

June 24, 2021

Francis Maguire
Norwood Airport Manager

Mark Ryan, Superintendent, Norwood Public works
Norwood Town Engineer, Chairman Norwood Airport Commission
Michael Sheehan, Norwood Airport Commission
John Corcoran Norwood Airport Commission

Mina Makarious Anderson Kreiger
David Mackey Anderson Kreiger
Karis North Murphy Hesse Toomey Lehané
Tony Mazzucco Norwood Town Manager

Norwood Board of Selectmen
Thomas F. Maloney, Chairman
William J. Plasko, Vice Chairman
Helen Abdallah Donohue
David E. Hajjar
Matthew E. Lane

RE. Response to the lies¹ and retaliation by Francis Maguire on June 17, 2021.

Dear Francis, Mark, Michael, John, Mina, David, Karis, Tony, and members of the Board of Selectmen,

This letter addresses the claims by Francis Maguire on June 17, 2021, including his continued retaliation toward BEH and I, often with the assistance of NAC attorneys.

As we know, Francis and members of the NAC² have a long history of retaliation, fraud, lies, perjury and deceit. Unfortunately, some attorneys representing the NAC have the same history. Both groups abhor free speech.

Aviation safety is serious business, not to be used as a weapon in retaliation by airport management or your attorneys. On June 17, 2021, I received the latest retaliation from Francis Maguire.³ Thankfully the

¹ LIE, a false statement made with deliberate intent to deceive; an intentional untruth; a falsehood. something intended or serving to convey a false impression; an inaccurate or false statement; a falsehood.

DECEIT, the action or practice of deceiving someone by concealing or misrepresenting the truth.

FRAUD, wrongful or criminal deception intended to result in financial or personal gain, a person or thing intended to deceive others, **fraud** is intentional deception to secure unfair or unlawful gain, or to deprive a victim of a legal right. Fraud can violate civil law (e.g., a fraud victim may sue the fraud perpetrator to avoid the fraud or recover monetary compensation)

FRAUD IN THE INDUCEMENT, when a person tricks another person into signing an agreement to one's disadvantage by using **fraudulent statements** and representations. Because fraud negates the "meeting of the minds" required of a contract, the injured party can seek damages or terminate the contract. 1.The defendant makes a false representation. 2.The representation is material to the transaction. 3.The defendant made the representation either with the knowledge that it was false or with reckless disregard as to the truth. 4.The defendant made the representation with the intent of inducing the plaintiff to enter a contract. 5.The plaintiff reasonably relied on the misrepresentation when entering the contract. 6. The defendant's misrepresentation caused injury to the plaintiff.

² This would include some NAC attorneys.

³ Francis references a prior request by BEH for Helicopter operations on the West Apron. He fails to mention the following facts, The West Apron was controlled by the NAC when BEH requested use of this ramp, in 2011, as of December 2020 BEH leases this AIP ramp from the NAC, for FBO operations, without any restrictions regarding category or class of aircraft use. The lease, consistent with FAA law, could not restrict category or class of aircraft operation, without documented reasoning, approved by the FAA, per 5190.6b. I have included the facts from 2011, which Francis avoids in his June 17, 2021, letter. Francis once again shows he treats operator(s) differently based on his intentions. (IE, retaliation)

FAA realized long ago that some people will pervert safety claims to punish anyone they do not like. The FAA, correctly, is the only authority regarding safety in aviation. The NAC (and Francis) have no authority for "enforcement action" nor do you have the knowledge or expertise to assess safety. Francis and the NAC have attempted to portray BEH and I as "defiant" challenging "rules", and unsafe. There has never been any truth to this disguised retaliation. The entire Airport is just that, an airport. Francis and the NAC have invented "TOFA/OFA" claims, "NFPA" claims, "Minimum standards" that do not exist, "Unauthorized and/or Authorized" "AREAS", and numerous false claims which are nothing more than further retaliation.

All Helicopter pads and ramps at Norwood Airport are located in nonmovement areas, an area not authorized⁴ for helicopter use" as such Tower uses the phraseology "DEPARTURE FROM (requested location) WILL BE AT YOUR OWN RISK", "The Pilot is responsible for operating in a safe manner and should exercise due caution"⁵ This is the verbiage used at Norwood Airport for ALL Helicopter operations, regarding take off and landings from ALL non-movement areas, including the "helipads", ramps and/or aprons.

