

Date: November 22, 2017

From: Ben Samouha

Dear previous Colleagues,

I have been bit ill and under the weather for the past month or so and was not able to send my good-bye letter to all of you till now.

I like to take this delayed opportunity to let you know that it was pleasure to know you and working with you during this past a few months and to wish you all the best.

Unfortunately under circumstances, **Bastion Technology Inc (BTI)** did not have any decency to allow me to even stop by for a few short minutes and say goodbye to each one of you in person.

Here is what happened:

In short about couple of weeks prior to my departure, apparently people like Joel Jocson /Jennie McCall headed by George Mitchell had informed BTI that I am reporting too many technical and Safety related issues as a result of my reviews and refusing to approve T&V Test Procedures and as a result they claimed that it is slowing down their (imaginary) progress. As such BTI was basically forcing me to sign and approve these sub-standard test procedures and data regardless of my identification of many Safety related issues and major deviations from applicable NASA Process and Procedures. In response to BTI, Joel Jocson, Jennie McCall and George Mitchell, I basically informed them that either they can sign and approve such documents instead of me or they can provide me written direction to approve such items regardless of identified Safety related issues. They basically refused. For example Joel Jocson would say something like "I am not putting my neck on the wood by signing and approving these test procedures on your behalf!" Also it was clear that everyone around including Joel, Jenny, BTI, etc did not want to deal with a very rude, irresponsible and out of control person like George Mitchell or to challenge his incompetency and rock any boat. This went on for each TRR and they continued to force me to approve unsafe, substandard and questionable tests and data without them accepting any responsibility in writing.

Previously I had raised some of such issues and eventually Rosalyn Patrick got involved and brought in her technical team and they clearly agreed with my concerns and pretty much she put Software Safety management under notice. In addition Rosalyn Patrick had asked me personally to report such issues if it re-occurs and not worry about any retaliation or loosing job as a result of such reports.

This time since Rosalyn Patrick was out, I went and met with Rick Burt and informed him about the situation and about dysfunctional and incompetent operation of not only BTI but also other incompetent and ignorant people such as George Mitchell, Joel Jocson (Office is mostly empty, Nowhere to be found, Not experienced for his position, Experience in ignoring Safety related emails or experienced in passing the Buck, No back bone to backup employees/Contractors, No constructive

action to address and remedy reported issues, afraid of George Mitchell, etc.) and Jennie McCall (Office is mostly empty, Nowhere to be found, Experience in ignoring Safety related emails or experienced in passing the Buck, No back bone to backup employees/Contractors, No constructive action to address and remedy reported issues, etc.) and who have been ignoring all my Safety related findings without any integrity to the Safety of the project. Rick Burt was shocked about such disturbing report, especially with regard to the fact that George Mitchell had erroneously mandated us the Software Safety and Software Quality engineers NOT to report any issues in the Form 4511, which is clearly Non-disclosure of the Safety related issues to the NASA management and contrary to the established policies as confirmed by Rick Burt. He thanked me for the reported issues and assured me that he would see into it that proper investigation will be performed immediately. He asked me to wait in Rosalyn Patrick office while he attempts to organize an immediate meeting with his staff and BTI executive about reported issues and to initiate an investigation.

Once Gary Eldridge of BTI (who his actions and empty promises were nothing short of a sleazy and crooked used car salesman with no accountability) and Keith Patterson (Who his actions and empty promises were nothing short of a useless bean counter and sleazy politician with no accountability) realized that I was at Rick Burt/ Rosalyn Patrick office, then they all panicked knowing they are about to be exposed and Keith Patterson of BTI came with security to Rosalyn Patrick office to remove me from the facilities, while I was waiting for Rick Burt to return with his staff to initiate the investigation on all these group of incompetent and unethical people who apparently do not have any respect for the Safety of the project or individuals.

