‘dead on arrival’ in the Senate.

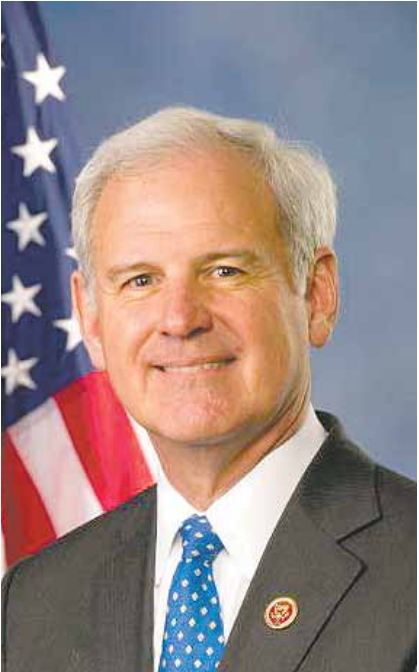
This critical point in our nation's journey requires a level of leadership that must be reflected in the halls of the White House, Senate and House of Representatives. What's needed is the political courage to address today the fiscal challenges which will burden future generations of Americans tomorrow. Now is the time for us to pursue principled compromise without compromising on our principles. We must reform mandatory spending.

I am fortunate to represent a congressional district in America that is home to more men and women in uniform – active duty and retired – than

any other in the country. I am ever mindful of the sacrifice made by our veterans, and the deep obligation we have to pass on to the next generation of Americans the blessings of liberty and freedom. If we ever need a reminder of our responsibility to address our fiscal challenges, we need look no further than the hills of Arlington National Cemetery. There are no Republican or Democratic tombstones in that hallowed place – only American tombstones. To honor their sacrifice and meet our duty to the next generation of Americans, we must have the courage to take politically difficult but fiscally unavoidable steps and reform mandatory spending in order to provide the funding our national security requires.



LCS 'Floats Like a Butterfly, Stings Like a Bee'



Rep. Bradley Byrne
(R-AL)
Member, Armed Services Committee

“Float like a butterfly, sting like a bee.” This was the famous battle cry of Mohammed Ali who said that “my face is so pretty, you don't see a scar, which

proves I'm the king of the ring by far.” Ali bragged that his movements were so swift and fierce no boxer could lay a glove on him – making him a champion title contender of legend.

As a Member of the House Armed Services Seapower Subcommittee, I believe we have a title contender being built right in my backyard of Southwest Alabama – the Littoral Combat Ship (LCS). The LCS is light, agile, versatile, and lethal – making it a powerful combination of stealth, speed, and force that will prove invaluable to the Navy over the coming decades as this ship plays a larger role in our global naval strategy. There is a reason that Navy Secretary Ray Mabus calls the LCS “the backbone of the future fleet” – because the Secretary knows that this ship, with its varied capabilities and immense potential, is necessary as the military enters a new era of naval strategy and warfare.

Currently there are four ship classes – the Oliver Hazard Perry Class frigate, Cyclone Class patrol craft, Osprey Class coastal mine hunter, and Avenger Class mine countermeasures ship – that are close to or arguably beyond the end of their respective service lives whose mission parameters the LCS is ready to step in and fulfill. We know that the Navy is adapting to

new warfare techniques that include a greater emphasis on close-shore combat and countermeasures. Today, there are 300 Russian ships in the Black Sea, mainly consisting of similar-sized littoral combat ships. For our Navy to be symmetrical in future warfare, it is important that we continue to add the LCS to our fleet. There is currently no ship that can be built in a realistic timeframe and at the necessary specifications other than the LCS to fulfill these roles.

The LCS' modular design - allowing a variety of weapons systems to be easily fitted to its hull at a relatively low cost - is what makes it such a valuable addition. Its presence in the fleet frees up other vessels to focus on their intended mission. For instance, a more robust presence of LCS will allow the DDG-51 destroyer to perform the blue-water missions this ship was designed for without being burdened with close-shore patrols. Put simply, adding the LCS into the mix makes our entire fleet better.

Not to mention, the LCS is by far the most cost-effective option on the table as the military faces further rounds of cuts that threaten our ability to effectively maintain our presence overseas. Today, the cost of building one LCS is roughly \$350 million

– compared to roughly \$1.4 billion for a destroyer. The LCS is one of the only ship procurement programs whose cost has actually decreased over the course of its life. For the Navy to continue on its current course with plans to expand the fleet to 306 ships, the LCS presents the most viable option moving forward.

