Cargo Cults - South Pacific Islanders who worshiped the stuff that the ships and planes brought with US forces in WWII. Even today they wait on the beaches for the ships and planes to return.

Our Cargo Cultists are the domestic (and more recently European) interests that live off the Defense Budget - the stuff that $350 billion is going to $450 billion buys. Homeland Defense will have a lot of Cargo Cultists.

Concentrate today on lift - the ships and planes that the South Pacific Islanders worshiped are themselves part of the Manna that DOD can bring.

**LIFT is the great US Strength.** No one can go as far as fast as we can.

- British - Falklands
- Russians? - Afghanistan, Chechnya
- China - Taiwan

Look at the record:

WWI
WWII - built 300,000 aircraft, 20,000 ships, millions of trucks
Korea - 8,000 miles
Vietnam - 9,000 miles
Gulf - we brought everybody and everything

Many innovations:
Air refueling
Containers
RO/Ros

Great Capacity: **Airlift: AMC**

- > 120 C-5s
- > 23 C-9s
- > 90-100 C-17s
- > 520 C-130s
- > 100 C-141
- > 440 KC-135s
- > 59 KC-10s
Plus CRAF
Sealift: MSC
> Preposition - 39 (16 USMC; 13 Army --8 LMSR; 10 Logistic AF)
> Sealift - 50 plus RO/RO and crane ships
> Special Mission - 28 ASW, oceanographic
> Navy Fleet Auxiliary Force - 35 ships
1 LMSR = 200 C-17s

BUT SUPPOSEDLY IT IS NEGLECTED - AF & Navy

- Orphan mission? Can make general; AF biggest buy; one third of aircraft
- Service for another service---airlift is AF logistics system
- Don't spend enough---billions
- Navy doesn't man sealift

Why does it look the way it does?
What industries need the government?
Why do we think it is neglected?

POLITICS OF SEALIFT

Merchant Marine a failing industry - commercially deeply divided
Jones Act trade restricted to US companies on US built bottoms
Operating Differential Subsidy since 1930s/ Unions heavy contributors/
Now Maritime Security Program
Shipbuilding subsidies
Most of commercial trade on flags of convenience
US lines rely on government cargo---50% of aid; 100% of military

Interests include shippers, maritime unions, ship owners, ship lines, shipbuilders, & ports.

WWI, WWII massive building, surplus carried US through Vietnam
Start of government fleet in 1970s, 1980s ---SL-7s, RRF
Shipbuilders get 600-ship Navy rather than bigger loan subsidy program

Gulf War - MSC did fine, big chunk on foreign instead of ODS
Post Gulf US bought up most of big RO/ROs; shipyards get LMSR program
MSP instead of OD

What are Allies for - 5000 container ships (200 or less US flag)
Prepo the answer, but what is problem

POLITICS OF AIRLIFT
Airmail subsidy in 1920s/60s plus other factors give us strong industry, but nevertheless industry interests shape airlift

Interests include airlines, major and minor; manufacturers, shippers, reserves, USAF

Airlines in beginning of boom in 1950s but still don't want MAC to become airline. MAC consolidates troop carriers and long range and Navy; argues it is training not carrying cargo; USAF begins to buy unique aircraft (loves special mission stuff) to get away from competition.

Deal struck: passengers go commercial; cargo USAF but share saved CRAF is largely fiction

This is why no Brown 747s and AF cling to Brigade Airdrop

Gulf - most channel route stuff; 50% for USAF; wasted CRAF (4 crews but sat around) Required big $1.5 billion bribe plus $250 million in packages to get them to reup; No dual use for AMC

We have more airlift than everyone squared.

About to get 100 767s refuelers to help Boeing

**WHY THE COMPLAINTS?**

- Self contained field
- voice of special interests
- love those cargos - never enough closet space; like the carry-on stuff on commercial; units gain weight (take bowling)
- Absurd requirements (10 divisions in 10 days)

Plenty of stuff to rent if ever needed