

**Subject: Distribution List**  
**“Open Letter” to President of the United States**

**From:** Harry P Dunn, Col. USAF (ret)  
Coordinator: V-22 Red Ribbon Team  
202 Harpers Ferry Dr, Locust Grove, VA 22508

**To:** President of the United States, George W. Bush  
The White House, 1600 Pennsylvania Ave. Wash. D.C. 20500

**Copies Forwarded:**

Vice President of the United States, Richard Cheney  
The White House, 1600 Pennsylvania Ave. Wash. D.C. 20500

Secretary of Defense, Donald H. Rumsfeld  
1000 Defense, Pentagon, Wash. D.C. 20301-1000

Attorney General, John Ashcroft, U.S. Department of Justice  
950 Pennsylvania Ave. Wash. D.C. 20530-0001

Director, Federal Bureau of Investigation, Robert S. Mueller, J. Edgar Hoover  
Bldg. 935 Penn. Ave. N.W. Washington D.C. 20535-0001

Secretary of Transportation, Norman Y. Mineta, Department of Transportation  
400 Seventh Street S.W. Washington D.C. 20590

Secretary of Veteran Affairs, Anthony J Principia  
Department of Veteran Affairs, Washington D.C. 20011

Office of Management and Budget, Director Mitchell E. Daniels, Jr.  
725-17<sup>th</sup> St Washington D.C. 20503

Comptroller General, David W. Walker  
U.S. General Accounting Office, Washington D.C. 20500

Undersecretary of Defense, Edward.C.”Pete” Aldridge  
3010 Defense, Pentagon, Washington D.C. 20310-3010

National Transportation Safety Board Headquarters, Chairman of Board  
490 L' Enfant Plaza, N.W. Washington D.C. 20594

Federal Aviation Administration, Marion C Blakey, Administrator  
800 Independence Ave S.W. Washington D.C. 20591

Senator John Warner, Senate Armed Services Committee  
225 Russell Bldg. Washington D.C. 20510

Congressman Duncan Hunter, House Armed Services Committee  
2120 Rayburn House Office Bldg. Washington D.C. 20515

**Attachments**

- 1. Introductory Letter To The President/ Commander in Chief**
- 2. Open Letter concerning the flawed V-22 Program**
- 3. Biographica/Experience - notes re the Author**

Col Harry P Dunn (USAF Ret)  
202 Harpers Ferry Dr  
Locust Grove, VA 22508

540-972-9358

26 November, 2002

Mr. George W. Bush  
President of the United States,  
The White House,  
1600 Pennsylvania Ave  
Washington D.C. 20500

Dear Mr. President and Commander in Chief,

As the Coordinator of a group of former Military Combat Helicopter Pilots, Flight Test Pilots, Aero Engineers and Researchers, who are known loosely as the "V-22 Red Ribbon Team, I am writing the attached "Open Letter" to you following two years of studies, investigations and reports concerning the flawed and wasteful V-22 Program.

The results of our work have exposed a great deal of fraud, abuse and waste over a twenty year period; with numerous problems which have shown that the V-22 is NOT either safe nor the "new technology" as claimed by the Contractors and other supporters such as the USMC and many in the Congress. It is in fact an aerodynamically unsafe design with several Major Safety of Flight Design Flaws; which have already caused the death of 30 innocent men – the majority being members of the USMC.

During the past two years we have sent copies of all of our findings and work to OSD (Acquisition), the GAO and the DOD/IG. We have found little or no interest and a great deal of ignorance or cover-up at all levels of Management .

We, as mostly retired former Military men, supported by some of the nations outstanding Aero-Engineers, Flight Test Pilots (including 2 former V-22 pilots) and academic researchers; request that you direct an in-depth investigation to be conducted by organizations which have no vested interest in the V-22 Program.

Because of the deadly seriousness of our efforts and findings, we are taking the liberty to forward copies of the attached "Open Letter", to the Vice President, the Secretary of Defense and other Administrative Offices, which should be made aware of the realities attached to the V-22, and may be of significant assistance in your decisions as to our final recommendation that the V-22 should be terminated immediately.

