

I am the primary witness, aviation safety officer, and Pilot to this helicopter involved in the incident. **The interesting issue is the whole investigation ran and completed without the interview of the primary witness and the Pilot of the helicopter .**

Not only 20th CBRNE command but FORSCOM is lying and running the false investigation to cover up the fraud, waste and abuse of government property and resources. This is a big shame for the United States Army that our standard is lower than the third war countries.

Management is talking about the policies and procedures, but no evidence was presented. All four, Commanding General, Deputy Commanding, Director, and supervisor of 20th CBRNE, statements are contradicting. No investigation was held at management level or no one in the management asked me or provided a chance to explain my side of story. Since my complaint brought up serious charges against the management, management started to retaliate against me, harass me, created a hostile work environment for me, stopped my flight training, moved me away from my duty location, removed my access from safety website, removed my access from MS Team, and ostracized me. Management tried everything illegally to keep me away from my duty place to set me up for failure and to cover up the mishap. I am a pilot and I belong to an airport not in the HQ office 14 miles away from the airport. Management made me wrongfully suffer and employees who I filed complaints with evidence and employees who got criminally charged by the police are still working at the airport, and getting all the training, flight time, and promotions. I did not do anything wrong, and management has no evidence against me, on the other side management did everything wrong and I presented lots of evidence for their wrongdoing, still I am the one who is paying for everything. This is not fair to the well qualified, well decorated Soldier with 22 years of service, honorably retired with many deployments. I am best qualified for this job, Helicopter and fixed-wing rated, drone pilot, aviation and MI officer, aviation safety officer and linguist.

My supervisor admitted in this declaration that he controls everything. He is the only one who knows that I am not going to make a false report about the safety mishap. No one from the HQ was involved. I am the one who contacted the HQ safety officer and asked him to run the investigation.

My supervisor has 100% involvement and it has been proven before and he admits that he controls everything.

I am still at the safety office presently and since April there were two more mishaps at the CARA Aviation, and it will be going to cost the Army 2.5 million and no one or my supervisor has informed me. I am not involved in those mishaps. My supervisor was involved in those mishaps, and he wants to cover it up again, so he decided not to inform me again. This proves my point.

I have provided a copy of the email in complaint that shows the access was removed and

my supervisor's statement is wrong.

The 20th CBRNE safety director never had the dream that they needed to remove my access. My supervisor admitted that he controls everything.

I was not informed about the two more incidents/mishaps after the first one. I have been ostracized in HQ since April 2023 and my access to safety folders and MS Team were removed by my supervisor.

My supervisor called me and texted me on my cell phone and asked me to call him on his personal phone while I was on RDO. I did return the call and my supervisor threatened me to stop the safety investigation or it would hurt me. I called My director and informed him of my supervisor's threat. I was not informed about the two more incidents/ mishaps after the first one. I have been ostracized in HQ since April 2023 and my access to safety folders and MS Team were removed by my supervisor.

The 20th Command and my supervisor are covering up this helicopter mishap because the instructor pilot was not authorized pilot to fly the U S Army helicopter, no authorization letter from either U S Army or his unit in the Maryland National Guards. Instructor pilot ignored the warning in the Helicopter manual and over temp the helicopter engine and also he was in a hurry to go home for his daughter's school function.

[REDACTED]