



## The Latest News from the First District

### Northern News (Sector NNE, BOS, SENE)

#### Coast Guard, Marines remembered

Sacramento Bee- CA

Today, family members and colleagues of nine military fliers who lost their lives in a crash off the San Diego coast last week will gather at McClellan Air Force Base to bid them goodbye.

The eight men and one woman went down Oct. 29 when a Coast Guard C-130 Hercules plane, whose mission was to find a lost boater, collided with a Marine Corps helicopter on a training mission out of Camp Pendleton.

After 63 hours of searching more than 644 square miles of the Pacific Ocean, no survivors were found.

The seven fallen Coast Guard crew members were stationed at McClellan but hailed from small towns and suburbs across the country. Here are their stories:



Lt. Cmdr. Che J. Barnes, 35

The pilot of the rescue plane grew up on his family's organic farm in tiny Capay. He was "born to be a fighter pilot," he once wrote, but joined the Coast Guard instead.

He flew helicopters for a couple of years, but switched to the C-130 because he believed it to be safer, friends said. Barnes, who earlier this year received a commendation medal, regaled friends and relatives with stories about his various rescue missions.

Barnes also volunteered with the Big Brothers Big Sisters organization, and met his girlfriend, Carrie Reynolds, at a fundraiser to benefit emancipated youths bound for college.

"He was the kind of guy you'd like to bring home and introduce to people," said a friend, Darren Pleasance.



Lt. Adam W. Bryant, 28

A "country boy," he was born and raised in the southern Virginia town of Crewe, population 2,378.

He played football, baseball and basketball in high school and joined the Coast Guard to get an education, said his mother, Nina Bryant.

Her son never mentioned his desire to fly until a few years ago. "He just said, 'I want to be a pilot,' and I took him at his word," Nina Bryant said.

Bryant, who was single, was co-pilot of the doomed aircraft.



Chief Petty Officer John F. Seidman, 43

The crew's flight engineer was from Stockton.

His sister-in-law, Nicola Weigandt of Carmichael, described him as "an absolutely wonderful human being" with a keen mind, a sharp wit and a vise-like hug.

He and his wife, Jennifer, were raising three children.

"John was a pleasure to know, and he loved the Coast Guard," Weigandt said. "He loved going out on his missions." Seidman won numerous awards and citations during his career.



Petty Officer Carl P. Grigonis, 35

He hailed from Mayfield Heights, Ohio, and served as navigator on the flight.

A high school friend described Grigonis, who was trained as an aviation electronics technician, as low-key and respectful. Among other awards, he won three good conduct medals.

Grigonis was married with children, according to the Coast Guard. He and his wife, Kirsten, most recently were living in Citrus Heights.



Petty Officer Monica L. Beacham, 29

From Decaturville, Tenn., she was the plane's radio operator and was training to be a navigator.

Beacham was married, with children, according to the Coast Guard.

Her accolades included two humanitarian service medals and two good conduct medals.



Petty Officer Jason S. Moletzsky, 26

From the Philadelphia suburb of Norristown, he was the aviation technician.

Moletzsky was intrigued by flying from the time he was a boy, according to family members, and enlisted in the Coast Guard while still in high school. He was stationed in Miami before being transferred to Sacramento this summer.

"We were father and son, but I lost my best friend," said his father, John.



Petty Officer Danny R. Kreder II, 22

He was an aviation maintenance technician and the aircraft's "drop master," according to the Coast Guard.

Raised in the small town of Elm Mott, Texas, he was married with no children.

On his Facebook page, Kreder wrote of his Coast Guard service: "There's a lot bigger world than Texas. Maybe I'll go see the rest of

the world!"

The crew members from the ill-fated Marine Corps helicopter were:

Maj. Samuel Leigh, 35

Of Kennebec, Maine, Leigh graduated from a military college in Vermont and was commissioned in the Marines in 1996.

He completed two tours of duty in Iraq and had been in San Diego since August, according to family members. He was unmarried and the oldest of three brothers.

"He was a 'do anything for you' type of guy," said Dennis Powers, a Marine Corps pilot and friend. "He loved the military and the Marine Corps. He was a complete professional."

