Dear Mr. Michael W. Reynolds,

I am writing to you because of an article that was published in the Portsmouth Herald dated 12/14/2005. This particular article is attached to this E-mail for your review. Let me first explain that I am a former Pan Am Airline Captain that was fired on October 31, 2004. The President of the now defunct Pan American Airways Mr. David Fink, took great joy in this exercise only because we were a unionized pilot group. I just had to comment on this piece that recently came out because I know that Mr. David Fink and the owner of Guilford Transportation Mr. Tim Mellon are true sidesteppers of the law. They want to increase the size of their airline at the Pease Tradeport. What a joke. They couldn't even keep track of the five airplanes we were flying. ALPA has a safety committee. We at Pan Am had one, but guess what any suggestions or help we tried to give the airline management was brushed off just like the true cheaters and liars they were. Mr. David Fink and Tim Mellon had no idea how to run an airline it was a disaster in the making. They wanted no input from the Pilot group, and did not care one iota. All they cared about was extrapolating government financing for their convenience and not the flying public. Check out their financial record at every airport we serviced. They owed the Sanford, Fl. Airport hundreds of thousands with no intent to pay. Airplanes were impounded for no payment of landing fees, disrupting the flying public schedules with no remorse at all.

The former general counsel for the now defunct Pan Am and the now Boston and Maine outfit Mr. John Nadolny was only the legal mouth for Mr. David Fink and nothing else. Should this tell you something about where Mr. David Fink's motives lie?

ALPA has said something that was just unprecedented referring to the Pan Am Management, nothing like this has ever been seen in their history of representation. Truly a milestone.

I implore you, please do not grant them anything.

Sincerely,
Captain Robert Sklenka

12/23/2005
Pease airline expansion on hold

By Michael McCord
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PORTSMOUTH - Two months after an airline based at Pease Airport claimed it faced "imminent demise" because it hadn't received government approval to expand its Boeing 727 fleet, the airline continues to wait for that approval.

And Boston & Maine Airway Corp. may be waiting for a lot longer.

In a rebuke to Boston & Maine, the parent company of the currently dormant Pan Am Clipper Connection, the Department of Transportation said it was continuing to process the airline's request to expand its 727 fleet from three to seven planes.

In a letter dated Dec. 5, DOT official Michael W. Reynolds requested 18 additional explanations from Boston & Maine about its policies, personnel and financial stability.

In the letter to Boston & Maine President David Fink, Reynolds wrote, "The facts available at this time do not permit us to determine that (Boston & Maine) is fit to institute the expanded operations requested."

Reynolds also said that the DOT's inspector general had yet to issue a finding about false financial reports submitted by the airline and its former general counsel earlier this year.

In an Oct. 11 letter to Transportation Secretary Norman Mineta, Fink called on Mineta to expedite the approval process, saying that "the Inspector General appears to have concluded that (Boston & Maine) is innocent" and that the airline was the "victim of the rogue behavior of its former general counsel."

In a possible bid to rally political support for his beleaguered airline, Fink also sent the letter to White House Chief of Staff Andrew Card, N.H. Sens. Judd Gregg and John Sununu and N.H. Reps. Jeb Bradley and Charles Bass.
Citing rising fuel costs, Boston & Maine in September suspended large jet service throughout the Northeast to Florida - including Pease - and has yet to resume service.

Fink said in his Oct. 11 letter that Boston & Maine was in a "desperate situation" because of the "prolonged delays."

But Reynolds responded by asking Boston & Maine for clarification about the airline's claim that it was "losing more that $1 million each month" due to its inability to expand its fleet.

"Considering (Boston & Maine's) apparently weak financial condition, please explain how the air carrier intends to fund its proposed operations using additional large aircraft and meet the department's financial fitness requirements," Reynolds wrote.

In filings to the DOT, the airline has repeatedly claimed financial fitness and that it had access to $7.2 million in loans from an affiliated company, Springfield Terminal Railway Co., which is owned by Guilford Transportation.

A lawyer for the Airline Pilots Association, which has opposed Boston & Maine's certification as a fit airline, called the latest DOT request for additional information "extraordinary."

Boston & Maine "has a lot more explaining to do," said Marcus Migliore of the Airline Pilots Association from his office in Washington, D.C. "This shows that DOT is taking its duties very seriously and that it needs more verification for what (Boston & Maine) has filed already."

A Boston & Maine spokeswoman said the airline is complying with the latest DOT request for information. But Stacy Beck said the airline had no comment about Fink's October claim that continued delays would be "putting the company out of business."

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