This May, the House Armed Services Committee passed our annual National Defense Authorization Act (NDAA) authorizing funding for, among other things, procurement programs for the United States Navy. I am pleased that the Committee voted overwhelmingly, 61-0, to authorize construction on four LCS through next year, the maximum number requested by the Navy that fulfills our contract with shipbuilder Austal USA. This development is a resounding vote of confidence for the ship, demonstrating that the Committee stands fully behind this program and its mission to replace our outdated vessels over the next decade.

There is more work to be done, however. Now, the fight shifts to the House floor where my colleagues and I on the Armed Services Committee will work to educate other Members on the necessity of this ship. We anticipate there may be efforts to divert

funding for this important vessel, but we will work together to articulate the merits of this ship. I'm confident my colleagues and I can work together to drive the message home that this ship fulfills a critical mission, the Navy wants it, and we should authorize the program fully.

Over the course of his career, Mohammed Ali experienced ups and downs – trials and tribulations that only made him a fiercer fighter in the end. I believe these debates over the future of the LCS are an opportunity for us to highlight its many strengths and advocate for a robust procurement schedule over the next decade. That's what's best for the future of the United States Navy, and what will provide for a safer, more secure world.



Congress Should Support the Navy’s Growler Request



Rep. Ann Wagner (R-MO)
Member, Financial Services Committee

While I’m a member of Congress, I’ll always be a mom first. As the mother of a West Point grad and a soldier currently serving in the 101st Airborne, nothing is more important to me than his safety and security. As a member of Congress, it is my obligation to ensure that he, and all our sons and daughters currently serving in the military, have everything they need to safely and successfully protect our nation.

Our warfighters tell me that any mission must include strong Growler support. I’ve heard the same from constituents who have served in our military and who have also praised the role the Growler played in completing the mission and keeping them safe in battle. And, I’ve heard directly from the Navy just how important the Growler is to them. This is why they’ve made it one of their top priorities for the Navy.

The Growler is our military’s only electronic attack jet – capable of detecting and jamming the sophisticated enemy anti-aircraft systems that increasingly threaten even our top-of-the-line stealth fighters.

The Growler packs cutting edge electronics and a second seat for an electronic warfare specialist within the airframe of the combat-proven Super Hornet fighter jet. Its unique capabilities enable it to listen for and then jam any radar or sensor trying to pick up American aircraft.

By jamming these sensors and attacking the computer networks that connect them, the Growler creates an electronic fog around American aircraft, keeping them safe from surface-to-air missiles or enemy fighters. The Growler’s formidable electronic attack capabilities can also disable enemy communications and networks.

Growlers are required escorts for nearly every combat mission now and through 2040. Without them, America will cede the new electronic battlefield to our adversaries and expose American aircraft to even the simplest enemy weapons. Experts predict the military will need between 50-100 additional Growlers if the U.S. wants to retain its superiority in air combat – particularly against these sophisticated enemy air defenses that countries from China to North Korea are now either developing or purchasing.

Navy leaders have stressed that the service is operating at a “minimum requirement” for these aircraft and that demands for the Growler fleet will only increase. While we must be conscious of cost, it’s clear that the Navy has already pared its Growler request to a minimum. It’s unthinkable that Congress would deny them such a modest request.

As our adversaries continue to upgrade and improve their anti-aircraft capabilities, the Navy will need a more dedicated electronic attack aircraft to protect our fighters, bombers and cargo aircraft. Without a supply of new Growlers to meet that need, America’s now-dominant air power will inevitably dwindle year after

year, limited by the minimum-required Growler fleet we have today.

If these cutting edge aircraft aren’t added to the budget, the Growler and Super Hornet production lines would be prematurely shuttered, dealing a heavy blow to our strategic manufacturing capabilities, presenting a long-term threat to our national security. Only two American companies are currently capable of building a fighter jet from start to finish. With the end of the Growler/Super Hornet, only one would be left. Without competition, the Pentagon would lose cost pressure and capability innovation when it tries to procure the next generation of superior fighter jets or electronic warfare planes. And it will mean thousands of quality jobs lost in our critical aerospace industry — one of the crown jewels of our economy.

