

January 18, 2021.

Mr. Mark Ryan, Superintendent, Norwood Department of Public Works (DPW), Town Engineer,  
Chairman, Norwood Airport Commission.

John Corcoran, Norwood Airport Commission

Michael Sheehan, Norwood Airport Commission

Francis "Russ" Maguire, Norwood Airport manager

Dear Mark, John Michael and Russ,

As you are aware, on January 12, 2012, Flight Level Norwood, LLC, drove through our leased space on the West apron, and came within inches of hitting our fuel truck, parked on our leased ramp. You have created this event and situation through lies, deceit, fraud and illegal collusion. As Mark likes to say, through "Mission Creep", a term used by Mark and FLN. Mina will characterize my honesty as being "threatening" in some way.

I have attached pictures of this activity by FLN, in direct violation of numerous Norwood Airport Rules and Regulations. This reckless conduct, perpetrated by you and FLN, has gone on for years. FLN can access the fuel farm easily, as we all know, and have known for years. For starters, they have a fence, bollards and curbing, which is neither necessary or required. Even with the numerous self produced obstacles, FLN can easily access the fuel farm, and dispense or receive fuel bulk loads. We all know this. You know this.

The West and DC-3 aprons were improved with federal and state funding. You, and the Town of Norwood, with certification from the Town Attorney, certified, through a title examination by a qualified attorney, that there were no encumbrances, on either ramp. You knew this was not true. You then concealed and lied about encumbrances and your actions. That has not stopped. Even after your secret meetings in December of 2018, and immediately following the July 30, 2019 settlement, you continued to lie regarding encumbrances.

We now have FLN claiming to want to build a fuel dispensing facility on the DC-3 ramp, a ramp you just leased to BEH. Meanwhile, years ago I proposed a self fuel facility, Russ claimed outrage and it was unsafe. Almost every little airport around has had self fuel for years. If you can "self fuel" your personal automobile you would think self fuel of aircraft would not be such a new concept for the Norwood airport. What about the fake TOFA?

Today, January 18, 2021, I observed the bulk fuel delivery of the FLN fuel farm. As you know, when you made up the "fuel Plan" narrative, which is in no way known to anyone other than the made up nonsense by the NAC and FLN with Norwood Engineering, the plan did not depict in any way, the actual fuel delivery routes or use. I have hundreds of pictures to support this statement. More importantly, if the Manager and Town Engineer can't explain the airport's fuel delivery procedures, they should not be here. This also highlights the lies from Russ and the NAC regarding "NFPA" which Russ knew did not apply to the Norwood airport. Hopefully, Mark, the Town Engineer, and 20 year NAC member, knew this also.

The pictures labeled #1 are from Today. They show the fuel farm layout, the bulk delivery truck (Avgas in this case) and the truck on the East side of the fuel farm. The truck entered and exited the fuel farm without any problem, as we all know, while not going outside the "Tank Farm Access Easement". The easement in place for the fuel farm use. Imagine that concept. I have video if needed.

Clearly the bulk delivery truck, either Avgas or Jet Fuel, can enter and exit the fuel farm with ease. We see this simple process every day in our lives at Cumberland Farms when they get a delivery of fuel. It's not rocket science, unless your motive is to lie, and make false claims, all while working under a Joint Defense Agreement. Imagine if the taxpayers actually understood the illegal collusion, paid for with their hard earned tax dollars, to retaliate and destroy one business over another, by the NAC.

Simply running the hose to either the Jet Fuel or Avgas drop area could be accomplished by a child. No one knows why there are so many self placed obstacles around the FLN fuel farm? Fences, curbing, posts, guard rails, etc. Hmmm?

Pictures labeled #2 show prior fuel deliveries. All while on the tank farm access easement, from the East side. Of course the West side could be used for access, but that would expose the lies.

Pictures labeled #3 shows the FLN fuel delivery on January 12, 2021. They not only drove through the West Apron, the intentionally drove through the middle of the apron and then came within inches of our fuel truck. Had this been BEH, Russ would have immediately notified the FBI, State Police, Secret Service and others, including the FAA, asking for the Norwood Police to respond to the intentional reckless mission creep by BEH, endangering the Wetlands Protection Area, an area of critical environmental concern. Never mind that the FLN fuel farm is essentially inside the 100' wetlands buffer and the wetlands. We would have had hundreds of pictures labeled as exhibits, statements, horrible recounting of the reckless out of control conduct, which has endangered the airport, the turtles and the citizens.

Hearings would have been held, letters flying, more hearings and outrage by Michael acting as the outraged town official. Press releases would have gone out and more hearings would have been held to determine the punishment inflicted on such an act. Russ would have filed numerous phony reports with EPA, DEP and any other agency who would take a report. Jeff Adler would have been commissioned, with no bid, to conduct a study, as to the outrageous conduct perpetrated by BEH, on our little airport. The guy who did a few donuts in the snow almost lost his right to access the airport and fly his plane, for 20-30 years. The outrageous conduct by the Helicopter that attempted to take off at the airport, in an area Russ claims, is not an actual aviation operations area; received letters, threats and more letters. Imagine the outrage of operating a helicopter at a public airport. No worries, they left Norwood for good, another loss of income. I digress.

Pictures labeled #4 shows a normal fuel delivery route with no problems or trespass.

Pictures labeled #5 shows the phony FLN "fueling restriction plan" made up by Russ and the NAC, based on no standards or any real authority, invented to stop BEH, and any competition.. Not one part of the "fueling restriction plan" is based on any known needs or regulations.

Pictures Labeled #6.

Shows the West apron with an airplane in the same spot as the BEH fuel truck. The airplane was on a monthly tie down. How did FLN get into the fuel farm if an airplane was parked in the same spot? Who authorized the airplane to be parked, sub leased and tied down on the aircraft ramp? I believe that was Russ and the NAC?

How long was an airplane tied down in the same spot FLN now claims they need to get fuel into the fuel farm? Perhaps as long as necessary until BEH wanted to provide competition on the airport and they needed a false narrative to try and stop BEH.

Pictures Labeled #7. This shows yet another way to access the fuel farm to get fuel deliveries. Perhaps Norwood Engineering forgot to include this in the phony "Fuel restriction Plan"?

Based on the outrageous conduct shown toward BEH, the intentional danger perpetrated against BEH, I am asking for a fact finding hearing and support by the NAC, in ensuring that our "rolling stock" (I believe that is Peters term) is protected, our lease is protected, and FLN is placed on notice by the NAC, to stop this attack on BEH. They have endangered the environment, BEH, our rolling stock, the airport, and our business.

I also have some video of the truck today backing up as well as other video of fuel deliveries. For all future fuel deliveries I ask that Russ be present to insure we are not again targeted and attacked by FLN. It would be helpful to have Mark , Michael and John present for future deliveries as witness to any further assault.

I am hopeful we can work to ensure FLN complies with the rules and regulations, although some may be made up for BEH only. They may apply to this outrageous conduct at our airport. I am willing to meet at any time to discuss measures to insure our rolling stock and activities are protected by the NAC and Town of Norwood. I would also like to appear at the next NAC public meeting to address my concerns with the NAC and Manager. The Town of Norwood needs to act immediately to insure the safety of everyone at the airport. This grave situation demands immediate action.

