

**BEFORE THE
DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, DC**

Application of

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

Re. 49 USC 41102

CAPTAIN HECKING’S April 30, 2007, MEMORANDUM
MR. FINK AND MR. CULLIFORD ARE UNFIT and
MOTION FOR LEAVE TO FILE
COMMENTS

**“Imagine the chaos if precedents were set whereby false and misleading
statements were administratively tolerated?”**

Since my hearing before the NHDOL of 28 September 2006, where:

(1) Attorney Belobrow for PAA Kemper, acknowledged that he was aware that I had sent six CRRR NOTICE OF FRAUD letters to the fraud department of Pan American and Insurer Kemper;

(2) Mr. Culliford first testified Mr. Fink never got any of my six CRRR FRAUD notification letters; He did so as I began showing the CRRR green cards, signed by Ms. Joanne Sylvain to the panel;

(3) Mr. Culliford “jumped in to acknowledge he knew about my six CRR letters after all;

(4) Mr. Fink denied any knowledge whatsoever regarding FRAUD.

I submit the Defendants' continue not to be compliant and fix the damage created by their false and misleading statements to administrators (New Hampshire Department of Labor in violation of RSA281-A56 and others – including the USDOT). Nothing was done because, management at the highest level of Pan American has proceeded again in bad faith, by failing to comply with the requirements set forth by an administrative agency.

The DOT and the public at large, deserve clear and concise statements by the applicants, addressing the series of questions posed in this docket.

The defendants systemically can't help but revert, to the historical industrial pattern of false and misleading statements, just as Mr. Nadolny did, whenever an administrative process gets in the way. And now, once again, Mr. Fink glassed-over the incompetent false testimony. The Defendant Applicant offers only excuses, takes no responsibility, makes demands and reinvent themselves over and over each time their backs are against the wall... And sadly, Mr. Mellon (95% Shareholder) backs all of this up!

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Captain Dirck Hecking,
6215 Coffman Rd.
Indianapolis, Indiana, 46268
317 293 6709,
cap10dj@sbcglobal.net