In today’s tough economy, we might not be able to afford the full complement of Growlers we need for the future. But by funding the Growler program in the current budget, Congress can meet the Navy’s request and preserve the option to purchase more of these critical aircraft in the years to come — when we will most certainly need them. You don’t need me to tell you they’re important, the Navy has already told us. As a mom, it means safety for my soldier son. As a congresswoman, it’s about making sure our troops have the tools they need to remain safe and be successful in completing the mission in a world with rapidly evolving and ever-changing threats.



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**For More Information,
Contact Art Crofoot, 202.636.3062**

About This Supplement

This supplement was produced by the Advocacy Department of The Washington Times and did not involve the Editorial Staff of The Washington Times. The viewpoints expressed by the participants are published as a public service.

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- The Foundation financed the Defenders Lodge near the VA hospital in Palo Alto, California and then gave the facility to the Veterans Administration. The Lodge provides free room nights of safe, comfortable accommodations for veterans and their caregivers.
- Through the Foundation, PenFed helps our nation’s Defenders buy homes. The Dream Maker Program has helped nearly 150 military members make their down payment on their first home.
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Veterans are Victors, Not Victims



Michael Meese
Chief Operating Officer of the American Armed Forces Mutual Aid Association (AAFMAA)

Throughout the last century, everyone could recognize veterans—they were in every community and business, were well represented in Congress, and were local leaders, frequently leading civic activities—often based out of the local American Legion Post or VFW hall.

With the end of the draft and the start of the All Volunteer Force 40 years ago, veterans from Iraq and Afghanistan are different. Today, less than one-percent of our Nation currently serves in uniform and many people don't know anyone in the military.

Most who join today's military do so with the abstract notion that the Nation needs people to serve and that they, as individuals, can make a difference. Troopers who make it through their initial training learn that they have the leadership, skills, and talent necessary to make a difference—first for their teammates, and ultimately for their Nation, on the battlefield.

My son was in 6th grade on September 11, 2001, and is now leading an Army platoon in Southern Afghanistan. He and

his soldiers grew up knowing that their Nation was at war and joined the military to do their part, assuming one of the most important responsibilities any young man or woman could have—serving their Nation in combat supporting American national security.

When today's troopers come home, almost no one knows of the work that they have done. Far more people talk about the latest viral video than the upcoming peaceful transfer of power to a democratically elected President in Afghanistan. With little public discussion about our objectives and significant accomplishments in Iraq and Afghanistan, there is a well-meaning, but naïve tendency to think of service members as victims of misunderstood adventures overseas. Portraying military members as victims evokes sympathy, elicits donations, and reinforces society's increasing tendency to lionize the helpless.

But that victimization of the military could not be further from the truth. Today's veterans have had more leadership, experiences, and responsibilities as young adults than many people will have

in a lifetime. Not just making life and death decisions in combat, but building teams to accomplish myriad complex tasks, learning to live and work with others of all backgrounds, and using diversity as a strength. Of course, they have also learned the value of hard work, discipline, tenacity, and values that will forever guide their lives.

Our veterans are victors in what they have accomplished and what they have become. Some of the most effective charitable organizations, like Team Red, White, and Blue and the Armed Forces Foundation, focus on veterans helping each other and building each other up. They reinforce the strengths of camaraderie and service, instead of evoking pity for service members as victims.

As the oldest non-profit that exclusively serves the military, AAFMAA has provided over \$500 million dollars to families of current and former members of the American Armed Forces since September 11, 2001. We don't take donations from any source. Instead we rely on the premium payments of service members who want to make sure their

families are taken care of in the event of their death. We find this kind of self-reliance and mutual aid for comrades in arms is as important today as it was in 1879, when AAFMAA was founded.

The last thing that any of the 90,000 AAFMAA members would want to be called is a victim. They are extremely proud of their military service and recognize that they are better citizens, workers, and community leaders because of their service. On Memorial Day and on every day, we should celebrate our veterans as the victors that they are!

Michael Meese (Brigadier General, U.S. Army Retired) is the Chief Operating Officer of the American Armed Forces Mutual Aid Association (AAFMAA), having retired after 32 years of service in the Army, including five combat deployments.



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Defenders Come First



James Schenck
PenFed president and CEO, is a West Point alumnus and former Blackhawk pilot

How we treat U.S. veterans is reflective of the legacy of our republic that we will leave behind. And that legacy will once again be challenged, as our nation draws down from the longest war in our history. But, we are still at war with about 30,000 of us in Afghanistan and have our most precious assets—America's military forces—still squarely in harm's way. Those brave men and women, who fight and win our wars and secure our precious freedoms, care less about the talk and endless promises from our nation's capital. Rather, they rely on the actual support and care they receive as they return home.