Respectfully,  
Christopher Donovan



1-18-2021  
by Christopher  
Donovan



FIN Fuel  
delivery

West Apron



1606-81-1  
~Kotumid yd  
nohomo

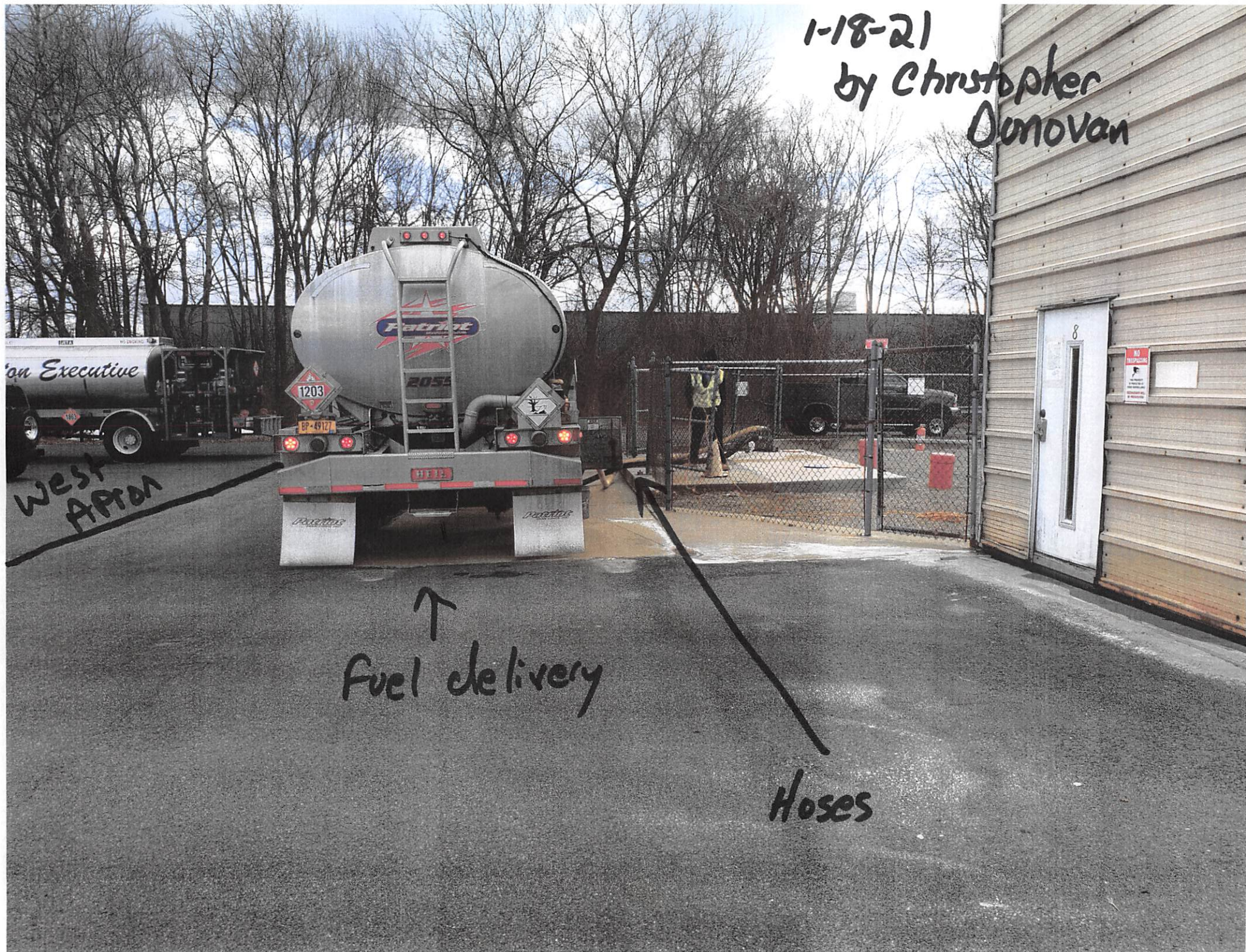
1974 N17  
Mar 1976

West Africa



1-18-21

by Christopher  
Donovan



West  
Apton

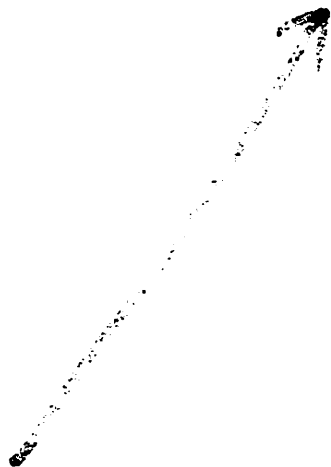
↑  
Fuel delivery

Hoses



15-81-1  
re/qotend 10  
November

29204



↑  
Fuel delivery

West  
1079A  
+29W



1-18-2021  
by Christopher  
Donovan





1606-81-1  
 of Christopher  
 Donovan