The V-22 is neither safe as a Combat Military Aircraft, nor airworthy or certifiable by the FAA . It is now in its' third design life, wasting literally Billions of Taxpayers Money and a twenty year waste and disgrace to all involved. The Contractors have spent several Millions of dollars in avoiding discovery through the technique of sealing negotiations and funds paid to 30 wives and families, who have tried un-successfully to be told why and how their husbands and family members were killed.

Sincerely,

Harry P Dunn,

Coordinator, V-22 Red Ribbon Panel

540-972-9358

## **An Open Letter to President, Vice President, Secretary of Defense,--- Attorney General, and Director of the FBI**

(A wake-up call about 30 dead Americans, the V-22 and Inspector General and other cover-ups.)

### **President Bush, Comander in Chief of U.S Armed Forces,**

I am writing to you on behalf of a group of about 120 former Viet Nam Combat helicopter pilots, test pilots, and professional rotorcraft aerospace engineers known as the V-22 Red Ribbon Panel.

As coordinator of our group, I can readily say the near unanimous majority of our researchers, writers and supporters were proud and pleased of your election which brought a new ethical and moral leadership in the White House and in the Department of Defense following some eight years of degradation of the US Military under the prior Administration .

### **Background**

We have tried to use a responsible approach and communication with messages, studies and research findings related to the V-22 Program, with the current members of the current Administration.

However we have had little success or response from any of the normal channels including DOD, DOTE, the GAO and the DOD/IG.

We reported on May 14, 2000 that we had found Major Safety of Design Flaws related directly to the V-22 and its propensity to become unstable, loose control and kill Marines who never should have been flying the aircraft in the first place.

We have collectively spent several thousands of hours researching and examining the engineering and design of the V-22 Osprey Tiltrotor Aircraft, and found the work by the official panel created by prior SecDef Cohen to be seriously lacking in fulfilling their Charter..

### **The V-22 Program Is A Matter of Life and Death!!!!**

The bizarre behavior of the people responsible for the V-22 Contractor and Government Offices to avoid any discussion of these safety issues, while throwing money (at a rate of about \$ 1.7 BILLION a year) on a very sick and ir-repairable aircraft, caused us to go beyond our engineering and safety analysis.

We then took a look at some of the internal and external pressures working on DOD and other government agencies such as the GAO and the Inspector General's Office. Several of us have worked with the aerospace industry over the years, and in my own case, have spent seven years working in the Pentagon in Legislative Liaison for both the Secretary of Air Force and the Secretary of Defense in areas of Procurement, R&D and Appropriations.

We have also found it interesting that the national news and television media appear to avoid discussing the V-22 and the innocent deaths of the 30 men killed in the V-22 - or anything about their wives and children and how they have been treated.

## The V-22 Program

Despite the fact that each of the four crashes were initiated differently (gyros, hydraulics, fuel, and other failures) --- all of them ended up crashing in essentially the same manner. The side-by-side propeller configuration suffered a Rotor Stall or Vortex Ring State on one side, followed by a rollover (or snap roll), with subsequent crashes, and in the case of the last three, the loss of all lives on board.

As a transport aircraft, the V-22 was **required by law** to be certified by the FAA (for potential civil use). There was originally a Memo of Understanding signed by both the Navy and FAA, which would have required the FAA Flight Test Crews to participate directly in the V-22 test Program. A few years ago, the Navy unilaterally terminated the MOU, which in essence left the Flight Test Program in charge of the Bell/Boeing Integrated Test Team, with the Navy in a secondary position. This decision was somewhat like putting the fox in charge of the hen house.

One of the major results, as reported by both the GAO and the IG, was that most of the seriously critical testing ---- in the low altitude/low speed areas ---- had been deleted/deferred. Two years later has still not been faced. We had submitted a standard helicopter test for maneuverability/agility to DOD a year ago (prepared by rotary-wing flight test experts), which could have been accomplished in less than a month or two – which was in ignored!

As of this month, we have been informed by friends in NavAir, that the current ITT leadership has still not submitted a test plan in response to Sec Aldridge's direction nearly a year ago. The nearest test plan they created (which we received from Navy friends), very carefully avoided the clear intent of the actual testing required.