Attached you will find.⁶

1. The pending lawsuit naming Francis Maguire, Mark Ryan, Michael Sheehan, Thomas Wynn, Martin Odstrchel, Kevin Shaughnessy, Tony Mazzucco, William Plasko, Thomas Maloney, Allan Howard, Paul Bishop and David Hajjar, for the Town of Norwood, NAC.⁷
This pending suit includes "fraud in the inducement" by the Town Defendants. The Federal case was for retaliation⁸, contrary to the misleading statements by some NAC attorneys.
2. The NAC violations of federal law from the FAA in 2008.
3. The NAC violations of federal law from November 2, 2018, including retaliation cited by the FAA, toward BEH, acknowledging BEH first requested space to operate an FBO in 2010, contrary to they years of lies by the NAC and Francis.
4. Settlement agreement between BEH and the NAC, whereby the NAC paid \$750,000.00 to BEH, to avoid trial and escape personal liability for their retaliation toward BEH.
5. December 16, 2020, West Apron and DC-3 ramp leases, between BEH and the NAC. There are NO restrictions regarding Helicopter operations, nor could there be under FAA regulations. Aircraft FBO operations are allowed, obviously.
6. The June 17, 2021, retaliation from Francis,⁹ which contains numerous lies as I outline herein.

⁴ The Term not authorized applies to Air Traffic Control (ATC) procedures. ATC does not "Authorize" a departure from a non-movement area. "Authorization" for aviation operations (Take off and landings, taxi) is the responsibility of ATC and ultimately the Pilot in command.

⁵ Page 4-3-22, excerpt from the Airman Information Manual (AIM) dated 6/17/21.

⁶ Due to the size of the Evidence the documents were scanned and available via the link shown.

⁷ This suit filed on March 16, 2021, also names FLN and their owner.

⁸ NAC attorneys Makarios and Mackey mislead the court once again when they claim the settlement agreement was to "resolve(d) litigation between BEH and the Town over the scope of BEH's rights to lease space at the Norwood Memorial Airport (The Airport) to operate as a Fixed Base Operator". The settlement agreement resolved pending claims of RETALIATION by the NAC, which included possible personal liability by the NAC.

⁹ AS I outline in this letter, Francis has been making false claims for years, especially over the last several months. Maguire's letter is nothing more than further retaliation. Maguire claims "the West Apron is not authorized for Helicopter operations", this is false. Nothing in the airports rules prohibits Helicopter operations, nor could it. FAA regulations guide airport operations. Maguire further states "Failure to comply with basic airport safety rules may result in ENFORCEMENT action by the Commission". The NAC, and/or Maguire have no "Enforcement" authority under FAA law.

7. [BEH's FAA Air Carrier Certificate](#). FAA Airman Certification for Christopher Donovan, Airline Transport Pilot (ATP) Airplane Single and Multi-engine land, Rotorcraft Helicopter, Flight Instructor (CFII) Airplane Single and Multi-Engine, Rotorcraft helicopter, Ground Instructor Advanced Instrument. FAA Safety Team Representative (FAAST) Christopher Donovan. New England helicopter Council (NEHC) Board of Directors, Christopher Donovan. I have approximately 13,000 flight hours throughout the USA, Europe, and the Middle East.
8. June 17, 2021, FAA "Airman Competency/Proficiency Check" The same day Francis began his latest retaliation I was taking my FAA Line check, with [an FAA AVIATION SAFETY INSPECTOR](#). We departed and returned to the West Apron, which BEH leases, without the restrictions Francis now claims. I have attached the evaluation conducted by the [FAA Safety Inspector](#).
9. Attachment D, Helicopter Procedures from Francis Maguire, sent on January 29, 2020. to Christopher Donovan. NOTHING prohibits Helicopter operations on the West ramp, nor could it. Category and Class of aircraft are allowed on the Norwood Airport, without exception. I responded to Francis whereby I outline the retaliation by Francis and the NAC, attempting to utilize Helicopter restrictions and "safety" to justify past illegal conduct, as weapons of retaliation.
10. Page 4-3-22, excerpt from the Airman Information Manual (AIM) dated 6/17/21; "[Helicopter operations may be conducted from a runway, taxiway, portion of a landing strip, or any clear area which could be used as a landing site](#)". The terms used to describe designated areas from which helicopters operate are, "[Movement area, landing/takeoff area, apron/ramp, heliport, helipad.](#)"

All Helicopter pads and ramps at Norwood Airport are located in nonmovement areas, an area not authorized for helicopter use" as such Tower uses the phraseology "DEPARTURE FROM (requested location) WILL BE AT YOUR OWN RISK", "The Pilot is responsible for operating in a safe manner and should exercise due caution."