High Altitude  
 Placing Film

Long

Long

fuel  
 level



fuel  
 jet

Long  
 fuel  
 jet

Long  
 fuel  
 jet

And

Underground Tanks



























1-12-2021  
by  
Christopher  
Donovan

sun rise

FIN fuel truck  
↓



Aims For  
BEH truck

West Apron



BEH  
truck



*[Handwritten signature]*

M624 4b1a

FLICK  
BEH

↑  
L/H L/H L/H L/H

Darmon  
Guztobysu  
ph  
1-19-9081

1-12-2021

by  
Christopher  
Donovan

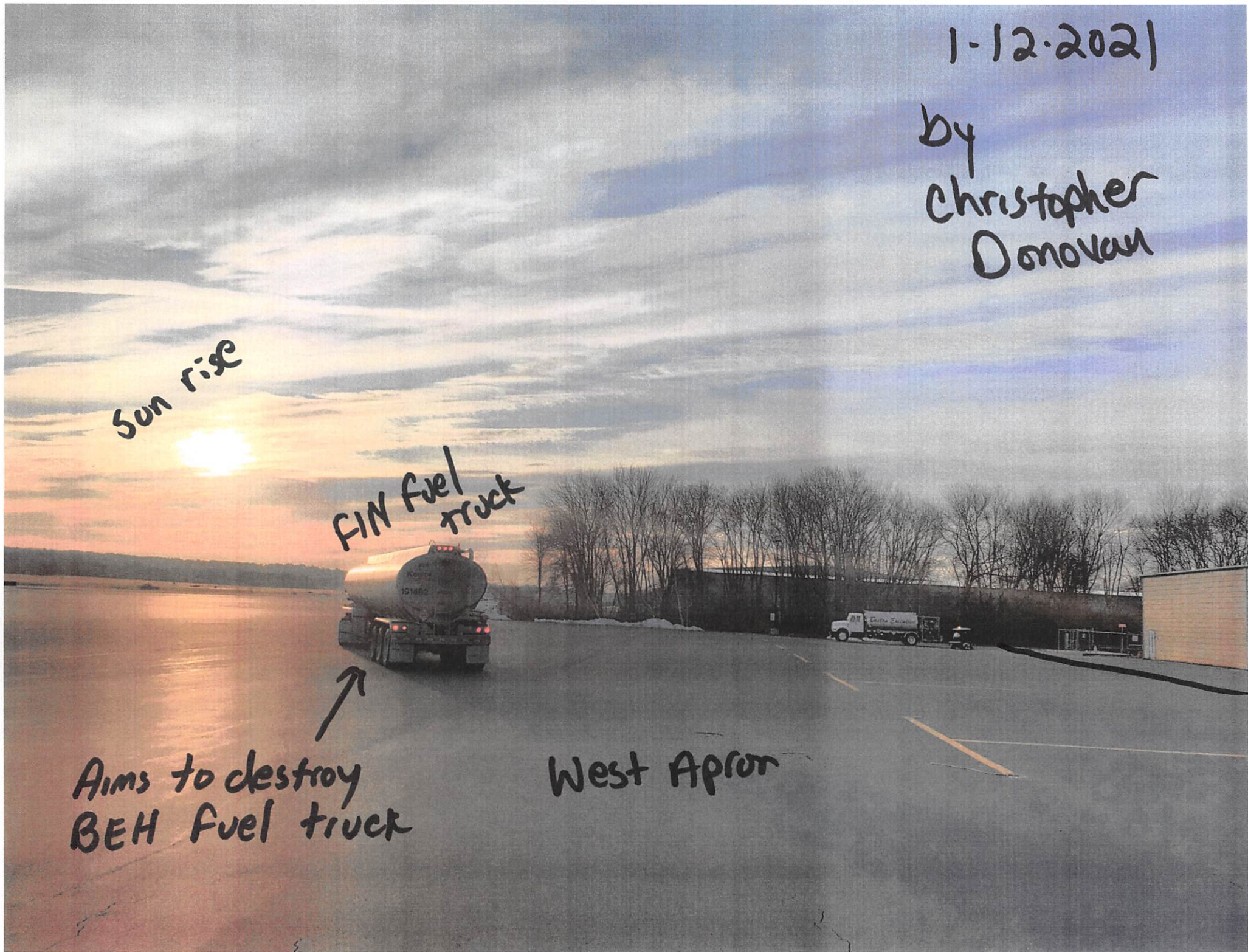
Sun rise

FIN fuel  
truck



