

To whom it may concern,

I would like to first start by thanking OSC for their services and giving me the opportunity to have my voice heard. I have reported that multiple aircraft mechanics record precision measurements where the instrument they were using was incapable of producing the value recorded into our system of record (Complex Assembly Manufacturing Solutions or CAMS). My agency's response was that this failure was a "lack of training", but this is clearly not the case. In my opinion, this is a lack of integrity and character. My agency did not perform a "deep dive" into this issue as the report shows. Mechanics on the shop floor know that there are no consequences for their carelessness. In most cases, that carelessness cost tens of thousands of dollars. I have been working at this depot for almost 20 years in many different areas and have rarely, if ever, seen anyone held accountable for poor workmanship

I also reported instances where foreign object debris and tool accountability in critical/sensitive areas were not being enforced. I created non-conformance reports in CAMS and thru the engine directorate safety portal. My intention of reporting that I was removed from the safety portal was to show that I was being silenced for my organization's blatant disregard to follow the foreign object debris/damage (f.o.d.) and tool accountability regulation. I feel like I was the only inspector that was enforcing this regulation. My quality chain of command would make handshake deals with production, giving the illusion that there were no issues. The truth is that a flashlight was completely melted inside an engine during test cell operations and an unauthorized tool was dropped and broken inside of another engine within a couple of months. I created multiple non-conformance reports (NCR's) for mechanics wearing jewelry within f.o.d. sensitive/critical areas, but upper management did nothing except remove me from reporting on the engine directorate safety portal. I was discouraged from creating non-conformance reports (NCR's) on production orders because upper management would say that I was halting production, but at the time these NCR's were created, this was the proper way to document these findings per written regulation.

I had created a level II Corrective Action Report (C.A.R) for mechanic's repeatedly wearing jewelry in f.o.d sensitive/critical areas and not accurately signing daily/monthly inventory cards for toolboxes. The 90-day sustainment inspection failed twice but I was not allowed to elevate the C.A.R by quality upper management. When my supervisor and I tried to elevate the C.A.R to level III, it was rescinded by my division chief, which automatically closed the level II C.A.R. This resulted in production mechanics/management not being held accountable in any way. Nor did they have to answer for any of the non-conformances.

Supplying our warfighter with a quality product is something that I take very seriously. When people choose not to follow written instruction and regulations, I feel that there should be consequences. Our mission is far too important. Thank you and God bless.

/s/ [REDACTED]

[REDACTED]

Inspector