11. FAA Order 5190.6B, Chapter 8.8, EXCLUSIVE RIGHTS VIOLATIONS¹⁰. excerpt, used in the deposition of NAC member Martin Odstrechel. [The Federal Aviation Administration \(FAA\) is the "final authority in determining what, in fact, constitutes a compromise of safety", "As Such, an airport sponsor that is contemplating the denial of a proposed on-airport aeronautical activity or access is encouraged to contact" the FAA.](#) ¹¹When the NAC, with the assistance of FLN, attempted to use safety as retaliation prior, I advised them of the actual law, which they ignored.

["Airport Sponsors should carefully consider the safety reasons for denying an aeronautical service provider or individual the opportunity to engage in an aeronautical activity if the denial has the possible effect of limiting competition or access"](#)¹² Another words, letting one FBO (Operator) do whatever they want, while denying the same aeronautical activity of another FBO (operator), is an Exclusive Rights violation. A violation Airport Management knows well.

["An aeronautical operator holding an FAA certificate is presumed to be a safe operator, and the airport sponsor may not deny access to an individual certificated operator on the basis of safety of its aeronautical operations. Any safety concerns with an operator would need to be brought to the](#)

¹⁰ The NAC was found in violation of federal law regarding EXCLUSIVE RIGHTS, in 2008 and again in 2018 (Against BEH).

¹¹ FAA order 5190.6B, Airport Compliance Manual, Chapter 8.8 EXCLUSIVE RIGHTS

attention of the FAA” Boston Executive Helicopters has held an Air Carrier Certificate since 2011.

12. Current FAA Airport Facility Directory (AFD), for KOWD. There are no restrictions on Helicopter operations, nor would there be.
13. Current FAA Airport Diagram. No Helicopter restrictions are noted. Nor would there be.
14. Pictures showing Helicopter operations at Norwood Airport.¹³
 - a. Current Helicopter usage of FLN ramps is OK with Francis, however the same operation is “unsafe” and not “authorized”¹⁴
 - b. Historical pictures showing Helicopter operations on FLN ramps, immediately outside the NAC/Managers offices. The same usage by BEH is somehow not “authorized” or unsafe? Note the entry/exit avenues were often blocked with FLN fuel trucks and aircraft.
 - c. Helicopter Flight operations today, which show the exact same operation “prohibited” by Francis. Note the fuel truck fueling aircraft in close proximity to the operating Helicopter. This is a normal operation at any airport.
 - d. Helicopter departing FLN ramps, flying over FLN fuel trucks.
15. Pictures showing normal Helicopter operations which illustrate the lack of understanding by Maguire and the NAC, of Helicopter operations,¹⁵ while exposing the fraud by Francis¹⁶ regarding Helicopter operations by BEH, and any safety claims.
 - a. BEH Helicopters fueling while running¹⁷, within 10-15 feet of running Helicopters, loading, and unloading passengers.
 - b. BEH Helicopters fueling within 15 feet of an overhead bridge, and other running Helicopters.
16. On March 21, 2014, Francis, working with FLN, claimed BEH had conducted “Unauthorized Helicopter Operations”. Only through discovery do we know this was planned with FLN.¹⁸ Francis and the NAC have attempted to pursue retaliation under the guise of “safety” many times. This retaliation coincides with the prior FAA Part 13 complaint. FAA noted this retaliatory conduct by the NAC and Francis in their November 2, 2018, decision,¹⁹ finding the NAC in violation of federal law for the second time.

At the same NAC meeting on June 11, 2104, which FAA found the NAC retaliated against BEH, NAC Commissioner Michael Sheehan motioned to Table BEH’s FBO, based on the pending FAA complaint from BEH.²⁰

¹³ None of these operations are unsafe or in violation of any real regulation or rule.

¹⁴ None of these Helicopter operations are unsafe or should be prohibited in any way. This example shows the discriminatory practices by Francis.

¹⁵ The pictures show normal Helicopter operations for illustrative purposes only.

¹⁶ Maguire claimed prior he held a degree in Aviation and had Military Helicopter Flight experience, which allowed him to restrict operations, against FAA policy and law. Maguire has no civilian and/or commercial Helicopter aviation experience and limited Military flight experience. He does not hold any advanced Aviation ratings or experience. His prior claims were an attempt to justify his retaliation. He refused to involve the FAA knowing they would not support his illegal conduct directed toward BEH.