Wars end most badly for the dead, the wounded, and their families, of course. But in modern warfare, the victors receive no spoils and the memory of a nation can fade fast. Surviving veterans and their families hope to be, and should most certainly be, protected from sliding down the list of national priorities.

Our defenders must sometimes feel that it wasn't enough that they put their lives on the line in battle to protect our freedoms, as they return home to bear

the burden of continually battling to maintain what they were promised.

Regrettably, our nation's best intentions are too often casualties of post-war drawdowns.

History reflects that. Active duty military, led by General Douglas MacArthur and then Major George Patton, under orders, led, with troops and tanks, the rout of the World War I Bonus Army, about 17,000 strong, and its supporters from their Anacostia flats encampment in the summer of 1932. Those veterans, many unemployed, were demonstrating, as the Depression continued, for an early payment of a bonus they had earned for their service.

While the World War II-era GI Bill paid for the education of more than 2 million of the nation's defenders, the Vietnam war protesters got more attention than those who fought, died and returned scarred from that conflict.

The current debate over drawdown seems to be focused more on the potential for cancelled or delayed ships, tanks and weapons systems than on taking care of those who served, have served or will

serve in uniform. Our military is hollow and our equipment and weapons useless, without the American defenders manning them. As a nation, we must maintain faith and trust with the personnel of America's armed forces. The financial focus and drawdown debate should be first and foremost focused on caring for our defenders and their families.

PenFed's founders created our credit union in 1935, in line with those priorities, to best serve our nation's defenders.

For more than 79 years, PenFed has provided financial services and financial counseling to those who need it—giving

credit where credit is due. Our foundation provides emergency loans and financial literacy education and counseling to our junior troopers and those in need. We will never forget the reason we exist and those we serve.

We will continue to act in the aftermath of the longest war in our history on behalf of those serving and who have served and will never forget the successes and the sacrifices they have made to keep us all free. We hope Congress and America's corporate community will follow our lead and not let the history of forgetting our military repeat itself.

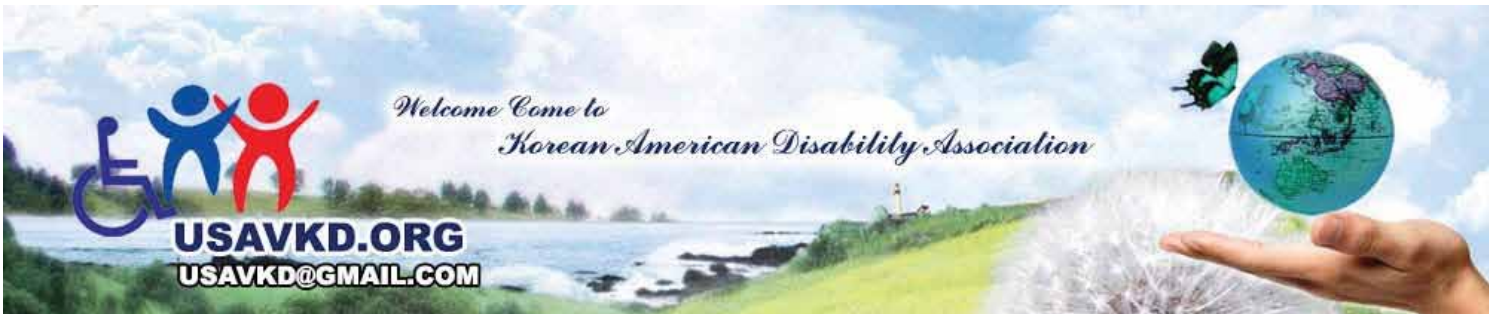


Refrain from the speculative reports about the Sewol Ferry accident, do not distort the truth!

