

Congress of the United States
Washington, DC 20515

The Honorable Ken Calvert
Chairman
Defense Subcommittee
U.S. House of Representatives
Washington, D.C. 20515

The Honorable Betty McCollum
Ranking Member
Defense Subcommittee
U.S. House of Representatives
Washington, D.C. 20515

May 23, 2025

Dear Chairman Calvert and Ranking Member McCollum,

We are writing to express our support for the following report language about oversight into the Osprey aircraft crashes to be considered by the Defense Subcommittee to be included in the Fiscal Year (FY) 2026 Defense Appropriations Bill. Since the Osprey entered service more than 20 years ago, crashes have taken the lives of over 60 servicemembers and caused 90 injuries.¹ Proper oversight of the crashes of the Osprey aircraft is essential to prevent future servicemembers from losing their lives.

Most recently, on November 29, 2023, a CV-22 Osprey aircraft crashed off the coast of Japan during a training exercise, which tragically resulted in the death of eight servicemembers. United States Air Force Major Jeff Hoernemann of Andover, Minnesota was one of the airmen who lost his life in the crash. A common cause of these crashes is the failure of a single high-speed planetary pinion gear with mechanical errors of this piece dating back to 2013, which has been brought to the attention of the Pentagon, but seemingly never addressed.²

These servicemembers are heroes, and their legacy should reflect their decorated careers, bravery, and service to this nation. There is no question that our servicemembers deserve better than to be protecting our country in an aircraft with known mechanical issues. To that end, we respectfully request that you include the following report language in the FY2026 Defense Appropriations Bill.

Not later than 30 days after the date of the enactment of this Act, the Secretary of Defense shall submit to the House of Representatives and Senate Appropriations Subcommittees on Defense a report that includes the results of any safety investigation pertaining to any crash of the CV-22 Osprey since the introduction of the aircraft or other mishap involving the failure of the single high-speed planetary pinion gear.

¹ Copp, T., Vineys, K., & Kessler, A. (2024, November 21). *The Osprey's safety issues spiked over five years and caused deaths. Pilots still want to fly it.* AP. <https://www.ap.org/news-highlights/spotlights/2024/the-ospreys-safety-issues-spiked-over-five-years-and-caused-deaths-pilots-still-want-to-fly-it/>.

² Toropin, K., & Novelly, T. (2024, August 21). *Flaw in Osprey Gears Was Known a Decade Prior to Deadly Japan Crash, Internal Report Shows.* Military.com. <https://www.military.com/daily-news/2024/08/21/flaw-osprey-gears-was-known-decade-prior-deadly-japan-crash-internal-report-shows.html>.

Thank you for your consideration of this request and know that our offices are willing to assist your efforts in whatever way possible.

Sincerely,

A handwritten signature in blue ink that reads "Tom Emmer". The signature is fluid and cursive, with the first name "Tom" being more prominent than the last name "Emmer".

Tom Emmer
Member of Congress

A handwritten signature in blue ink that reads "Glenn Grothman". The signature is fluid and cursive, with the first name "Glenn" being more prominent than the last name "Grothman".

Glenn Grothman
Member of Congress