¹⁷ The process of fueling Helicopters while running is called “HOT” refueling. This common practice, shown, demonstrates real world Helicopter operations. These are both safe and allowed throughout the United States and the world.

¹⁸ On March 3, 2014, FLN secretly communicated to Francis regarding Helicopter operations. Francis did not disclose this communication or the source of the “Unauthorized Helicopter Operations. Francis continued to work in secret with FLN, on July 29, 2014, asking FLN for more photos or evidence to use against BEH.

¹⁹ On November 2, 2018, The NAC was found in violation of federal law for the second time, against a potential second FBO. FAA found violation of federal law regarding Exclusive Rights, Economic Nondiscrimination and Airport Layout Plan.

²⁰ I have attached the June 11, 2014, NAC meeting minutes, which show the retaliation from the NAC and Maguire, whereby, based on the pending FAA complaint, the NAC tabled my FBO request and then changed the helicopter procedures, to further punish BEH. Although the voted to change the procedures, they never did.

Former FAA Safety Inspector Jack Keenan attended this meeting, whereby he silenced the nonsense emanating from Francis and the NAC.

Sheehan, in usual fashion, went further, using the false claims by Francis, working with FLN, Sheehan motioned, and the NAC voted to change Helicopter operations at Norwood Airport, "All take offs and landings be from a helipad" This was another attempt to justify their retaliation. Sheehan wrote that had BEH not filed "false complaints to government agencies it might find itself in a better position" regarding our FBO application. He also believes any Public Records Request is "a form of harassment.

The NAC ignored this vote and never changed any Helicopter procedures.

17. Mark Ryan, the Town Engineer, Superintendent of the DPW and NAC Chairman, has also attempted to use the FAA and other agencies in his retaliation.
 - a. Ryan claimed I flew low over his and Kevin Shaughnessy's house, "it was not only intentional but a dangerous maneuver". This outright lie was exposed when Ryan was questioned under oath. The Helicopter he claimed I flew low over his house had been shipped outside the USA over 9 months prior to his false claims.
 - b. Ryan again claimed I flew low over his house. He told the FAA: "pretty telling that this is harassment based on him not liking us", "this is the third time this has happened", "this is a battle". Ryan did not inform the FAA about his prior lies and false claims.
 - c. Ryan used the Town building Department in an attempt to obtain a zoning violation against BEH. He concealed the fact he was working with FLN in this retaliation based on lies.
 - d. Ryan ordered Maguire to write a letter to the BOS, full of lies and false claims, based on lies he obtained working with FLN.
18. Francis claimed the BEH fuel truck "in close Proximity to Helipads on North/South Taxi-Lane". This was based on information by FLN and their "tenants". When questioned the NAC and Francis refused to answer any questions about this retaliation.

The Town's response? They reappoint the same individuals to continue their illegal conduct. Throwing millions at lawyers we all pay for. These same lawyers who abhor our Constitutional Rights, like freedom of speech, and ride the gravy train of taxpayer dollars. They attempt to silence the truth with countless lies and deceit. They certainly dislike any criticism. I challenge everyone to watch the out-of-control conduct by Mina Makarious, as he yells and screams, while representing the Board of Selectmen.

19. On February 4, 2021, I outline the illegal contract procedures used by the NAC over the last 10 years, granting one firm no bid contracts in excess of approximately 2 million dollars.²¹

²¹ Although the NAC denied any violation of federal, state, and local law, on May 7, 2021, Maguire wrote FAA regarding the "independent Fee Estimate and record of negotiations: Taxiway D Construction and removal of Obstructions from runway approaches" This attempt to justify past violations and bidding law, concerns a project from the Fall of 2020, already awarded (given) to Dubois and King. The same firm which has received the no bid contracts I outline in my letter to Makarious on March 10, 2021.

20. On February 22, 2021, I notified Law Enforcement Officials of the illegal contracting practices of the Norwood Airport Commission (NAC) and Manager²², in awarding approximately 2 million dollars in no bid contracts.

I have since called for an independent investigation by the FBI. These no bid contracts, over a ten-year period, amounted to millions of dollars going to one entity. Subcontracts, awarded without any competitive bidding, were also awarded. One entity, Epsilon Associates, was the recent subject of outright lies by Francis²³. Unknown to the public, Epsilon Associates was working for the NAC and FLN, while Francis lied about statements they allegedly made regarding BEH²⁴.