- 1. The South Korean Government has rejected independent private diving experts along with the U.S Navy's assistance; however, they gave the main shareholder of the Sewol Ferry company permission to perform the rescue?**
- On April 29 2014, the U.S. rescue ship, Safeguard (3,300 tons) arrived at the rescue scene. As Korean technicians explored the rescue scene, they expressed technical advice that the "current rescue equipment and personnel do not seem to lack". The Korean technicians are still giving technical advice as of now. Additionally, the private company has signed a contract with the ship company for body recovery and is currently operating for the on-site rescue. Since the rescue operations are still underway, they are participating as a rescue member from the order of "Government Relieve Suffering and Operation Command" action.
- 2. The Sewol Ferry Disaster coupled with the government's censorship of mainstream media, the criticism towards President Park is not being appropriately reported?**
- The Korea Times, OMNI, SBS, JTBC, MBN and many other media outlets suppressed news articles and criticized the Korean government. The parties who are censoring the reports should appropriately present the evidence.
- 3. On-line videos and messages about the hidden truth behind the failed rescue operations are being deleted?**

- Now, with consent from the families of the victims, a joint investigation from headquarters and a task force should be investigating cell phone video, but are only investigating call records and other general messages. In a democratic country, why are they deleting rescue Operation related video? How can such behavior be acceptable? Victim families have released video, but were only reported from a few comprehensive media channels. The media outlet 'Missy U.S.A.' needs to clearly disclose the facts behind the hidden relationships.
- 4. President Park protected non-Sewol Ferry victims' families, but the mainstream media has misled viewers into thinking that they were victim families?**
- On April 29 2014, the president visited Anshan temporal incense place and greeted a worshipper. One media outlet edited the video and news articles reported that it seemed staged, like some performance. However, a person in the video figures explained that it's not himself/herself, and the grandmother in the video also confirmed that it was not a performance.
- 5. In order to suppress public discussion, senators of the Saenuri Party are promoting a bill to arrest people who are spreading lies or incorrect information about Sewol ferry disaster?**
- Current South Korean Criminal law includes comprehensive cyber defamation regulation. What is unjustified about punishing offenders for victims who have personally been

- suffering from indiscreet personal cyber defamation?..... It is reasonable to enforce legal actions because of spreading rumors for political position and personal benefits. On the first day of the Sewol Ferry accident, various netizens started to spread rumors and misinformation, such as, 'dead bodies are floating in the sea'. All this was done without checking on reports of deaths. Hong Gahye, a person claiming to be a rescue diver, and Lee Jongin of a diving bell manufacturing company spread false information during interviews. These interviews would have a negative impact, such as rescue operations being interrupted and confusion for the families of victims and citizens alike. The reason to propose the bill is to avoid this kind of misinformation.
- 6. Does South Korea control the media, the freedom of speech and press?**
- In what way does South Korea control the media and suppress the public freedom of speech? 'Missy USA' should uncover the evidence clearly. How is control over the press possible in the presence of a well-developed Internet and other communication media? In recent weeks, a majority of the Korean media outlets have focused on the Sewol Ferry incident and spewed out exciting news, but the Korean government releases only pieces of facts that have not been proven in context. Keep in mind that the purpose of the media is for delivering facts, but not speculation reports to obtain popularity and ratings boosts. There should be no compromising of this spirit in our democratic foundation.





In the days following the September 11, 2001 attacks on America,

we as a nation promised to “Never Forget.” In that spirit we are pleased to announce the opportunity to join and support a renewed effort to “Never Forget.”

The 9/11 Pentagon Visitor Education Center is a new initiative to design and construct a state-of-the-art center where visitors from around the world can learn about the events of September 11, 2001, the lives lost that day and the historic significance of the Pentagon Memorial site. Please be a part of history and support this important initiative.

We all made the promise that we need to keep for our future generations.

To learn more visit www.pentagonmemorial.org



Beyond this Gatehouse is what may well be the “Key” to Cold Fusion — Light Water — with a bond angle of 114° that may aid in creating heat with cold water... using 2% or less of the energy it creates to generate enough energy to light a home, power the family car or fuel an 18-wheeler on a busy highway.

Water—H2O (hydrogen hydrogen oxygen) with a simple bond angle of 104° is absolutely essential to life. All life. Not just people and animals, but all organic life on Earth which includes every organic and inorganic living thing on this planet. A space traveler approaching Earth would be amazed at the one key difference between Earth and all of the other planets in our solar system it appears blue. Our planet looks blue not because water is blue, because it isn't. It is the oxygen molecules present in the atmosphere that make it appear blue. NASA calls Earth the “big blue marble.” Most scientists are fascinated by the anomaly, but at least one, an engineer by trade, became ever more fascinated by those simple 104° bond angle water drops that still make the world look blue from space. But that engineer and inventor—John Ellis™ of Crystal Clear™—turned water completely upside down using a radically different, patented method of distillation that permanently changes the bond angle of water from 104° to 114°.

