

**BEFORE THE  
DEPARTMENT OF TRANSPORTATION  
OFFICE OF THE SECRETARY  
WASHINGTON, D.C.**

Application of

**BOSTON-MAINE AIRWAYS CORP. Doc. OST-00-7668, 14985, 19919**

Re. 49 USC 41102

**CAPTAIN HECKING'S OCTOBER 29, 2005 MEMORANDUM IN SUPPORT  
OF MOTION(S) TO REMOVE DAVE FINK, et al..**

**“PAN AMERICAN/FINK, et al, QUASH NOTICE OF FRAUD”**

**“PAN AMERICAN/FINK, et al, DEFRAUD KEMPER INSURANCE”**

**“COMPANY FRAUD CONTINUES UNCHECKED”**

- Today is my birthday and I have forsaken all others to party-on here. -

1. In August 2004, or earlier, it appears David Fink and Company<sup>1</sup> knowingly quashed<sup>2</sup> a bona fide, and certified NOTICE OF FRAUD<sup>3</sup>. This mailing and five others like it, were hurled at him by me, for the purpose of establishing a paper trail to test his association with the crime. The six ignored WARNINGS strongly suggest, Mr. Fink had maliciously, engineered the FRAUD in the first place, as a tool to starve me off the case.

The Company never independently investigated or reported. The Company, at its highest level quashed my every re-occurring plea for help. There has been no indication from Mr. Nadolny he kept my pleas secret from the Company.

2. In order to do business in New Hampshire the Company was required to act in good faith and procure statutory Workman's Compensation insurance. To comply with this body of law the Company provided proof in the form of a policy made with a

---

<sup>1</sup> Includes but not limited to the criminals charged with RICO, but a growing number of uncharged co-conspirators.

<sup>2</sup> To declare formally that something such as an indictment or a subpoena is not valid

<sup>3</sup> See Attachment 1

**BEFORE THE  
DEPARTMENT OF TRANSPORTATION  
OFFICE OF THE SECRETARY  
WASHINGTON, D.C.**

Kemper<sup>4</sup> affiliated insurance carrier. In response to my lawful, timely claim it appears, the Company created another artifice; and with malice sent over the wire and through the US Mail, in furtherance of a scheme to DEFRAUD. This time, the non-employee lie went to its' insurance carrier, Kemper. Yet another proof element in RICO had been created along with spoiling the administrative course. This element was maintained as a barrier to injure me for more than 1000 days.

3. Subsequent to the outing of John Nadolony before the DOT, Dave Fink and Company has done nothing to investigate, clean house and appears not to be interested in doing so. With contempt, he has reinforced his defenses with more layers of straw-men - Attorneys like Culliford, Miner and Hafner. Mr. Fink has done nothing to stop the Company from continuing daily FRAUD against Kemper and myself.

Each day with no 'fess-up and no 'pay-up to Kemper and myself, is an exemplary day of proof to the Department of Transportation that the applicant fosters criminal intent. Indeed, textbook RICO crime-boss behavior.

Concluding in simple terms: when ALPA informed of a performance bond problem – the Company incompletely 'fessed-up and paid up. When the DOT informed of a financial problem – the Company incompletely 'fessed-up and fixed-up. Dave Fink – with one straw-man burned – moves in another in and maliciously, supports every remaining FRAUD. This goes to demonstrate the empty words of Mr. Fink before Department are, of themselves, nothing more than a another layer of FRAUD aimed, once again, at public officials who can not be starved off his case, but who may be politically taken off his case<sup>5</sup>.

---

<sup>4</sup> Who appeared in the Indiana Federal RICO action as Lumberman's Mutual Casualty Company (LMC)

<sup>5</sup> See the Mineta letter copy to list.

**BEFORE THE  
DEPARTMENT OF TRANSPORTATION  
OFFICE OF THE SECRETARY  
WASHINGTON, D.C.**

Mr. Fink and Company is unfit and incapable of administering discipline to himself in a manner which this industry requires. I plea you grant my EMERGENCY motion(s) forth with.

I US mailed a copy to N. Breed and DOT myself October 31,2005.

Title 18 Certification of

Captain Dirck Hecking