If the FAA had been directly involved as originally planned by law, they would not have concurred in avoiding testing in the most critical areas and, would have refused certification, because of the same design flaws which we had reported.

Note: It is important to understand that almost ALL so-called flight testing recently Reported to the press by NavAir and the USMC have been related to training and maintenance checks, which misrepresent the claims of "flight testing" which is normally related to validating the actual aerodynamic testing.

We suggested on more than one occasion that DOD should request assistance from both the FAA and the NTSB to review the engineering and design aspects of the V-22 and to review the four accident reports. We are certain that their investigations would have reached several different conclusions.

The current system of accident investigation within the DOD and services leaves the commanders of the affected organizations in charge of their own investigations, rather than using non-interested officers from other commands and organizations.

This is a major flaw which results in pressure from "up the chain", and vulnerable to "cover-ups". The NTSB does not have this problem. Its investigations employ people from several different organizations -- not in their own control or 'chain of command'. In the case of the V-22 we have found several instances of errors overlooked, generally in favor of the V-22 aircraft program, while concluding errors on the side of the crews.

DOD should consider changing to an Accident Investigation Organization more similar to that of the NTSB/FAA to avoid any appearance of malfeasance ---- intended or not ---- by the interested military organization.

### Three Major Safety of Flight Design Faults

**First**, the use of a **poorly designed propeller** which was designed to optimize V-22 speed and range, while dangerously degrading its' operation in the Combat helicopter mode. The impact of this decision has had serious consequences – to the extent that its performance in terms of the maneuverability/agility required in the combat terminal mission areas, are worse than any military helicopter in the world!

Another major result of the propeller design choice resulted in the impossibility of making safe emergency landings, because it does not produce sufficient stored inertia/energy to allow autorotation -- as do all other rotorcraft, helicopters or auto-gyros!

This is absolutely unacceptable!

At first, practicing autorotation in the V-22 was "Prohibited". The normal flight test of autorotation capability –such as that used routinely by the pilots of the Presidential helicopters and ALL other military and civilian rotorcraft – was first deferred, then delayed and finally deleted as a “requirement” because of the fatal safety of flight design flaw reported earlier by our group.

Recently, the V-22 Program Manager explained that autorotation is not really necessary and was deleted -- under the premise that the V-22 could convert to airplane mode!! He explained that since the majority of flight in the V-22 would be in Airplane mode, that autorotation capability wasn't needed! Such a premise is false and deadly for the pilots/crews, who will be exposed to the need of autorotation in numerous conditions when flying in the helicopter mode. We are certain that the majority of the Presidential HMX pilots would disagree with both the decision and the rationale provided.

The **second** major problem we found was that the close juxtaposition of the two side-by-side lateral propellers produce a downwash twice that of normal helicopters. This can and does result in asymmetric thrust conditions, which create unstable and irregular vortex flow - producing stalls and/or VRS - which in turn **can result in total loss of control** of the aircraft in several different situations -- mostly associated with low airspeed/low altitude maneuvers in hover mode of operation.

The **third** major problem involved the decision to use "new technology" involving a **Fly-by-Wire** computer-controlled flight system. In essence it replaces pushrods, pulleys, and other hardware with computer driven electronic and hydraulic controls. These systems have been in use for quite a few years in "normal" aircraft. They are basically "linear" in nature.

The flaw in the case of the V-22 is the use of "linear" solutions and

control systems which were never validated in actual full-sized wind tunnels. If this had been done, it would have been found ---- before we killed innocent pilots/crews ---- that the first two flaws can without any notice, produce air flow which can become unsteady and irregular. These situations have been declared to be what is called "Non-Linear" or "chaotic".

Current computer codes and computers cannot yet be made to handle non-linear mathematical solutions to handle irregular behaviors. The current efforts attempt to force linear solutions which result in failures and a lack of ability to properly produce control solutions.

A relatively new science still in its infancy is trying to find a way to find mathematical solutions for what is known as "Chaos" events. It will be many years before this science can produce systems which can handle rapidly changing non-linear vibrations, turbulence, irregular and unpredictable air flows inherent in the downwash and vortices produced by the V-22 during some descents and maneuvering.

