

Dear Customer,

The following is the proof-of-delivery for tracking number: 800793416260

---

**Delivery Information:**

---

<b>Status:</b>	Delivered	<b>Delivered To:</b>	Receptionist/Front Desk
<b>Signed for by:</b>	S.KLETZTY	<b>Delivery Location:</b>	2100 N FLORIDA MANGO RD
<b>Service type:</b>	FedEx 2Day		West Palm Beach, FL, 33409
<b>Special Handling:</b>	Deliver Weekday	<b>Delivery date:</b>	Aug 6, 2020 13:43

---

**Shipping Information:**

---

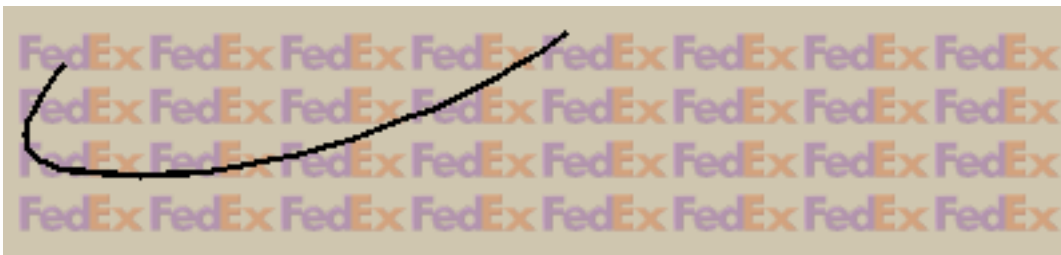
<b>Tracking number:</b>	800793416260	<b>Ship Date:</b>	Aug 4, 2020
		<b>Weight:</b>	1.0 LB/0.45 KG

**Recipient:**

JOHN KAZANJIAN, PALM BEACH PBA  
2100 NORTH FLORIDA MANGE ROAD  
West Palm Beach, FL, US, 33409

**Shipper:**

PAUL V. SHERIDAN, SHERIDAN, PAUL V  
22357 COLUMBIA ST  
DEARBORN, MI, US, 48124



22357 Columbia Street  
Dearborn, MI 48124  
313-277-5095  
[pvs6@cornell.edu](mailto:pvs6@cornell.edu)

4 August 2020

VIA FEDEX AIRBILL 8007-9341-6260

Mr. John Kazanjian, President  
Florida Police Benevolent Association  
Dr. David Murrell Bldg.  
300 East Brevard Street  
Tallahassee, Florida 32301  
800-733-3722

**Subject: The Context is the Lady**

Dear Mr. Kazanjian:

Thank you, and the good law enforcement officers of Florida (FPBA), for their recent unanimous endorsement of President Trump, and more importantly his attempts to maintain American freedom through law & order.



Before I review the subject and enclosures, we need to put the individual at-left in perspective.

When he was 6 years old, I was the Structural Steel Quality Control Technician for a building then-called the 'Cadet Activities Center' (CAC) in West Point, New York. Now called Eisenhower Hall, very little of the steel used to construct that nuclear-blast-resistant structure lacks my finger prints. I was responsible to our client, the Army Corp of Engineers, for the reporting and approval of fabrication integrity, plumb, bolt torque, and weldments (both die penetrant and ultrasonic testing). I was well-known on that windy Hudson River job site for being essentially fearless; wherever the steel crews would go, the undersigned was not far behind, in many cases sitting on the same beam or climbing the same columns as these were erected.<sup>1</sup>

By the time Mr. Esper was a plebe at West Point, I was already well-established in the auto industry; prototyping, designing and then manufacturing what is *still* considered to be the most successful pick-up truck in Dodge history: The Dodge-Cummins Diesel Program (Attachment 1). Later this vehicle was sold in large numbers over many years to the Department of Defense.

**The perspective, and the relevant point?** Of my direct reports on the Dodge-Cummins team (pictured on Attachment 1), how many of them do you think would have been guilty of open and public insubordination of my position? If they had done so, how many of them would retain an equivalent arrogance which presumed ongoing employment? Of course, none of my team would ever consider, for a New York second, such disrespect.

Consistent with Esper rhetoric, news media sewers such as the New York Times refer to what has occurred in places such as Portland, Oregon as "protests," sometimes using the descriptor "peaceful." One wonders how fast Esper would deploy military assets if his family members or his homestead were assaulted by these "peaceful protesters." In the exact opposite sense we have the commitment and implicit loyalty of the FPBA.

---

<sup>1</sup> During this time I was employed/trained by the civil engineering firm Fairway Testing Company of Stony Point, NY.

