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

Application of
BOSTON-MAINE AIRWAYS CORP. Doc. OST-00-7668
Re. 49 USC 41102

The Honorable Norman Y. Mineta
Secretary of Transportation
United States Department of Transportation
400 7th Street, S.W.
Washington, D.C. 20590 October 13, 2005

Dear Secretary Mineta,

I am writing you directly with an urgent request that you deny the special intervention which Dave Fink requests. The investigation ordered by your assistant Karan K. Bhatia is appropriate given the facts that indicate inter alia, PAA is capable of creating an artifice and sending it thru the US Mail in furtherance of a scheme to defraud. Furthermore, any operating certificate in which Dave Fink and his management team participated from September 24, 2001 and ongoing should be revoked, because Dave Fink is incapable of disciplining himself in a manner this industry demands, when doing is not convenient.

Dave Fink hired John Nadolony, and nurtured his career through work assignments at the Fink controlled Guilford Rail System, Pan American Airways and Boston Maine Airways. Mr. Fink repeatedly advanced Mr. Nadolony because he recognized he had shaped the character of Nadolony to be in sync with his own. Dave Fink came to count on John Nadolny to execute the powers of his office in the Fink style without so much as a wink or a nod.
Mr. Fink did not tell you that, along with others, he is a defendant in a Title 18 R.I.C.O action in the United States District Court for the Southern District of Indiana 1:03-cv-1895-DFH-WTL. (This is a 26 page filing, which is posted and can be conveniently accessed on this docket @ 7668-81.)

This case is very revealing of the Dave Fink behavior. You can absolutely not trust this man to operate as a team player in the aviation system.

His plea to you directly is full of excuses and blame. I noted that throughout his writing he never at any time indicated he failed in his duty as boss, to oversee his right-hand-man. Moreover, he never offered safeguards going forward. He professed to be a victim. Although brief, I personally remember the fine dedicated people he betrayed.

Dave Fink is the commander of his operation. His a proven looser. His history is one of significant money losses and the destruction of the spirit of many pilots and staff. He alone is responsible for setting out a series of egregious bad acts which challenged the industrial process. He simply does not get it! If I ran my cockpit the way he runs his company I would have been dead long ago.

I am at your service.... 317 293 6709vm, cap10dj@sbcglobal.net

Thank you...

Captain Direk Hecking
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