We find it completely irresponsible that the entire V-22 supporter/contractor/military community has done everything it can to avoid acknowledging these three safety of flight design flaws, while billions of taxpayers' dollars are spent to produce more V-22s ---- which are then placed storage. It is an outrageous and expensive farce.

## **Consequences**

The the reports we studied indicated that 91 percent of all Rotary-wing Aircraft lost during and since Viet Nam, occurred in combat-terminal areas. These are the exact areas of greatest susceptibility and vulnerability of the V-22 tiltrotor to asymmetric failures, rollovers and crashes.

Using data from the actual Bell/Boeing/NavAir/USMC Flight Test Data, the US Navy V-22 NATOPS Pilots Flight Manual, and a few briefing Charts presented (but apparently missed) to the Cohen Blue Ribbon Panel, we have found many anomalies, errors and absolute false-hoods, which support our findings and validated our conclusions.

Even after receiving our findings, based entirely on Government Documents, neither the OSD, GAO nor the DOD/IG have initiated any actions based on our findings or reports. More importantly, none of them have ever rebutted any of our findings.

In addition we have talked and worked with numerous combat experienced pilots, flight test pilots (including a couple of former V-22 pilots), crew members and research/design experts. We feel fairly comfortable in stating that there has been a long and persistent heritage of misinformation, misrepresentations and a continuing effort by the contractors and others to deflect our findings while criticizing and belittling our work.

**Example:** We discussed with one of the former Boeing V-22 Chief Flight Test Pilots the fact that false information was provided in the V-22 Flight Manual which was in direct conflict of Boeing/Bell Flight Test Data.

The deaths of the 19 USMC men killed at Marana, AZ were directly the result of flight control movements, when the Pilot attempted to maneuver during a formation

descent. He was well within the **maneuvering envelope as limited by the flight manual - BUT - well outside of the actual Envelope provided by flight test data!**

When we showed this former V-22 flight test pilot the actual differences in test data and the fact that line pilots religiously follow the limits provided in the Flight Manual, -- he told us that whoever had put those limits in the flight manual -- "should be hanged!"

Although this critical information (supported with direct data from US Government data) was passed on to the DOD, IG and GAO, no action was taken by anyone to correct the findings of the USMC Mishap Investigation, nor to clear the blame placed on the pilot. "Silence is THE king!"

### **The Inspector General**

Early this year I contacted the Acting Director of the Inspector General. I learned that the material we had sent to the IG, which was filed under **DOD/IG Case Number 80377** for over a year, had been signed off as -- "**No Action Required**"!

He was somewhat surprised and was not aware of our work. He assigned an investigator from the CID section to work with us. We were pleased to find that he was a former US Army Helicopter Pilot, who readily found the seriousness of our work and the need to continue with an in-depth investigation. Unfortunately "other priorities" have precluded the DOD/IG from following up on our more important findings. (We feel that spending money with the very high probability of killing more troops un-necessarily is about as high a priority as the Government can get.)

### **Wives, Families and Legal Cover-ups**

At that time, our folks were preparing a study showing that there were some "mistakes" ( or dangerously fraudulent information) in the V-22 NATOPS Pilots Flight Manual -- which were directly **at variance with the actual Flight Test Data**. This information indicated a direct connection with the crash at Marana, AZ and most probably the other three accidents which had occurred. Our study was immediately passed to all of the offices noted earlier and were followed again by – SILENCE!

Recently the last wife of one of the 30 men killed finally succumbed to the pressure of contractor lawyers who kept negotiating with "taxpayer" funds to accept an undisclosed amount of money, with all facts hidden behind a seal!

By avoiding any discovery process, the contractors simply paid their way out and left the 30 wives and families in ignorance of WHY their loved ones had died! (Is THIS the American way ?????). Is a flag, a check and cover-up how we honor Military families, to avoid responsibility??

We became more concerned and convinced that it was obvious that the cover-up which had grown in the past 15 years or more, had become an endemic reality. There are not one, or two or a few people to point to---- but an entire generation of people protecting their turf, power and pretended innocence.

We have found:

Maintenance experts whose officers don't make accident reports or other important information available to them;

Senior officers and Program Officers peddling false and inaccurate information about the V-22 to the public and Congress.