Here are some details:

- 1) As most of you were aware my continuous review of the SLS FSW Test Procedures and Post-Test Analysis have had reported relatively large number of technical observations and findings indicating FSW Safety related issues including process related issues with significant number of such Safety findings either not properly addressed or resolved. These people refused to allow proper tracking and reporting such safety related issues, ignored such issues, and refused to properly address or resolve these issues. As most of you may know their focus has been to push stuff through regardless of safety related risks.
- 2) I was insisting on such findings to be properly addressed and reported and to be kept track under Configuration Management (CM) which they refused.
- 3) I was refusing to sign approvals of FSW sub-standard test procedures, lacking FSW hazards verification and robustness containing large number of Safety related issues that were not properly addressed. Among themselves they would get together and cutting out any reviewer that would disagree with their unethical objectives and approved FSW Test Procedures and Post-Test data through TRR and FQT, listening to an old and rude gizzard like George Mitchel who is an unprofessional, rude, ignorant, incompetent and unethical who without proper level of knowledge and experience somehow was put in this position primarily to shove stuff through without any integrity or respect to Safety of project or human life. His experience is to come in very early when hardly anyone around since apparently he cannot sleep and leave about 2:30 PM when everyone is around. In my opinion he needs to be taken to senior homes and get

serious professional psychiatric help in order not to jeopardize the Safety of the Project and potentially human life.

- 4) They would directly or indirectly forced the approval by cutting me out of the process that was cooked up by them, primarily headed by George Mitchel , just to show erroneous progress to their management and save their own jobs. Keep in mind that they would not provide any memo acknowledging such reported items as a result of Safety review and would not direct me in writing to approve such FSW test procedure. However my non approval resulted in their retaliation of forcing me out.
- 5) I was refusing to sign Form 4511 since they, headed by George Mitchell, would not allow me to include list of unresolved Safety related issues. If you look at the bottom of this form it clearly has space to include such items. However an incompetent and very rude and ignorant people such as George Mitchell forces you not to do so. Also irresponsible useless rocky with hardly any experience and nowhere to be found most the time such as Joel Jocsen as he has indicated to me more than once that he agrees with such Safety findings, **however he clearly is afraid** of useless and irresponsible people such as George Mitchell and Jennie McCall to do the right thing when it comes to Safety and to back you up. And for most parts irresponsible individual such as Jennie McCall with hardly any experience in FSW Safety and nowhere to be found most the time, ignores all such emails, passes the buck, basically ignores the matter without properly disclosing outstanding FSW Safety issues.
- 6) I was challenging their lack of (or at best very limited and elementary level of technical knowledge and experience) and they could not handle it.
- 7) Exposing their incompetency, lack of knowledge and experience in the FSW Safety and lack of integrity to the Safety of the SLS Project.
- 8) Here are list of other casualties that either force out by G, A, BASTION or got frustrated and left on their own:

- 9) Rick Burt disclosed on Oct/26/17 that almost 50% of the people indicated that they were hesitate to speak up about safety problems. He said that is unacceptable and will be taking actions to correct the culture.
- 10) Etc.

These people have been for a long time (and still are) continuously ignoring or not properly addressing FSW Safety related observations and findings and unethically do not disclose issues to the upper management in order to show a virtual progress in order to keep their jobs. Anyone with years of experience and integrity to Safety can see through these imposters just like I did. Challenging them or attempt to report such items, even though on surface they allow you to do so, however they will make sure to force you out somehow, by alienating you or in this case by indirectly making the contracting

house such as Bastion (BTI), etc to not retain you any longer. This is pure RETALIATION when it occurs AFTER their incompetency; lack of knowledge and lack of Integrity to the Safety have been exposed.

I like to indicate that I was impressed with **Duane Batiste**, the only one in the management which I observed his hard work, open-minded, excellent listener, dedication, with integrity who also attempted to support employees/Contractors when justified however this was very challenging position to accomplish since he had only very limited authority and with no support of above listed incompetent management individuals.

FYI, when I was involved in supporting Root Cause Analysis of Challenger crash, among other things it was clear concluded that similar incompetent people as listed above such as George Mitchell, Jennie McCall, Joel Jocson, BTI, T&V management were major indirect contributors to Challenger crash as a result of the similar types of irresponsibility and incompetency.

Do not let these imposters continue like this, As Rick Burt have said previously to all that:

- a) DO THE RIGHT THING
- b) DO IT NOW,
- c) BE ACCOUNTABLE,
- d) ETC.

Therefore keep them accountable, get together and anonymously report your concerns **as a GROUP**

- a) To NASA/Marshal proper authorities,
- b) To NASA headquarters,
- c) To the NASA Safety & Mission Assurance Issue Reporting [Home](#).

FI, I am waiting to hear back from Rick Burt, Rosalyn Patrick and David Myer which I would be happy to share their response (if any) with you.

I did not have some of the proper emails for FSW SQA colleagues, therefore please pass this to them.

I would like to hear your feedbacks.

I wish you and all your loved ones to have a blessing Thanks Giving holiday.

Sincerely,

Ben Samouha

[\[Redacted Email Address\]](#)