21. On April 2, 2021, Francis concocted a story regarding BEH, myself and incredibly, my son. He called on a "special meeting as soon as possible to discuss an email which had been sent by BEH's President Christopher Donovan" These lies were outlined in my responses to the NAC on April 7 and 15, 2021. I called for an investigation by the FBI of the Norwood Airport. I requested the alleged evidence claimed by Maguire, in my responses and Public Records Request. The PRR was ignored and Francis, realizing his lies were exposed, refused to answer any questions. Suddenly these lies disappeared.²⁵

Francis failed to mention in his lies regarding statements by Epsilon Associates, that FLN had retained Epsilon, while working on another no bid contract for the NAC. Claims by Francis regarding Epsilon were made up.

22. On April 28, 2021, I exposed numerous instances of retaliation by Francis and the NAC.
23. On May 3, 2021, after the retaliation of Francis had been exposed, NAC attorney Makarious stepped in for the NAC and Francis, once again. Makarious attempts to salvage and justify the last several months of retaliation and lies by Maguire and the NAC, with more.²⁶
- a. He claims I sent a letter to Tony Mazzucco, "recounting, again, Mr. Donovan's belief that he was hoodwinked into signing the very leases he signed with full knowledge of the relevant facts". This is a lie. My email to Mazzucco on March 25, 2021, exposes his deceit, fraud and lies, regarding the settlement agreement, which he signed. I attached his affidavit, which showed his fraud and intentional deceit.

²² Clearly my allegations are correct, as the NAC retroactively had an analysis done regarding one Engineering Contract, reporting the results to the FAA.

²⁴ See the April 2, 2021, letter by Maguire, full of outright lies and deceit, which I outlined in my responses on April 7 and 15, 2021.

²⁵ In another attempt to cover up the fraud and lies of Francis, the NAC held a public meeting on April 7, 2021, whereby they immediately went into Executive Session, regarding the April 2, 2021, Maguire letter. NAC attorney Mina Makarious then cites this April 7, 2021, meeting, which was not a meeting for the public, at which "Mr. Donovan's deeply concerning behavior" He continues that my "seven-page email", that I "supported a full investigation of the Airport by the FBI and the United States Attorneys Office" was "deeply concerning". Makarious goes further claiming BEH "self-identified as "US Attorney Boston", and he has "since confirmed that the email used to log in as "FBI Boston Office" were both "Mr. Donovan's emails", claiming that this was "impersonate (Ing) federal officials" with potential ramifications under federal law" Makarious, fails to explain why he or the NAC would be investigating anyone who would log in to a public meeting. He also fails to mention this intimidation tactic was used prior by the NAC, which resulted in an Open Meeting Law Complaint against the NAC. This incredible claim shows the lengths to which he and the NAC will go, to cover up the illegal actions of Maguire and the NAC.

²⁶ ATTORNEY PROFESSIONAL MISCONDUCT. It is professional misconduct for a lawyer to: (a) violate or attempt to violate the Rules of Professional Conduct, knowingly assist or induce another to do so, or do so through the acts of another; (b) commit a criminal act that reflects adversely on the lawyer's honesty, trustworthiness or fitness as a lawyer in other respects; (c) engage in conduct involving dishonesty, fraud, deceit or misrepresentation; (d) engage in conduct that is prejudicial to the administration of justice.