"Palace Guards" in numerous government offices not passing messages or our information to their supervisors, bosses or Members. For reasons unknown, the blind support and continued waste of billions of dollars continues.

### **V-22 Aircraft - Hard to maintain**

Many people we talked to are knowledgeable about the complexity and faulty parts design problems of the aircraft and its' truly high maintenance level. We were told by active maintainers that the V-22 simply isn't maintainable -- regardless of what is done to it -- or how much money is spent!

The people whose livelihoods are dependant on hanging on to their jobs can only speak anonymously to former military -- who they still respect.

The unbelievable evidence of the loss of morals and ethics at various levels of management -- both civilians and military ---- has been replaced with hiding the truth at all costs! (We have recently learned of similar problems experienced by the SecDef which was reported recently in the news)

We have turned to you our Commander in Chief and Vice President to tell you that you are surrounded with a growing disease of cover-ups, falsehoods, lying and fraud which is laden with both internal and external politics in all areas

The pro-V-22 supporters continue the funding of a killing machine which has un-resolvable aerodynamic design problems. They pretend to do testing, while at the same time dumping taxpayers cash to contractors, in the name of "fixing" problems which are in no way connected to the real aerodynamic flaws -- at a rate of about \$1.7 billion a year!

Perhaps you might ask a few Navy admirals why the V-22s they purchase are placed into storage, while pro-V-22 propagandists offer unknown 'solutions' to the killing machine's many truly fatal design problems. Fixing wires, tubes, fasteners, fuel cells, seats, lights, computer programs and dozens of other faulty components under the guise of "flight testing" --while ignoring the most important fatal designs are somewhat laughable to many of us who have worked on major programs.

Again, even though repetitive, the Military-Congressional-Industrial complex negotiates behind the curtains of silence to withhold information from open courts which would expose exactly why the Marines died in V-22s., and in most cases allow the families to know why and how their loved ones died serving their country.

The contractors have paid millions of dollars ---- under seal ---- to the families of the killed USMC !! The total amount of blood money (provided by taxpayers) and spent by the contractors to do this was probably less than the amount that they have contributed to Congressional PACs annually.

We would ask all of you -- What happened to President Eisenhower's admonition to curtail the growth of the Military-Industrial Complex? Today, we must also add the members of Congress who supply blind support for unknown and unsafe systems!  
**The prior Presidents' admonitions have been ignored all to long!**

When a major US Corporation can hide several hundreds of Millions of dollars from The Government, DOD Secretary and his acquisition teams for over a year (as recently reported in the F-22 case) we the public need to understand and be told by our leaders just how deep corruption can be sustained and ignored, before it is stopped!



It is time now to (after 20 wasted years and 30 deaths) to cut the tethers from the greedy and self-grandizing interests, and to terminate/cancel the V-22 Albatross.

A twenty year, essentially non-stop R&D program such as the V-22 – which is still Involved in redesigning countless pieces and - parts while avoiding the truly dangerous testing which would cause the termination of the program, has become a National disgrace of irresponsible management at all levels. It is an ongoing 20 year farce – driven by internal and external politics - which we are sure the Presidential HMX Pilots still smile at even today. They do not feel the V-22 is safe for use by yourself nor other members of the Administration – leave alone the USMC itself.

It IS time to get the FBI, the Attorney General and the FAA and NTSB involved to expose this costly – in both taxpayers money as well as human lives – misguided Experiment! LIVES are more important than flawed Contracts!

God Bless you in your efforts!  
A Sincere and Dedicated Military Servant,

Harry P. Dunn (Col USAF ret)  
Coordinator, V-22 Red Ribbon Team

540-972-9358  
202 Harpers Ferry Dr  
Locust Grove, VA 22508

Biography/Experience,  
Col Harry P Dunn, Command Pilot, (USAF ret)



