



News From:
U.S. Congressman John B. Larson
serving Connecticut's First District
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FOR IMMEDIATE RELEASE: February 7, 2005

Connecticut Lawmakers Outline Specific Questions for U.S. Navy on Marine One Contract Award

WASHINGTON - In anticipation of the Connecticut Delegation's briefing Wednesday with the U.S. Navy regarding the Marine One contract award, the delegation today outlined a series of questions it would like answered during the meeting in a letter to Navy Secretary England. The Connecticut lawmakers expressed concern over the degree security requirements, performance characteristics, and the extent to which American content was considered. The delegation requested a briefing after learning the Marine One contract was awarded to a European consortium. The Marine One has manufactured by Sikorsky Aircraft in Stratford, Connecticut for more than fifty years.

◆We continue to believe that the President, our Commander-in-Chief, should fly in the very best helicopter made entirely in America. The only one that meets that standard is Sikorsky,◆ wrote the lawmakers. ◆This decision will have far-reaching consequences for national security, the health of our national aerospace industry, and job security of the dedicated employees of Sikorsky. We look forward to discussing these important issues with you.◆

The full text of the letter follows.

February 7, 2005

The Honorable Gordon R. England
Secretary of the Navy
1000 Navy Pentagon

Washington, D.C. 20350-1000

Dear Mr. Secretary:

We look forward to meeting with you on February 9 to discuss the Navy's decision to award the Marine One contract. We are surprised and disappointed by this decision. So that we can understand it, we ask that you be prepared to discuss the following at our meeting:

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The key performance characteristics that were measured for the competition between the EH-101 and the VH-92.

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The weighting of key performance characteristics. Which were considered most important? Which were considered least? How were those judgments made?

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The score of each helicopter in those parameters.

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The degree to which American content was considered.

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The extent to which the ability of each bidder to meet security requirements was considered.

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Whether both helicopters met the standards described in the requirements. If so, what characteristics were used as discriminators to determine the final selection?

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Assistant Secretary Young stated the EH-101 was less risky and more likely to come in at cost. We would like to understand what data informed that statement.

We continue to believe that the President, our Commander-in-Chief, should fly in the very best helicopter made entirely in America. The only one that meets that standard is Sikorsky. This decision will have far-reaching consequences for national security, the health of our national aerospace industry, and job security of the dedicated employees of Sikorsky. We look forward to discussing these important issues with you.

Sincerely,

CHRISTOPHER J. DODD
United States Senator

JOSEPH I. LIEBERMAN
United States Senator

ROSA DELAURO
Member of Congress

CHRISTOPHER SHAYS
Member of Congress

JOHN LARSON
Member of Congress

NANCY JOHNSON
Member of Congress

ROB SIMMONS
Member of Congress

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