- b. Makarios claims my “argument that he was fraudulently induced into signing the leases because of information he claims to have discovered months before signing those leases is baffling” This is a lie. Through Fraud, perjury, lies and deceit, I signed a SETTLEMENT AGREEMENT, not he leases. I outline these illegal actions in my detailed 23 letters to him on October 30, 2020. Makarios’s out of control conduct, mocking of my religion, fraud, perjury, lies and deceit, by attorneys and the NAC, are detailed.
 - c. I outlined in detail fraud, perjury, lies and deceit, in my April 24, 2020, and December 20, 2019, emails to Mina and others.
 - d. AFTER I signed the leases Ryan for the first time claimed the West apron was subject to a License. A License he had transferred and not recorded, he had concealed, and he had denied. For years he and the NAC concealed encumbrances, in violation of federal law. They did this with the help of numerous attorneys working for the NAC. I have attached the Ryan letter and my questions regarding the fraud and deceit by Ryan and others, which were never answered.
 - e. Makarios regurgitates the “Deeply concerned” NAC, regarding my “lengthy emails”, whereby I continue to expose the fraud, lies, perjury and deceit. He goes further, claiming “We strongly suggest you discuss with Mr. Donovan his attempt to impersonate federal officials, and its potential ramification under federal law”. His attempts to stifle any participation regarding open meetings of the NAC are reminiscent of the Open Meeting Law games played by the NAC prior which resulted in an Open Meeting Law Complaint.²⁷
 - f. Makarios ends by intimating further retaliation because I “supported a full investigation of the Airport by the FBI and the United States Attorneys Office”. He is upset because the FBI and others may have been Bcc’d, and my “attempt to induce them (Federal Law enforcement) to launch an investigation”. Makarios cites my “deeply concerning behavior at the April 7, Commission Meeting. Shortly before the meeting, Mr. Donovan sent another seven-page email” stating, among other things, “That he supported a full investigation of the Airport by the FBI and the United States Attorneys’ Office”.”
 - g. On May 17, 2021, I further exposed the lies of Francis and the retaliation by the NAC and their attorneys, who abhor free speech.
 - h. On June 3, 2021, the Norwood Record outlines the NAC meeting, whereby numerous people sign in under the titles Law Enforcement, Freedom of speech, investigator for a secret agency, taxpayers and citizen of Norwood, FAA Washington with the administrator, and remove Ryan Maguire Sheehan. Has Makarios and the NAC determined who these citizens were, attending a public meeting, and notified officials of this activity?
24. May 3, 2021. BEH filed answers to the claims against FLN and the NAC. This motion outlines again the fraud, perjury, deceit and lies of the NAC, whereby “The Town Defendants and their counsel knowingly and intentionally concealed” claimed rights by FLN on the West and DC-3 ramps.²⁸

²⁷ I request the FBI investigate the Norwood Airport Commission (NAC), as outlined on April 22, 2021, in the Norwood Record. Months later, in another attempt to smear BEH, Makarios raises this in his “concerns” regarding “Mr. Donovan’s Correspondence” and “Mr. Donovan’s Behavior at the April 7, 2021, Commission Meeting”. The April 7, 2021, NAC meeting was held to discuss the April 2, 2021, letter by Maguire, which was exposed as lies.

²⁸ This contradicts again the claims by Makarios in his motions, affidavits and May 3, 2021, letter.

25. Beginning in 2010, extending into 2011, I had emailed FAA asking about Norwood Airport Operations. This angered Francis and began his retaliation toward BEH and our Helicopter operations, who immediately punished BEH, stopping BEH from using the airport ramps.²⁹

FLN then made-up new Helicopter restrictions, working with Francis and the NAC. Eichleay from FLN says to the NAC; "the airport Manager and the NAC would like to hear FlightLevel's position regarding operations on what is known as its "North Ramp" leasehold. FLN is allowed Helicopter operations but not BEH.

Francis states: FAA feels that the determination of an unsafe act(s) or reckless behavior, leading to exclusion from use of the north apron, should be a decision reserved for airport management". "The final determination of an unsafe or reckless act(s) should rest with airport management". This is not true.

FLN confirms their North ramp leasehold "serves primarily as a loading and launching point for its aircraft and HELICOPTER hangar tenants based on the North end of the airport."

When exposed Francis notifies the FAA that he and the NAC have taken no action regarding Helicopter operations. I asked if the West Apron could be used for Helicopter operations, BEH did not lease this ramp, the Town said the controlled the entire ramp. This was based on BEH not leasing the area, not any perceived "restriction".

Francis lied claiming the FAA and DOT had approved new Helicopter procedures at the Airport. This was not true. Francis also confirmed ramp(s) were not addressed in the airport regulations.

Clearly the Norwood Airport Commission has supported Francis in his retaliation toward BEH. Based on his false claims I am again requesting the FBI, or another law enforcement agency conduct a thorough investigation of the Norwood Airport. Millions of taxpayer dollars have been spent defending the corruption.

You have done enough damage to the Airport and aviation. Bring in the FAA Flight Standards District Office, Aviation Safety professionals. Safety is paramount in aviation. You should be ashamed in allowing the illegal conduct of airport management at the expense of so much.

Christopher Donovan



Exhibits and evidence referenced can be found at:

<https://1drv.ms/u/s!Au7-5VtGAEr5g6w69OVtjSIAEhWnwQ?e=zTaFNk>

²⁹ Prior to BEH operating on the North Ramp, Helicopter operations were conducted for years from the North Ramp by Condo hangar tenants, without any comment from Francis or the NAC.