Over 50 years ago John Ellis™, who holds over 28 patents in everything from aeronautical design to the most unique water distilling systems in the world stumbled across the process to alter the property of water with the most unique distillers invented by man. Why distillers? Because John Ellis™ became fascinated by the curative characteristics of water. Water is a solvent and a transporter of all of the elements that enter our bodies. Every nutrient we consume as fuel is transported to every cell in our body by water. Our bodies, while carbon-based, are 96% water. The blood that courses through our veins is largely water. That blood, which carries oxygen to every organ in our body does so because water makes blood liquid enough to flow. Without water as a transporter, your blood would thicken into sludge, and just like clean oil is needed to lubricate industrial gears and keep that machinery running smoothly, water is the lubricant that keeps our body parts working smoothly because water is also the cleanser that clears waste from our body.

Add to that John's natural curiosity about...well, just about everything. So when the Ellis family entertained pharmaceutical pioneer Elmer Bobst (head of what was Warner Lambert at that time, now Pfizer), Mary Lasker, founder of the American Cancer Society and a man known to the Ellis family only as “Otto.” At the Ellis estate, John was fascinated by the views of his guests. Otto piqued John's interest to delve deeper into water—simple water—to determine its curative properties. Only, the water John Ellis™ electron distillers created was not simple. The idea came from Otto, who turned out to be Baron Otto von Bolshwing—a man with a CIA dossier that any movie director would have paid a fortune to convert into a movie script.

What started John's mind on this odyssey was a comment Otto made: “The only home water system that will work to clear pathogens from the body must change the properties of water, and subject water to intense ultraviolet radiation and heat by repeatedly recycling that water hundreds of times per gallon—not just once!” Then Lasker said something that chilled Ellis to the bones. “Millions of people will become susceptible to cancer [not because they are genetically predisposed to it but] because when the mixtures of drugs and latent disease markers are flushed into the city's sewer system and end up in the ground water supply, eventually to be reprocessed back into our drinking water supply because water treatment plants use a ‘single pass’ purification, distillation and filtration system...” Those drinking that water will consume whatever pathogens and waste particles were not filtered by nature nor killed in the purification and distillation process at the treatment facility. Remember, we live in a world that reuses everything. Nature is, itself, the world's greatest recycler. What you drink and expel today will quite possibly be in someone else's cooking pot tomorrow.

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Edward Coty, a Washington Post Foreign Service writer wrote an article on January 27, 1992, page A10 about a “miracle well” in Tlacote, Mexico. His article began: “By the thousands they waited; men, women and children, equipped with plastic jerrycans and tranquil faith in miracles that has adorned Mexican history since pre-Hispanic times.

“The line stretched alongside a dusty road for more than a quarter of a mile one day last week. On other days it strung out for more than a mile as hundreds of thousands of sick and lame line up for the “light water” in Jesus Chahin's well—the miracle water that is said to cure everything from AIDS and cancer to obesity or high cholesterol.

“For me, all of these things are God's miracles,” said Mary Guadalupe Aguilar, a Dominican nun who drove 175 miles from Puebla along with a fellow nun and a priest, Father Juan Crespo, who has prostate cancer.

“Chahin, a wealthy rancher, has been making the water available free to the public since May, 1991 ever since he accidentally discovered its healthy properties by observing the swift recovery of a farm dog who had lapped some of it. But Chahin quickly dismissed the reporters continued reference to “miracle water,” by explaining he was using distillers purchased from Crystal Clear in the United States, and the “curative power” comes from the constant movement of water from one metal tank (the distillers) to another. Whenever any of those in search of a miracle through references to Christian faith, Chahin said he tells them there's no miracles here, only science.

“But Chahin, a Roman Catholic himself, makes sure when those seeking water speak of miracles, they understand the water has no divine power. “The water is scientific,” Chahin told the Washington Post, but man is God's creation.”

Millions of people go to John Ellis.com every year. Thousands of people buy one or more of the Crystal Clear™ distillers that permanently turns the bond angle of his water from 104° to 114°, or they buy gallons and gallons of his water. For that reason, Crystal Clear™ is now the best known distillers in the world . And, for that same reason, sooner or later someone who needs John Ellis water™ for something other than drinking would read the John Ellis™ ads and apply John's water for some other scientific application. All scientific advances begin with curiosity.