Aims to destroy  
BEH Fuel truck

West Apron





BEH 6761 11007  
H102 40 9624007

M624 H6102

674 6761 4107

200 1:26

Devotion  
Grunder  
PA

1-13-8091

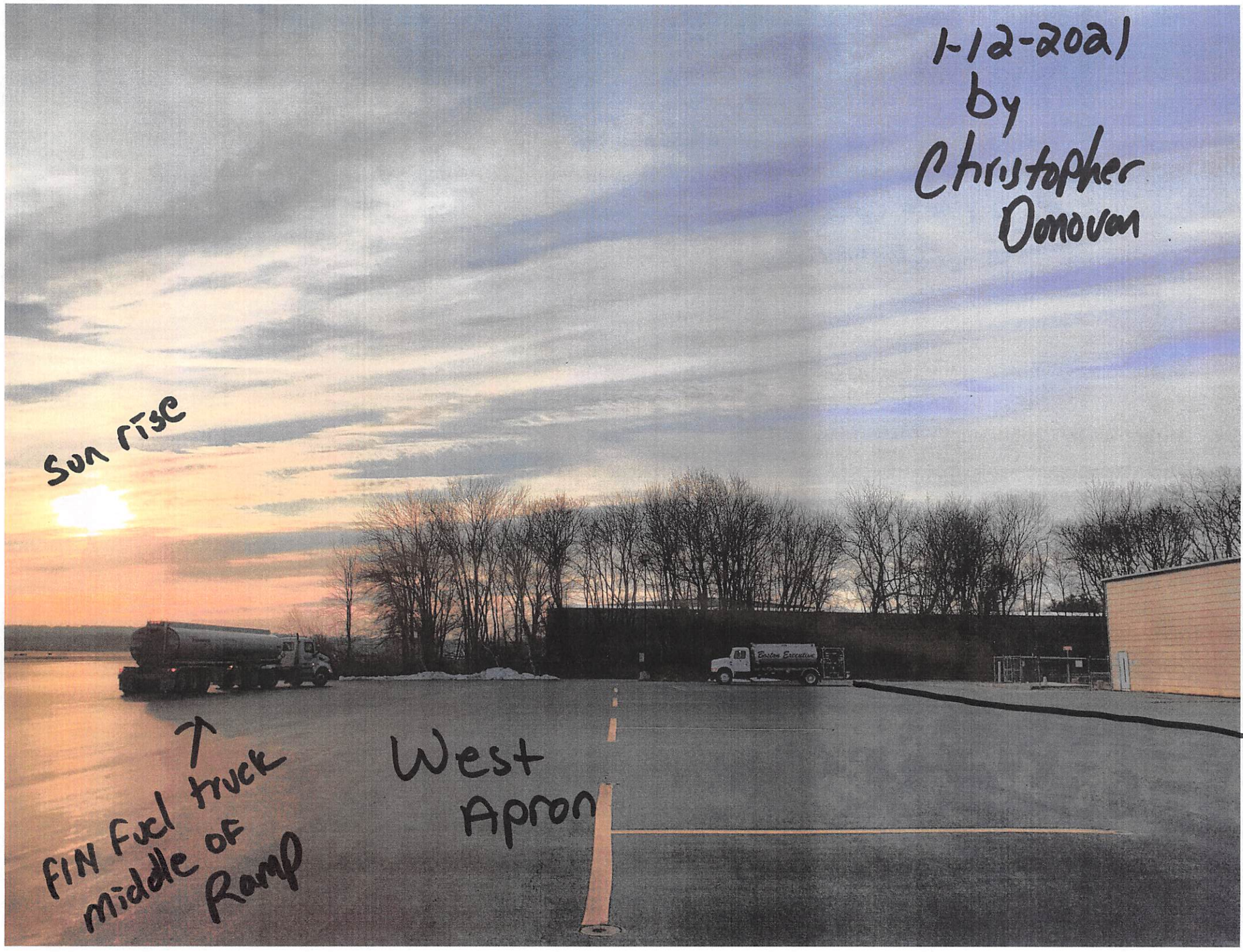


1-12-2021  
by  
Christopher  
Donovan

Sun rise

↑  
FIN Fuel truck  
middle of  
Ramp

West  
Apron





Wings of Love  
L.H. 627  
March  
↓

Liberty  
M 627

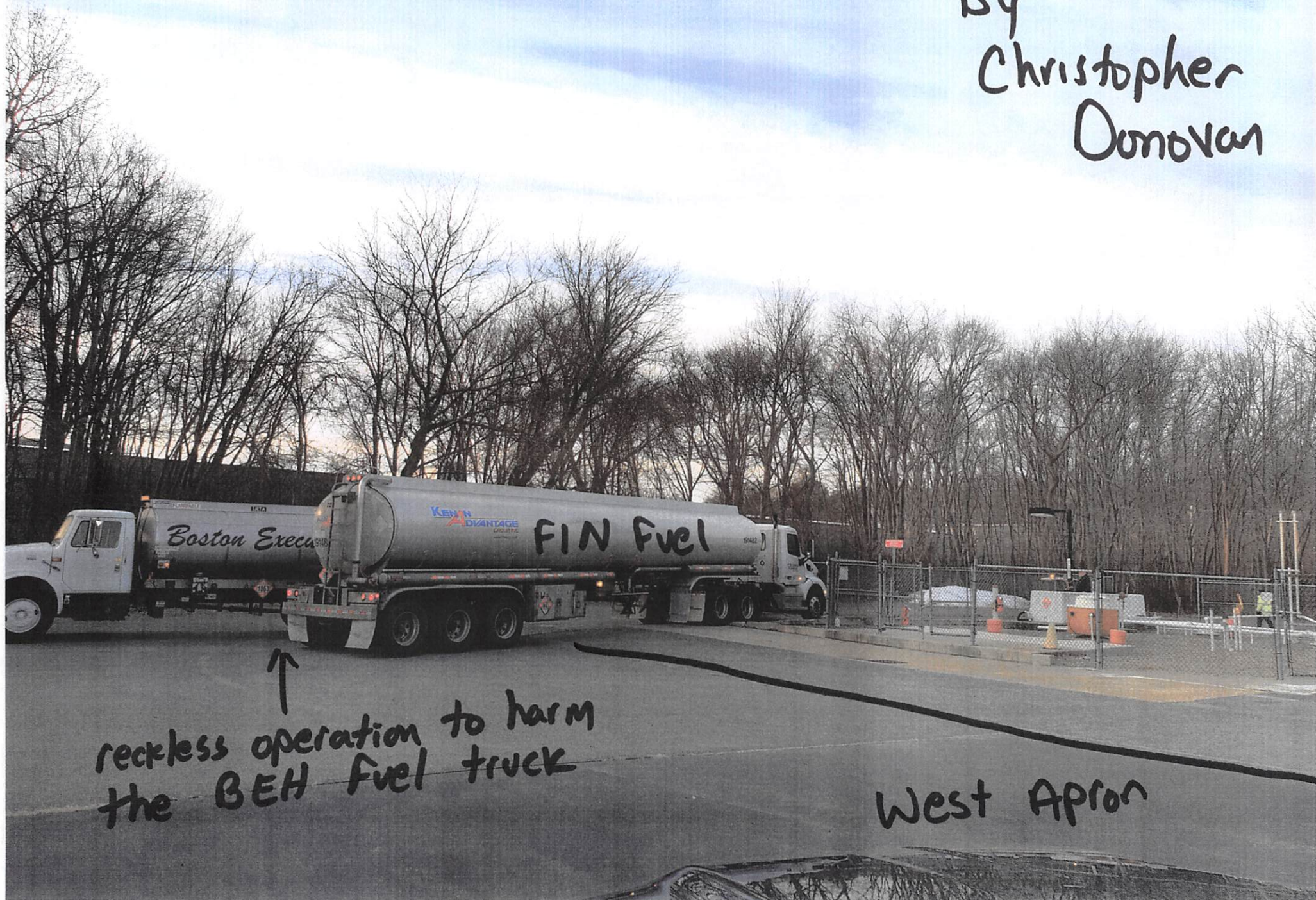
200 626

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Donation  
G. H. 406  
PA  
1-19-5091