In fact, the vileness that Esper unilaterally decided that he would **not** attend-to, even if ordered by his Commander in Chief; those “peaceful protests” are an open coup on the sovereignty of the United States. But it is the source, character and the torrid history of that vileness that comprises the subject:

**The Context is the Lady.**

I remain astonished at the level of arrogance regarding what happened to three Portuguese children during the year 1917: the ‘Simple Request,’ and the dire warning.

The details of the many events surrounding Our Lady of Fatima go beyond the scope of this letter. However there was discreet, specific verbiage that was repeatedly offered by Heaven, that connects directly to the events of today in our Constitutional United States of America.

Repeatedly the three children (Lucia Abobora, 9, her cousins, Jacinta and Francisco Marto, 6 and 7) were told of “*the errors of Russia.*” In my humble opinion, the Lady was characteristically deploying grace, not referring to the issue by its proper name, the Union of Soviet Socialists Republics (USSR).

There are vested interests that would proclaim that the Lady’s ‘Simple Request’ has been fulfilled. **It has not.** My proof is what justifies this letter; the vileness of the “peace protests.” Those vested interests are now strangely silent.



In late 1946, when the world had already entered into the post-Hiroshima and post-Nagasaki era, and the Cold War between the Godless stench of the USSR and the Christian West, then Sister Lucia Abobora granted an interview with Professor William Thomas Walsh. That conversation transcript:

Sister Lucia: What Our Lady wants is that the Pope and all the Bishops of the world shall consecrate Russia to Her immaculate heart on one special day. If this is done, She will convert Russia, and there will be peace. If it is not done, *the errors of Russia* will spread through every country in the world.

Prof. Walsh: Does this mean, in your opinion, that every country, without exception, will be overcome by communism?

Sister Lucia: Yes.

Prof. Walsh: Does that mean the United States of America too?

Sister Lucia: **YES!**

Please keep in mind, this interview took place in 1946.

Commonplace scenes from present-day Portland, Oregon now include the following; a very small sampling:



### **Conclusion**

I have enclosed hard-copies of three recent letters; please feel free to share:

My letter to President Trump of 22 June 2020 <http://pvsheridan.com/Sheridan2Trump-3-22June2020.pdf>

My Letter to Dr. Anthony Fauci of 21 July 2020 <http://pvsheridan.com/sheridan2fauci-1-21july2020.pdf>

My Letter to First Lady Trump of 23 July 2020 <http://pvsheridan.com/Sheridan2Melania-3-23July2020.pdf>

You might look at Conclusion-Part 1, and the Attachment to the letter of 22 June 2020.

A mere six months ago if I had, once again, warned of the portent of that pictured above in Portland, doing so in 'The Context is the Lady.' I would have been ridiculed, and likely accused of "fear mongering."

In the first and third of those letters, I included separately the pictures on Page 4 below. As indicated on the enclosed business card, my work involves safety. I am fairly well-known for those efforts. But my most rewarding, the most compelling, and the most lauded, are preventative in nature (Attachment 2).



Again, thank you very much for the recent endorsement. Please feel free to contact me at any time.

Respectfully yours,

Paul V. Sheridan

Attachments/Enclosures

cc: Secretary of Defense Dr. Mark T. Esper (via USPS, cover letter only)

# Critics rave about Cummins-powered Ram pickups

If a Dodge Ram outfitted with the Cummins 5.9-liter turbo diesel engine were to race a Ford or Chevy truck up a Colorado mountain road, there would be no question who would win. The Dodge Ram would sail up the mountain, while its Chevy and Ford counterparts chugged along in its dust.

In fact, in just about any endurance competition imaginable, the Dodge Ram truck would obliterate its competition.

This is not frivolous hype or propaganda generated by zealous marketing types. The example is based on testimonials by industry trade journals.

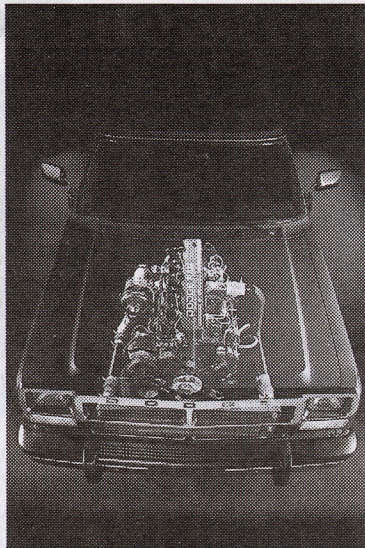
For instance, *Road Test Magazine* writes, "The Dodge-Cummins pickup outdistances its Ford and Chevy counterparts in every meaningful category."