The curious person was David Davies, CEO of Powergate Technologies, LLC which has been researching and developing HHO (hydrogen-hydrogen-oxygen) hybrid conversion systems for trucks and cars since late 2007. Powergate's current hybrid system adds 25% to 35% gains in fuel mileage. In addition to creating a fuel-efficient HHO conversion hit for cars and trucks, Powergate is also perfecting a zero-pollution, extremely efficient home heating and cooling system that burns HHO generated from tap water. Add to that the possibility of buying an HHO electric generator that serves as a back-up system to your power company's electrical system.

Okay, now you're curious. What would Davies want with John Ellis' 114° bond angle water, the stuff you drink? Davies discovered that the properties about John Ellis™ water, that makes thousands of American homes buy his water, may well work in an entirely different application. It might even be the key to something called “cold fusion.” John Ellis™ water may well be the catalyst that makes cold fusion really work.

Davies, like scores of other HHO developers was quick to grab what information they could from the late Stanley Meyers 44 patents on HHO technology when the patents expired after Meyers' death in 1997. Meyers claimed to have perfected the science behind HHO powered automobiles which is like claiming you have perfected Cold Fusion) by producing 300% more energy than the electricity required to generate the hydrogen needed to operate the vehicle from water. Meyers was a deliberately obscure inventor who equipped his dune buggy with a HHO fuel system and ran it on nothing but tap water for three years.

As Meyers continued to defend his statements of generating 300% more energy than the electricity consumed to create it, scientists continued to refute his claims by saying an over-unity device was impossible. To prove he was correct, Meyers subjected his patents to three years of rigorous testing by the US Patent Office, proving beyond a shadow of a doubt that his HHO invention really worked. The one problem with Meyers' work is that because he constantly feared someone would steal it, he cloaked his discoveries and methods in obscure terminology that he simply made up to protect his work. He used that created terminology in his patent applications, keeping his code secret. Meyers' Water Fuel Cell, a variation of which is now being used by Davies and everyone else experimenting with HHO, was subjected to three years of testing by the Patent Office and Meyers claims have been substantiated.

Davies had one problem with his invention—he couldn't achieve the 300-to-1 ratio Meyers claimed in his notes. In Meyers' notes, Davies observed the question Meyers asked himself: “How do we switch off the covalent bond of the water molecule, and do it economically?” He answered himself: “We need a way to switch off the bonds and not process the water molecule in any way. Normally the oxygen atom has 8 protons and 8 electrons.

But when the oxygen atom accepts the negatively charged hydrogen electron there is an electrical imbalance. The oxygen atom still has 8 protons, but because of the hydrogen atoms, it has 10 electrons. Meyers realized that because there is no electromagnetic field between hydrogen and oxygen, all he had to do was reverse the electrolysis process. Under Newton's second law, all Meyers had to do was set up opposite electrical charges to make the positive field attract the negative charge. The positive field, according to Coulombs Law, would repel the positive charge and the positive field would then attract the negative charge. When Meyers' patent clerk realized Meyers was describing a form of cold fusion in his patent application, he said: “Why in the world did no one ever think of this?” I think someone did. His name was Michael Faraday.

Faraday may have theorized cold fusion in the early 1800s, long before the technology to achieve it existed. Meyers may have achieved the concept in 1997, but David Davies wasn't getting the results he wanted.

On April 23, 2013 John Ellis™ received a fax from David Davies concerning what the as many as 10,000 pilgrims a day carrying their jerrycans to Jesus Chahin's well called “miracle water.” Davies needs some “exceptional” water. In his fax, Davies said:

“I've been researching and building hydrogen generators for big trucks since 2007. So, when a friend of mine sent me a copy of the John Ellis™ water advertisement from a magazine I went ahead and requested a free sample of John Ellis™ water to test with my new HHO (hydrogen-hydrogen-oxygen) cell design.

“After mixing KOH and well water for the electrolyte, I connected my cell to my Pulse Width Modulator that pulses energy from a 12-volt battery. As suspected, the amps shot up to over 35 amps blowing a few 30 amp fuses. So, I added two cups of hydrogen peroxide to dilute the electrolyte. “The cell had excellent HHO output and the amperage immediately dropped a little bit down to 29 to 30 amp range where it remained. Every day I ran the cell for about 15 minutes and the amps remained in the same 29 to 30 range.