1-12-2021  
by  
Christopher  
Donovan



↑  
reckless operation to harm  
the BEH Fuel truck

West Apron



1506-61-1

Donovan  
Christopher  
pd

FIN FUEL

West Africa

the BEH fuel truck  
without operation to form  
↑



1-12-2021  
by Christopher  
Donovan

↑  
Sun  
rise

↑  
FIN Fuel truck  
on West apron

West Apron





1-19-9091  
Donovan  
pol Gharthopke

↑  
me  
9217

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West Africa

↑  
1967 1/19  
West Africa  
19190



1-12-2021

by Christopher Donovan

FIN Fuel delivery truck  
almost struck BEH  
fuel vehicle





1-12-2021  
by Christopher Donovan

FIN 10K Fuel delivery



BEH West Apron  
lease

West Apron



1-12-2021

by Christopher Donovan

FIN Fuel delivery  
10K truck  
↓  
on BEH lease

West Apion



1-12-2021

by Christopher Donovan

FIN 10K Fuel delivery  
vehicle



BEH West Apron



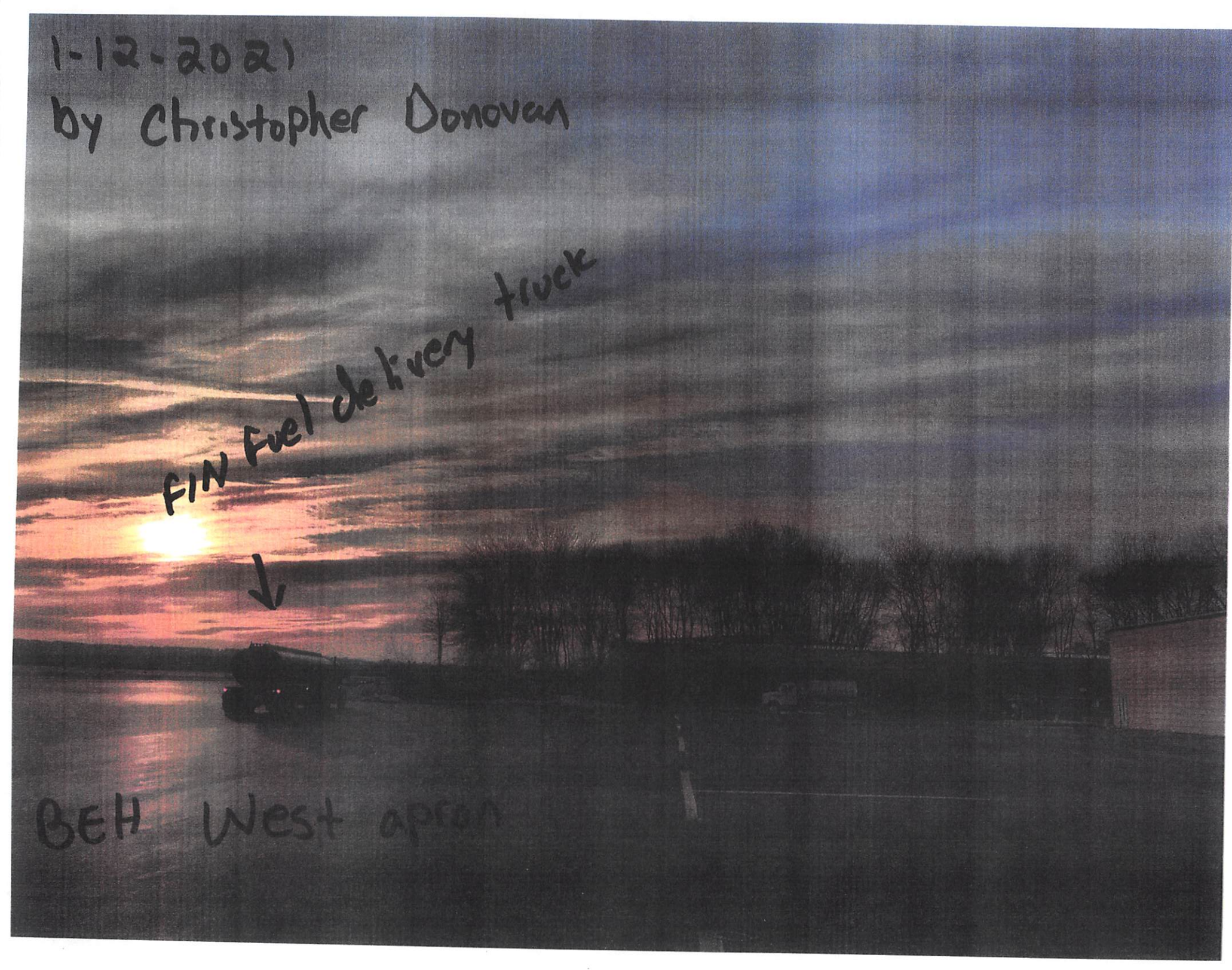
1-12-2021

by Christopher Donovan

FIN Fuel delivery truck



BEH West apron





1-12-2021

by Christopher Donovan

FIN Fuel delivery  
10K truck, striking  
almost striking  
BEH Fuel  
Vehicle



BEH West apron



1-18-2021  
by Christopher  
Donovan



West Apron

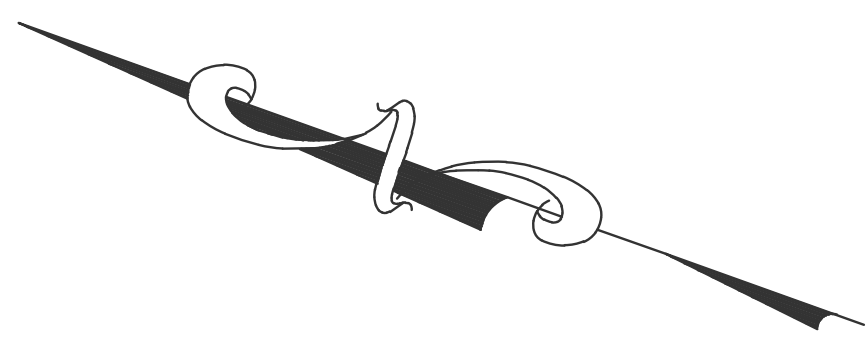


M624 H60V

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00000000  
PH 60000000  
1-18-5051





SCALE: 1"=40'



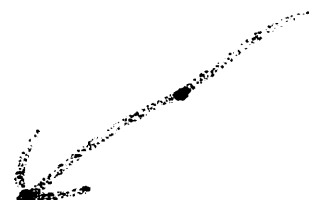




3

77624  
COPY OF  
1948  
BLACK COPY

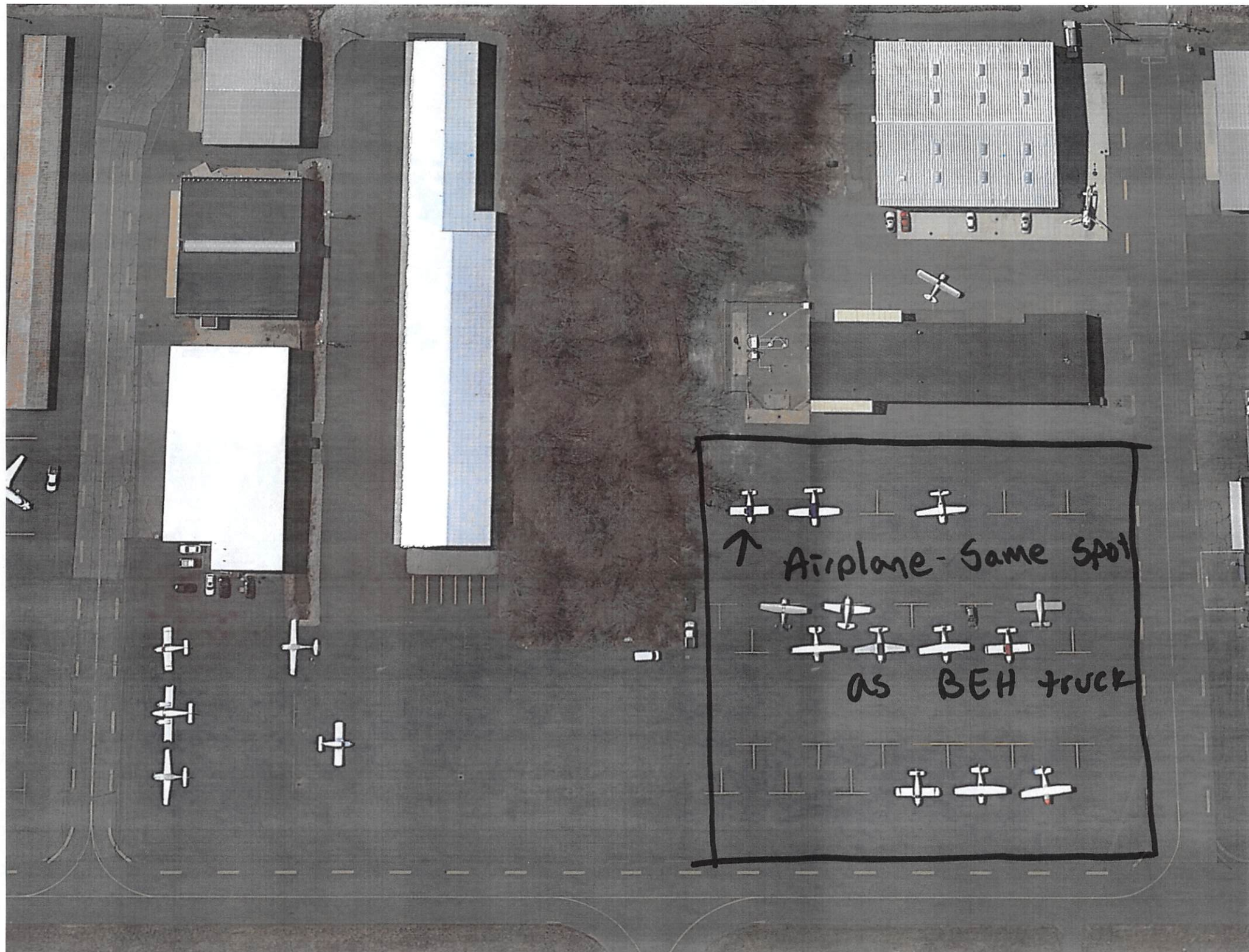
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4