"Dodgzilla" is a term coined by *Four Wheeler* magazine to describe the Dodge Ram pickup.

Why the acclaim? The engine powering the Dodge Ram—the Cummins diesel 5.9-liter six-cylinder turbo engine—has no equal, according to Paul Sheridan, Jeep®/Truck Engineering Engine Program Manager. It's the only factory-installed turbo diesel available in a pickup.

Referred to by Sheridan as the "Ferrari of the diesel engines," the Cummins is largely responsible for the recent success of Dodge Ram trucks in the marketplace.

The Cummins engine is in nearly half of all Dodge full-size pickup trucks sold. Dodge sold 30,000 turbo diesel pickups in the 1990 model year and projects sales of 44,000 units in 1991.



**The Cummins engine is in nearly half of all Dodge full-size pickup trucks sold. Dodge sold 30,000 turbo diesel pickups in the 1990 model year and projects sales of 44,000 units in 1991.**

"We are approaching 50 percent of Ford's volume after only three years in the diesel business," Sheridan added. "Our problem is not demand, but supply of available engines from Cummins. We can't fill customer orders fast enough."

The 1989 model year production was sold by December 1988, and 1990 production sold out by February 1990.

"We can't determine how great the demand is, because we haven't hit the ceiling yet," Sheridan said.

A diesel engine survey found that if given the option, one out of four Ford and General Motors diesel pickup buyers would pay an extra \$1,000 for a truck powered by a Cummins engine.

The engine was first used in the Dodge Ram full-size pickup



**Among the Cummins diesel team members who worked to ensure a smooth launch were, from left, Eugene Shensky, Product Change Analyst; Ken Scobel, Cummins On-Time Assembly; Walter Ralph, Vehicle Development Specialist; Troy Simonsen, Product Planning Manager; Greg Henderson, Design Aids Supervisor; and Paul Sheridan, Engine Programs Manager.**

trucks in 1989, but preparations to modify a Cummins diesel for the truck date back to 1985.

Eight Chrysler employees, part of the core Truck Operations group, approached the Cummins people namely because at the time the company was "the only game in town," Sheridan said. Ford was getting its diesel engines through Navistar, and General Motors manufactured its own and purchased some from Detroit Diesel.

Chrysler provided Cummins with a Dodge Ram truck and the assignment of making a Cummins diesel engine that could fit into the chassis.

## December 1990 Design Engineering/Manufacturing Cost Reduction Results

Cummins completed its assignment and the engine is now available in the Ram D-250 and D-350, both two- and four-wheel drive.

"We achieved this success over the years using a skeleton crew, minimal budget and a complicated but necessary release program," Sheridan said.

In addition to offering an engine intercooler to meet strict emissions standards, the 1991-1/2 model offers a four-speed automatic overdrive transmission that will boost the truck's current top speed of 80 mph and further improve its fuel economy and performance.

# Digest

## In the News

STANDARD & POOR'S placed the Big Three automakers on its CreditWatch list Jan. 9 because of a worsening economic picture.

Chrysler said, "We are, of course, disappointed... but given the difficult environment the industry is in, we can understand their concern. We know our minivans and sport utilities face increasing competition, but are confident that they remain the class of the field and able to withstand the assault."

Chrysler will have an opportunity to present its case to Standard & Poor's.

## Innovation

AL BARRETT, Mark Huber, Mike Larson, Don McCutcheon and Jim Pitt represented Chrysler in accepting an award from the Society of Automotive Plastics for the company's use of plastic in body interiors. In conjunction with Entech, Rockwell and General Electric, the group developed a plastic bolster that saves \$18 per vehicle and 8.3 pounds in body weight. The bolster is used in the Eagle Premier and Dodge Monaco.

## People

IN THE DODGE/WJR RADIO Quest for Excellence music competition, Beth Barley took first place and won a \$5,000 scholarship. She is the daughter of Lou Barley, a tool engineer from Chrysler's Mound Road Engine Plant in Detroit.

## Communication



# Cornell Law School

Stewart J. Schwab  
The Allan R. Tessler Dean  
and Professor of Law

June 22, 2005

Dear Paul,

I was delighted to see that you are to be honored as a Community Champion by the Civil Justice Foundation in Toronto next month. Congratulations!

We are always pleased when an alumnus of Cornell University gets the recognition they richly deserve.

I hope you enjoy the occasion, & I wish you success in your future endeavors.

Sincerely,  
Stef Schwab