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**Jack Harris M.P.**

*St. John's East*

8 July 2015

The Honourable Jason Kenney, P.C., M.P.  
Minister of National Defence  
Department of National Defence  
Major-General George R. Pearkes Building  
Ottawa, Ontario K1A 0K2

Dear Minister Kenney:

**Re: Clarification regarding "run-dry" capacity of CH-148 Cyclone Maritime Helicopters**

I am writing to request an important clarification and hopefully confirmation with respect to comments made by you regarding the CH-148 Cyclone Maritime Helicopters at the media event in Halifax June 19<sup>th</sup> with Minister Ambrose.

Specifically, I am seeking a definitive answer as to whether these helicopters manufactured by Sikorsky Aircraft are equipped with gearboxes capable of operating for a minimum of 30 minutes after the total loss of normal lubricating fluid —the so -called "run-dry" capability. This is requirement 4. 1 .2.3.2.c. under the Statement of Operational Requirement for the Maritime Helicopter, a requirement which was specifically confirmed as mandatory by Minister MacKay as Minister of National Defence in April of 2009.

At the press conference regarding the delivery of six of the Cyclone helicopters, you answered "yes" when asked by a reporter whether these helicopters have a 30-minute run-dry capability. While I am heartened by your statement, I was unable to get such confirmation from your immediate predecessor Minister Nicholson when I wrote him in November of 2014.

Minister Nicholson responded in a letter dated 28 January 2014 that: "The RCAF will take every measure to ensure the safety of our CAF personnel and these helicopters will be subject to rigorous testing." He did not, however, confirm that the Cyclones do in fact meet the run-dry requirement. Moreover, when a renegotiated contract was reached with Sikorsky in June 2014, it was reported that the government made several safety concessions, including foregoing the requirement to meet the 30-minute run-dry standard. At the time, Minister Nicholson's press secretary also told the media that the total loss of oil lubrication is "very remote".

While that may be true, the people of Newfoundland and Labrador are keenly aware of the tragic results of this remote possibility becoming a reality. In 2009, a Sikorsky S92-A — the civilian equivalent of the CH-148 Cyclone — crashed off the coast of St. John's, killing 17 people when a total loss of lubricant occurred. The Transportation Safety Board determined that the S92-A could not meet the 30-minute standard and crashed after 11 minutes. In other words, it was caused by the helicopter's inability to run dry for 30 minutes.

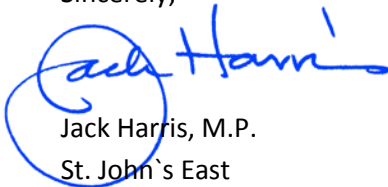
The standard actually originated with the U.S. military requirement that a helicopter's rotor system operate for 30 minutes if total gearbox lubricant was lost, and Sikorsky's military helicopters in use by the U.S. meet this standard.

As I know you will agree, the safety of our Canadian Armed Forces personnel is critical. That is why I am seeking a definitive answer from you as to whether the CH-148 Cyclone Maritime Helicopters meet the 30-minute run-dry standard, as you indicated at your June 19th press conference.

I am therefore requesting a definitive statement from you on the matter. Can you confirm that the CH-148 Cyclone Maritime Helicopters being procured by the government meet the requirement of a 30-minute run-dry capability as provided in the Statement of Operational Requirement for the Maritime Helicopter?

Thank you for your attention to this important matter.

Sincerely,



Jack Harris, M.P.  
St. John's East