5



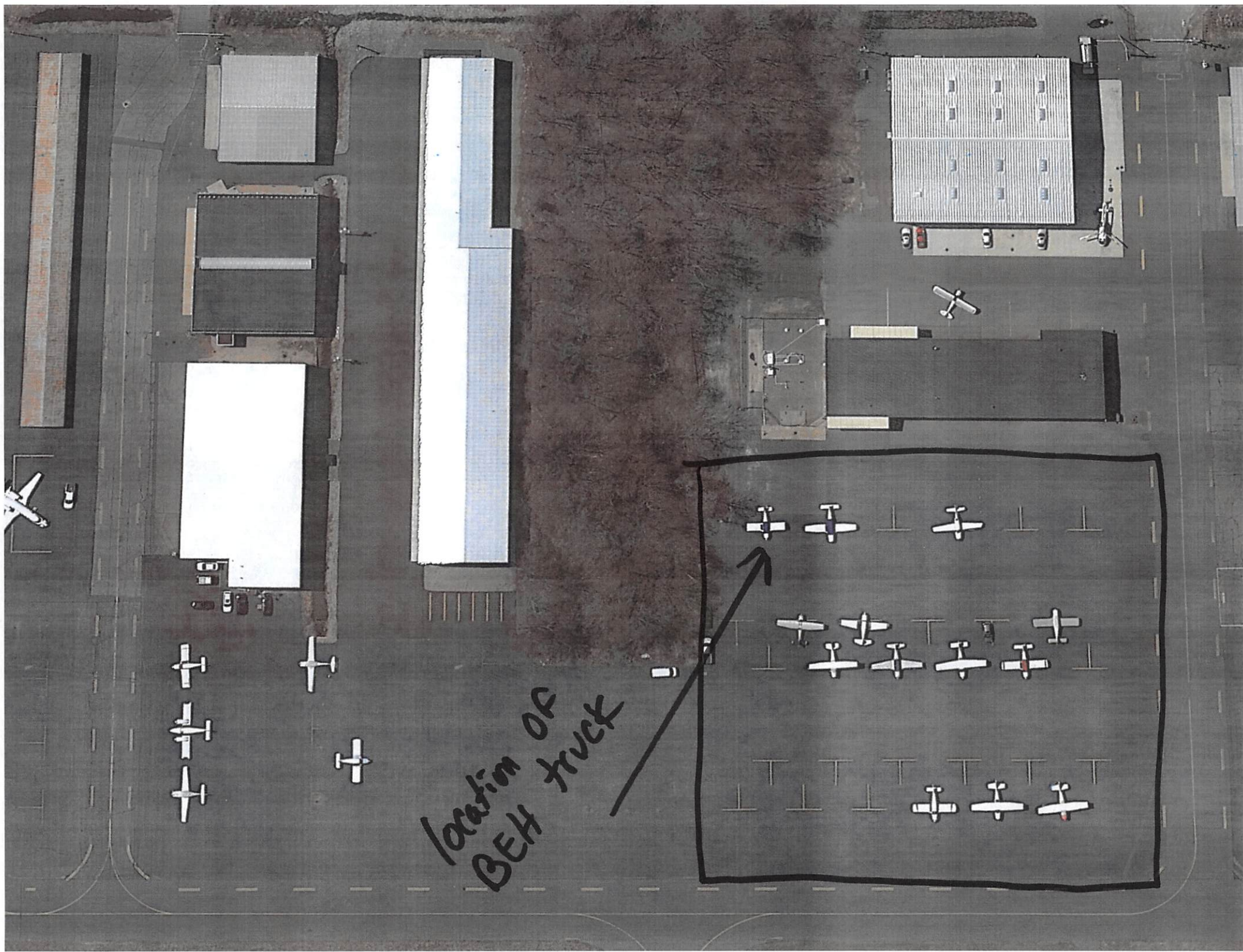




02 BEN JACOB

1. HUSBAND - JAMES JACOB

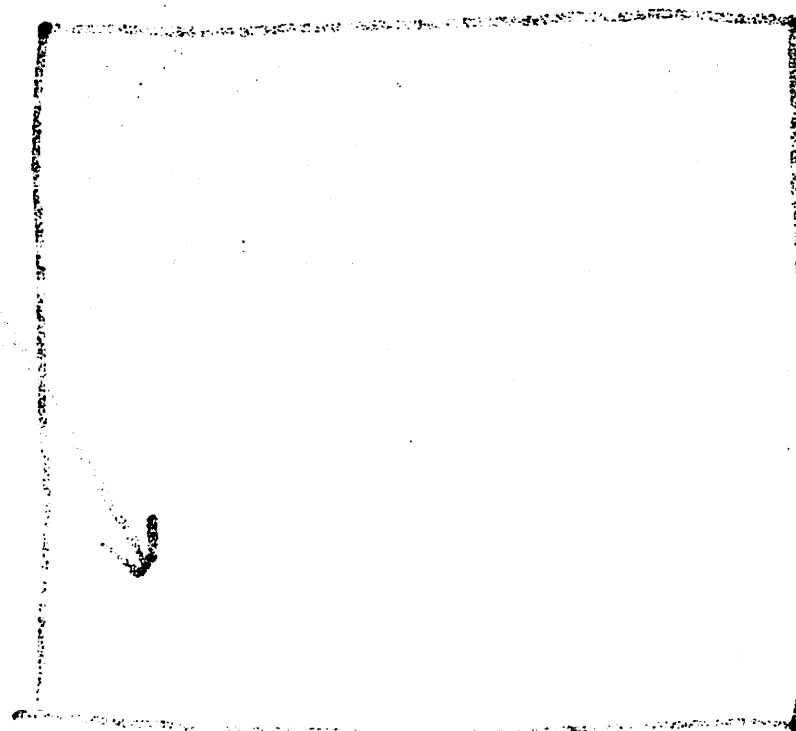




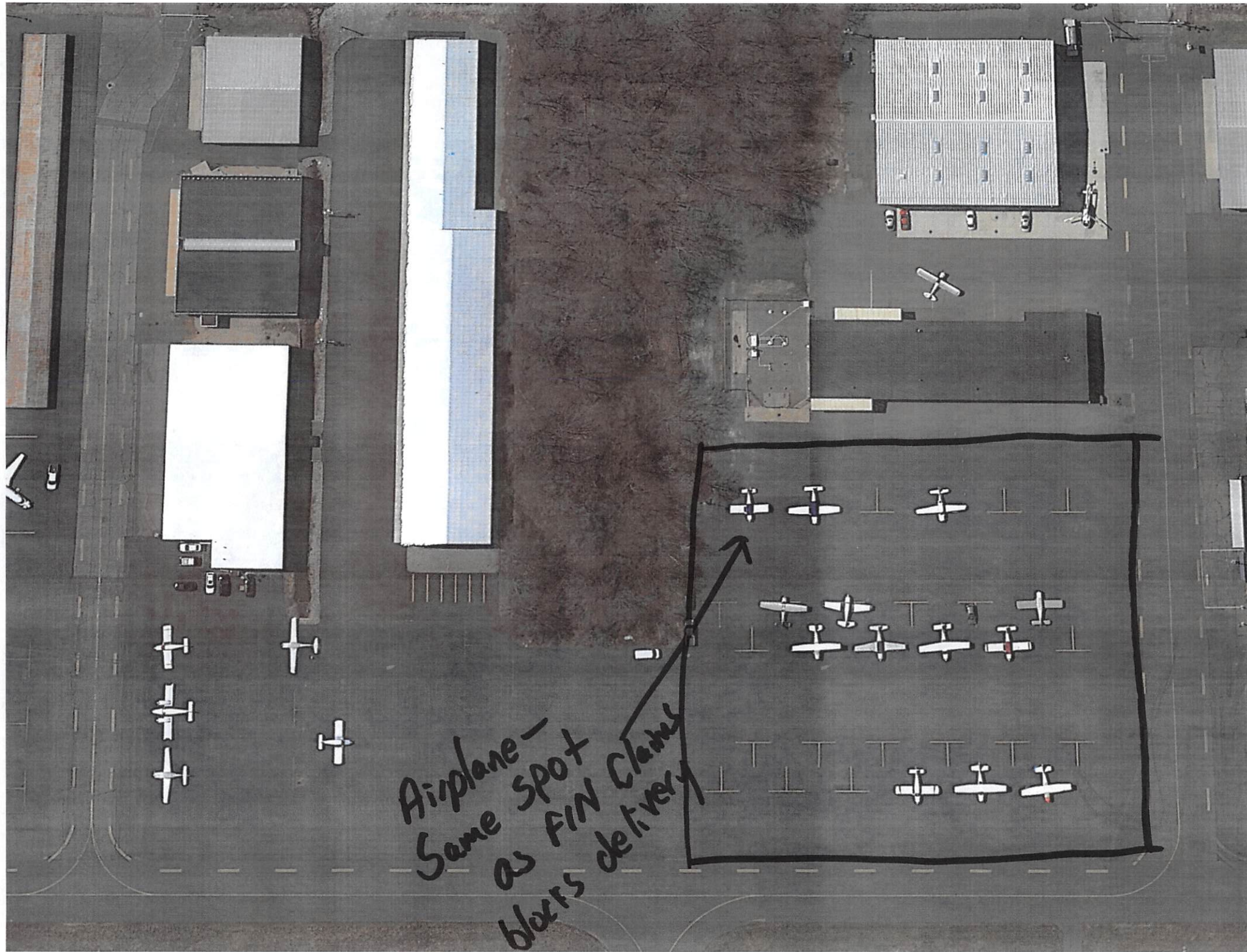
location of  
BEH truck



SECRET



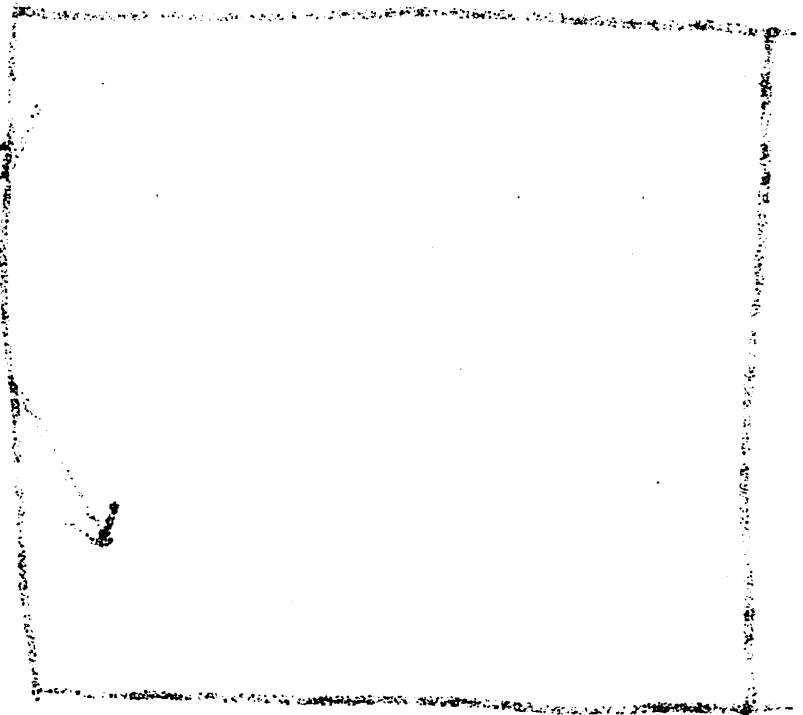




Airplane -  
Same spot  
as FIN claims  
blows delivery



Price of Field  
some 82 614 1/2  
above 260 1/2  
above 1/2





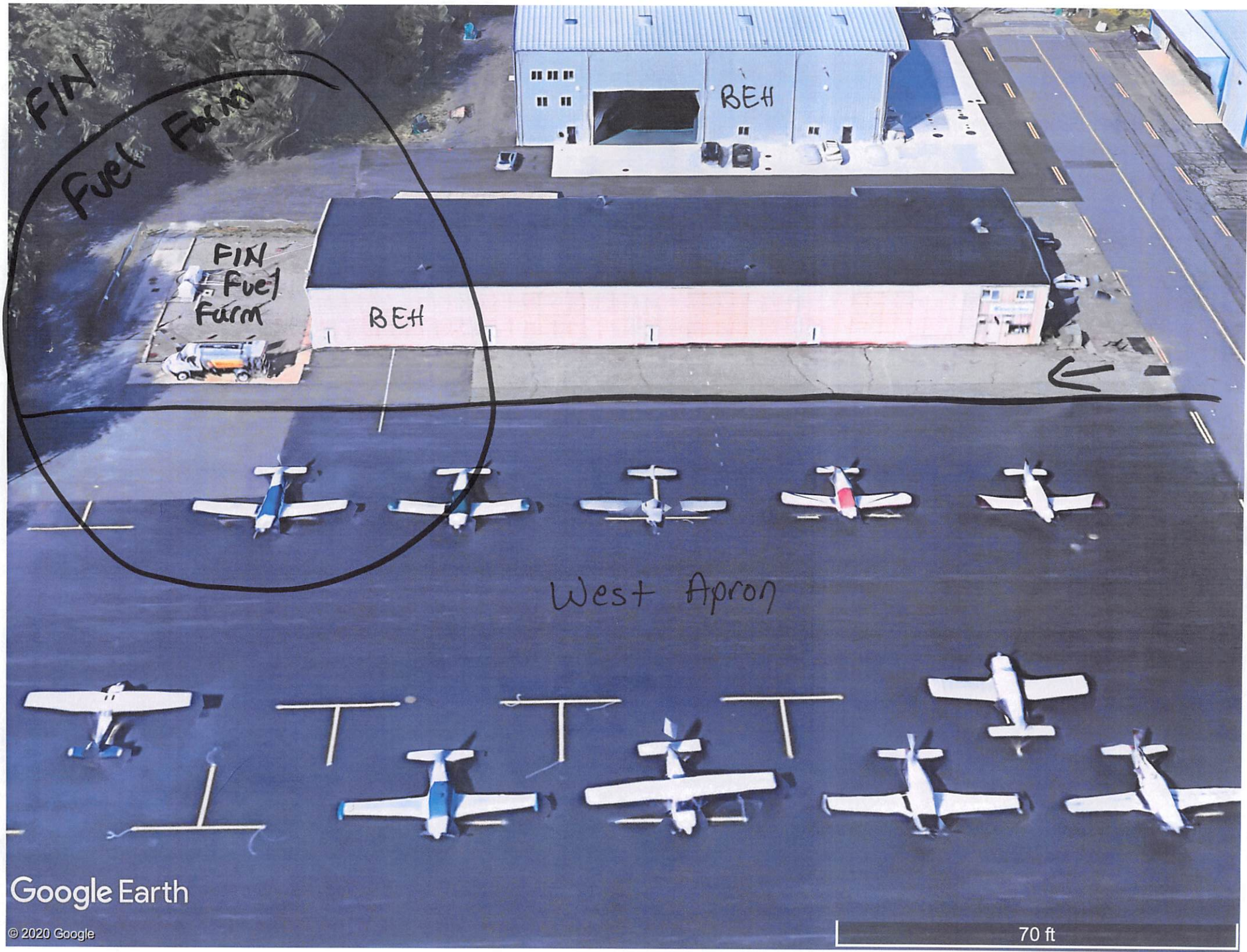