Then my 4 oz. free sample of John Ellis™ water arrived so I put 10 drops of the water into the electrolyte. I continued to run the cell several times a day for 15 to 30 minutes and, to my surprise, the amperage kept getting lower. It was using less of the battery's power to make hydrogen. A couple of days later the cell was still producing lots of HHO, But the amps had dropped to about 15 amps, then to 12, then to 7.5 amps. So, I decided if a little more John Ellis™ water could make the electrolysis so efficient, I would add another 10 drops. The amps continued to drop. I was dumbfounded. My electronic engineer said there had to be something wrong with my ammeter or I messed up my experiment somehow. After seven days of testing, it remained steady at 1 amp—but the HHO output was the same as when the cell required 33 amps.

**FOR A
FREE WATER
SAMPLE CALL
(570)-296-0214**

Today, I decided to save the electrolyte with the John Ellis™ water and use it to test a brand new cell in case there was something defective with the original test cell. To my total amazement, the cell began to produce lots of HHO as it was “broken in”...but the amps dropped from one amp to an indicated zero amps. The ammeter goes up to 60 amps so the calibrations are coarse, but even so, my new cell is using no more than 1/2 amp to produce lots of HHO.

As a researcher who devotes all of his time in the study of using water for the fuel process, this appears to be a breakthrough since I'm producing abundant HHO (lots of energy when burned), using almost no electrical power to generate the HHO fuel. This is the cleanest energy on the planet since the only emissions when HHO is burned is pure H2O. If the John Ellis™ water is used with my new cell design, fuel mileage will go way up. The HHO can also be used to heat and power your home because they are no harmful emissions, and it is so efficient the device, using John Ellis™ water as a booster, consumes very little Electricity.”

Each new discovery man makes is a new first step of a new journey to even more important discoveries. Stanley Meyers started the journey that David Davies now walks. Davies footsteps just crossed paths with the footsteps of engineer and scientist John Ellis who discovered that H2O with a bond angle of 114° instead of 104° permanently alters water and makes HHO burn a hundred times more efficiently.

About the same time Davies was starting Powergate, Dennis J. Klein of Clearwater, Florida formed his own company, also in the footsteps of Stanley Meyers' genius. His company is called Hydrogen Technologies Applications, He is also using HHO to power cars. He branded his product as Aquygen® gas (a new spelling for the word “oxygen.”) Klein converted his Ford Escort to use HHO. He calls his hybrid HHO system HHOS for “a hybrid hydrogen-oxygen system.”

What makes Klien's HHO application interesting is that after converting his Escort into a HHO hybrid, he began experimenting with other applications for HHO gas. Klein converted a normal acetylene torch into a HHO torch. When he lights up the torch, he can place his bare fingers at the metal tip of the torch just below the flame—and it remains cool to the touch. Yet the flame of the torch is so hot it will immediately cut a building brick in half with a heat comparable to the heat of the sun. The heat was so intense, it took only seconds to burn a hole completely through a cannonball-sized piece of charcoal. Three seconds turned a brass ball into a glowing sphere and tungsten lights up like a fluorescent tube. Steel slices on contact. Yet, the instant Klein turned off the torch, it was still cool to the touch. That is Cold Fusion.

If Cold Fusion has been around since before 1997, why are our cars powered by gasoline, and our homes heated, cooled and lighted by coal and oil? Because, until David Davies put ten drops of John Ellis' 114° bond angle H2O in the hydrogen cell he was experimenting with, HHO consumed too much of the power it produced while creating it. **But it just may be that the world's purest and most pathogen-free drinking water just may be the key to Cold Fusion. In fact, if you really think about it, when you look at the John Ellis water™ for drinking, you could probably call it “cold fusion for the body.”**

About John Ellis Water®

The 82 year old inventor is a Choate School and Lafayette College Engineering graduate. At just 17 years old, he invented a scientific measuring device that is still used worldwide. After working as an Oil Well Engineer, a Design Engineer at Douglas Aerospace and Honeywell Engineer, he started his own business at age 30 and invented a switch that operates (on-off) within .0001 of an inch. Honeywell and Military/Industrial users say, “He's the only person that knows how to produce it!” Likewise, textbook sciences claim “you can't change water properties” but **John Ellis HAS changed the properties of water...for the benefit of all mankind!**



LISTEN TO A TOLL FREE RECORDING AT 1-800-433-9553
Watch a video online of John Ellis, 82 year old Inventor • www.WaterCuresAnything.com