

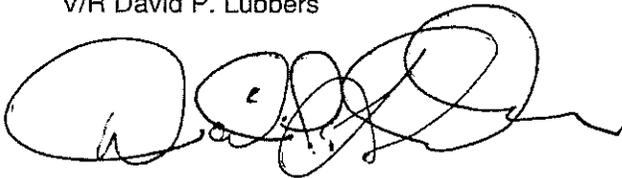
Thank you very much for looking into this matter and providing me the opportunity to respond to the findings.

First I would like to commend all involved in this investigation on their professionalism. This investigation did produce some positive results, one of which was a clear change in the way the F414 program conducts it's business. The program is more in tuned to listening to concerns in the way production is being performed instead of punishing the individual raising the concern. (I say this because I was completely removed off of the F414 shop floor in September of 2007 and forced to work in a Production Control capacity until the beginning of January 2008 when I was returned to work on the F414 shop floor and on that same day was contacted by the Investigator General requesting that I come in and provide testimony on my complaint.) Another positive result of this investigation was the complete turn around on the Bearing issue. Never before, this investigation, did the artisan ever refurbish bearings in the F414 shop for the simple reason that, the F414 shop never had the Proper tooling to complete the task (specially locally manufactured vicesgrip) but also that we didn't have Pyrolube in the building for the purpose of packing and assembling the bearings as the Publication required.

Engineers made false claims of having conversations with me and providing me with verbal instructions. If these claims held even an ounce of water, I would not have been able to follow them without official written instructions. To this point I still had not received any response to my Request for Engineering Information (REI) concerning the in shop cleaning process I had sent to June Brooks and the question had not been answered about the e-mail I provided the investigators from my supervisor saying that he knew the process was incorrect but that it was a funding issue that prevented the shop from correctly cleaning the engine parts. My supervisor also falsely claimed that the reason I didn't want to do any parts cleaning was because "I didn't want to get my hands dirty".

I confidently stand on the testimony I provided to the Investigators and I am not discouraged by the flawed findings of the investigation. All of the concerns that where being investigated still exist.

V/R David P. Lubbers

A handwritten signature in black ink, appearing to read 'David P. Lubbers', with a large, stylized flourish at the end.