Google Earth

© 2020 Google

100 ft





FIN  
Fuel Farm

FIN  
Fuel  
Farm

BEH

BEH

West Apron



Google Earth

© 2020 Google

70 ft



19624 41001

LOW  
EAG  
EIN

BEN

BEN

LOW  
EAG  
EIN



*fuel truck route not shown*

West ramp

Condo hangars BEH

BEH



Aug 1961  
Tues 10/10/61  
Uof  
2/10/61

68H

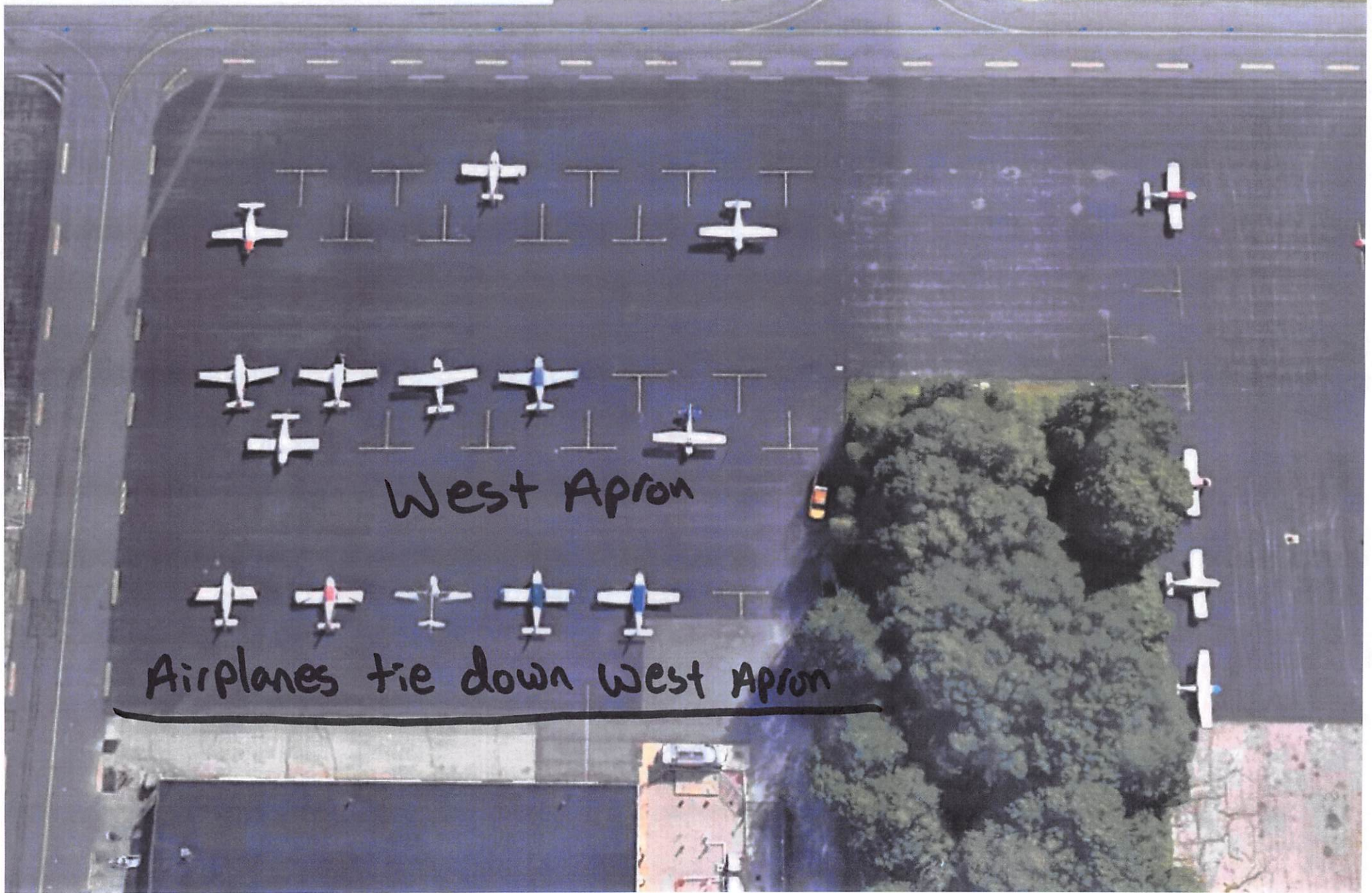
Group 10/10/61 68H

10/10/61 10/10/61



arking plan

based, transient parking spaces in accordance with section VII





with 1250 wood of smooth

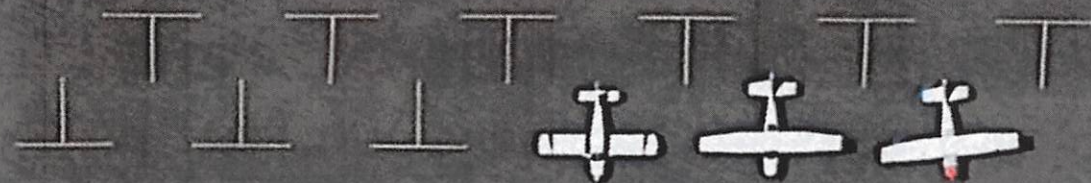
1250 wood



West Apron



Airplane  
Same location  
as BEH  
Truck



DC-3  
Apron



66-19  
003

RECEIVED  
JAN 10 1966  
FBI - NEW YORK

17624 44-10





Google Earth

© 2020 Google

100 ft



LOW  
ENG  
TIM

PEH

BEH

ORLOW  
MGT

TIM

TIM





Google Earth

© 2020 Google

100 ft



ELH

ELH

BEH

↑  
ELH ESH



