

RESPONSE TO IG INVESTIGATION OSC DI- 11-3779, 3872 & 38940.

NAVINGEN Case Number 201103602

QUESTIONS AND REPSONSES:

2 (b) (1) Page 2. Mr. Daniel Hernandez issue of falsifying his qualification was for a Production Control job not for the AI position he put in for .

1 Page 3. Response: Ranking Criteria. The Three year requirement on the specific aircraft Plateform in order to be highly qualified for selection HAS NOW been reduced to one year experience because the program is unable to get qualified individuals so the requirements have been lowered.

INFORMATION.

Two Artisans performing the work area certification in Bldg. 472 at the WG-12 rate were forced to take the AI position or lose the WG-12 work area certification position and be put back to WG-11.

WORK AREA NO. DI-11-3779

Cotter keys are found missing on actuators upon delivery of Aircraft to flight test and now we are hearing that Cotter keys are missing upon delivery to the SQN.

One SQN found after delivery of F-18 aircraft when DR 77R was opened a plastic bag containing a transmitter inside the fuel tank marked inoperable...INSIDE OF A PLASTIC BAG just laying there inside .

It seems that once a person makes it to GS-12 and above all concerns are about their position not about the job they are suppose to be doing to insure Quality , Compliance and Safety for the Warfighter. We see answers from NAVAIR and GS-14 that the cotter safety keys may have come out while the aircraft was being towed to flight test.....? if that's the case the Pilot and all who work on the aircraft have a lot to worry about.

We had great concerns with NAVAIR investigation NAVAIR whether or not we would get a fair and unbiased investigation? The Fox guarding the Hen house.

USC HUE NO. DI-11-3779