- 1931 - Born, Eagle Grove, Iowa
- 1949 - Grad, Roosevelt High School, Des Moines, Iowa
- 1950 - Pre-Engineering, Iowa University
- 1954 - B.S. Engineering, US Naval Academy.
- 1954 - Commissioned 2<sup>nd</sup>/Lt US Air Force
- 1955 - Graduate, Flight Training; Fixed wing and helicopters
- 1956 - Married, Evelyn Gantz, Wash D.C. (6 Children)
- 1956 - 60 Misc Flying assignments in Europe
- 1962 - MS Aero Engineering, Univ. of Colorado
- 1962-70 Post grad work:
  - Wittenburg Univ: Gen Psychology.
  - American Univ: Legal Environment of Business, Business Finance, Quantitative Decision Making, Managerial Statistics.
  - Ind. College of Armed Forces (ICAF): National Security Management
- 1962-65 Hdq. Aeronautical Systems Div WPAFB
  - H/HH-3E ("Jolly Green Giant")Program Office.
  - Flight Test Director - First All-Weather IFR Amphibious Military Helicopter for use of USAF Search and Rescue
  - Initiated and Directed - World First In-Flight Helicopter Refueling Program
  - Director of Operational Test Training Program ( Proj. Bueckeburg ) for German Army/AF Pilots in the FRG
  - Lead flight of first helicopters non-stop across Mediterranean; followed by a non-stop 770 mile flight from Cairo to Jedda, Saudi Arabia, with final delivery to Mil Airlift Cmd for use in Earth Triangulation Project in Ethiopia.

1965-70 Hdq AFSC.

Conducted Special Source Selection for urgent SAR ROC (HH-53/HH-47).  
Systems/Operational Analysis/Studies for AV-8 Harrier, Boeing Light Intra-  
theatre Transport (LIT), SAR testing for XV-142, USAF WW- FAC ROC and  
SEA Asia Special Operational Requirements (SEORS). Wrote Tech Report for  
AHS Convention on Aerodynamics for Helicopter In-Flight Refueling.

1967-68- Viet Nam

SVN - Special assignment for AFSC systems coordination. Flew combat missions  
with various USAF Organizations.( HH-3, UH-1, A-1, A-37, C-123, HC-130,  
ABCCC). Analysis of SEA Operational Requirements for rapid reaction changes..

1969-70 -Korea – Chief of Flight Operations, Osan AirBase Hdqtrs.

Wrote 5<sup>th</sup> AF Urgent Requirement for USAF support H-3 replacement for Korea.  
Teacher: Math and Aerodynamics for Univ of Maryland for (USAF/AFIT night  
schooling.

1971-73 SecAF/Legislative Liason, (Investigative Division –Procurement/R&D,  
Programs/Issues support for Authorization Committees))

1974-77 OSD/Legislative Affairs (Dir Authorizations/Appropriations,  
Procurement/R&D). Supported Atomic Energy, DCA, DARPA, NRO.  
Prepared Annual Briefing Books For Sec Def Congressional  
Briefings/Appearances. Coordinated Army/Navy/USAF - Auth/Appn  
Committee Support and Daily reports for the White House.

1977- SecAF/Legislative Liason (Director, Systems Division – Managed  
Procurement/R&D Congressional Authorization Issues))

1977- Retired with “Legion of Merit “ awards from both USAF and OSD

1977-1991 Director of Congressional Affairs, Martin-Marietta. Instrumental in  
successful Congressional funding of: Titan, Pershing, Patriot, Copperhead,  
B-1, Titan IV and Lantirn programs

1991- Retired from Martin-Marietta. Awarded “Jefferson Cup” for significant  
contributions to Congressional funding goals.

Other:

President - Federal City Chapter, American Helicopter Society

Lecturer- Defense Systems Management School

Member - Republican Club, AIAA, Air Force Association, US Naval Institute,  
“Jolly Green Giants” Assn (RVN Search and Rescue), Treas:USAF Helicopter  
Pilots Assn, U S Naval Institute, Air Force Association, Charter Member –  
Aviation Hall of Fame.

Pilot – Instructor & Instrument Qual. Flying since 1952. Multi-Single Engine,  
Recip/Jet Eng, Aircraft and Helicopters. Flight operations in some 35 countries  
outside the United States.

Founder and Coordinator: V-22 Red Ribbon Panel (Investigation, Research, Studies  
and informal Reports to the US Government).

