PSD's Response to the LOI given to FAA
6/13/03
I Receive Letter From FAA Associate Administrator Sabatini, Giving Outcome of Pretend Investigation of My Report, Closing It, Except C/A From Boeing
8/6/03
Boeing Interim Response to Letter of Investigation Given to FAA
5/27/03
I Meet Seattle Times Reporter Dominic Gates for First Time
9/30/03
I Return to PSD From Leave of Absence
8/2/04
I Receive Associate Administrator Sabatini Letter assigning Vi Lipski, Directorate Manager, Transport Airplane Directorate, to Investigate
3/12/03
I'm Arrested at Work and Terminated for Accessing Files There I was Given Access To
5/17/06
I Write Letter to FAA Associate Administrator Sabatini, Stating Investigation Was Not Done as Requested
11/24/02
Local TV News Station Q13 Fox News Airs Story About My Attempts to Get the FAA to Investigate Boeing
6/12/06
I Write to Doug Bain, Boeing Chief Counsel, Asking Him to Investigate My Report and Restore QA at Boeing
10/13/02
I Write to DOT OIG Again Asking for Investigation of FAA
6/14/06
I Receive Letter From DOT OIG Closing Investigation Without Any Investigation
5/10/07
I Get Letter From Washington Senator Patty Murray, Stating She Gave My Correspondence to the FAA Congressional Liaison
8/13/02
I Write letter to Representative Henry Waxman, Chairman of the House Committee on Oversight and Government Reform, Asking for Investigation of FAA
7/31/07
The Last Boeing Inspector Website Started Again
4/1/16
I Get Letter From Associate Administrator Sabatini, Stating Transport Airplane Directorate Manager Vi Lipski Will Investigate My Report
6/28/02
Trial Ends in Mistrial
4/7/08
My Wife files for divorce
6/18/08
I submit Supplement to My January Report, not Knowing Investigation Had Long Been Closed with Pretend Investigation
5/31/02
I Sign Continuance for Dismissal Under Duress
7/10/08
Transferred to 777 Wing Stub Body Join
1/4/97
My Union Notifies Me They Won't File a Grievance Against Boeing Over My Termination
2/26/09
I am Diagnosed with Cancer
12/17/11
One FAA Aviation Safety Inspector Sent Only to PSD to "Investigate" a Couple of the Items in My Report--Intentionally Finds Nothing
1/25/02
Union Denies My Appeal
7/13/09
Meeting with My QA Supervisor Nakamichi
1/11/02
1996
1999
2002
2005
2008
2011
2014
I Submit My Report of BCA-Wide QA Management Corruption to the FAA's Seattle Manufacturing Inspection District Office
1/18/02
Divorce Finalized
8/7/09
I Appeal Union's Decision
4/1/09
Transferred to Flight Test QA as Retaliation for Going to FAA
5/20/02
Charges Against Me Finally Dismissed
2/25/09
Transferred to Propulsion Systems Division (PSD)
9/4/97
U.S. Attorney Carl Blackstone Presses Me to Sign Continuance for Dismissal Under Threat of Federal Charges Per Boeing Direction
6/26/08
I Write to FAA Administrator Jane Garvey to Get Investigation of My Report Started
6/12/02
Prosecutor Announces Intent to Try Me Again
4/28/08
7/26/96
I Become an Inspector in 777 Body Join
I Go on Trial in King County Superior Court
3/24/08
FAA Sends Letter to Scott Peterson, BCA Director of Regulatory Administration, Outlining Seven Noncompliances From the Investigation of My Report
8/5/02
King County Prosecutor's Office Files Charges Against Me for Boeing for 16 Counts of Felony Computer Trespass
7/10/07
Boeing/FAA Story Comes Out in Press, Showing Boeing and FAA Up to Same Old Corruption
12/22/15
I Get Letter From Associate Administrator Sabatini With Preliminary Results From the Investigation of My Report
8/15/02
The Last Inspector Website Started
8/10/06
I Contact the FAA's Transport Airplane Directorate, Asking if Investigation of My Report Still Going On, They Say No
10/18/02
I Receive Letter Back from DOT OIG, Closing My Case Because They Falsely Consider My Request a Whistleblower Retaliation Claim
6/13/06
I Write FAA Associate Administrator Sabatini Again, Asking for Status of the Investigation and Noting Only 4.38% of the 381 Items in My Report Were Investigated by the Transport Airplane Directorate
2/12/03
I Write to the Department of Transportation Office of Inspector General (OIG) Asking for Investigation of the FAA's Handling of My Report and Other Corruption There
6/9/06
FAA Letter of Investigation (LOI) from Timothy Vranna, Senior Aviation Safety Inspector, MIDO Sent to Scott Peterson, BCA Director of Regulatory Administration Detailing Items Found During Investigation of my Report
4/28/03
An email is Sent to Boeing Naming Me as the Seattle Times Source They Have Been Looking For
4/12/06
FAA Rejects Some of Boeing's Corrective Actions for the LOI
6/3/03
I Take 90 Day Medical Leave From Work Due to Stress of Holding Myself Responsible for Reforming Boeing QA and Because of Continuing Retaliation at Work
4/26/04
Transferred Back to PSD Because My Flight Test QA Job Eliminated Because I Insisted on Doing It
7/28/03
I Contact Boeing's Chief Counsel Again, Imploring Them to Act to Stop the Boeing QA Management Fraud, or I will Go to the Press. They Tell Me to Go to the Press
9/29/03