First Lt. Thomas Claiborne, 26

From Douglas, Colo., he was commissioned in the Marine Corps in 2006 and reached the rank of lieutenant last year, according to the military.

He was a University of Colorado aerospace engineering graduate, and had received the National Defense service medal and the Global War on Terrorism service medal.

"Tom was an exceptional student, both in terms of academic accomplishments and his love of 'hands-on' engineering," said one of his college instructors, Donna Gerren.

## Governor vetoes saltwater fishing license

Providence Journal- R.I.



PROVIDENCE — Governor Carcieri, reversing more than a year of work by his own staff and the state's largest recreational fishing organization, has vetoed a proposed \$7 state license for saltwater fishing. He called it "excessively intrusive."

Carcieri's staff announced the veto Thursday morning. The new license was approved last week by the General Assembly and had been

proposed during lengthy negotiations and hearings by the state Department of Environmental Management and the Rhode Island Saltwater Anglers Association.

"This is the Ocean State. It is a place where people have been free, up to now, to cast a line into Narragansett Bay without government intrusion. Why the proposed change?" Carcieri said in an explanation of his veto to the state Senate.

The governor's action appears likely to trigger a confusing year for Rhode Islanders fishing in saltwater.

Because there is no state license, a federal mandate will require everyone here fishing past the 3-mile limit offshore or fishing for stripers or other anadromous fish anywhere in saltwater to sign up by Jan. 1 in a federal register. State conservation officers, federal fisheries enforcement people and the Coast Guard will be charged with enforcing the registration, which will be free in the first year. Also in the first year, violators will just get warnings.

But in 2011, the National Marine Fisheries Service will start charging for registration, possibly as much as \$25, according to Gordon Colvin, head of the federal program. Also, Rhode Islanders won't have the benefits of reciprocity when they fish in other states. They will have to buy out-of-state fishing licenses. Out-of-staters fishing in Connecticut, for instance, have to pay \$60.

W. Michael Sullivan, director of the state DEM, said he thinks the governor raised legitimate issues, and the result is the state will now have a year to explore other options.

“This is a federal mandate, unfunded, changing a rich tradition and history. We’ll have a good, vibrant discussion about it,” Sullivan said.

Carcieri pointed out in a letter to the Senate Wednesday that the federal government wants the licenses to create a more accurate way of surveying fishermen and collecting data on fishing efforts. He wrote: “This is hardly a compelling reason or exigent circumstance warranting the imposition of any fee and licensing requirement on a Rhode Island citizen who occasionally takes his or her children fishing.”

The governor did not point out that his own state DEM negotiated the new license arrangement with Rhode Island fishermen as an alternative to taking part in a federal program. Federal fishery regulators want a database of fishermen so they can survey them about catches.

The state could have created a registry instead of licenses, and it didn’t have to charge any fees, Colvin said. Because of Carcieri’s veto, Rhode Island joins Maine, New Hampshire, Massachusetts, New Jersey, Virginia and Hawaii in being required to implement federal registrations, Colvin said. Some of those states are still working on state licensing.

The Rhode Island Saltwater Anglers Association reported on its Web site Thursday: “Saltwater License is dead ... Governor Carcieri vetoes the legislation. Rhode Island anglers will now be subject to federal registry at triple the fee and will have to purchase nonresident license to fish in neighboring states.”

Stephen Medeiros, president of the group, called Carcieri’s veto “a kick in the gut.”

The licensing and registration was mandated by passage of the Magnuson Act in 2006, Medeiros said. So, if Rhode Island wants to fight the measure, it will basically be taking on an act of Congress.

“I wish the governor had made this known before I spent about 1,000 hours working on it,” Medeiros said. “There’s been an awful lot of fallout over the stupid \$7.”

Just two weeks ago, Robert Ballou, the DEM’s acting director of Fish & Wildlife, predicted the licensing bill would pass the General Assembly because he and the fishermen spent months discussing the issue and ensuring the lowest possible fee would be charged. He said he thought the licenses were “viewed positively by all the interested parties.”

The bill passed, 27 to 8, in the Senate, and 39 to 8 in the House.

Sullivan said the governor had always made it clear to him he was troubled by the licenses.

“Currently, the governor — and I don’t disagree with his position that this component of the Magnuson Act flies in the face of the Rhode Island Constitution — but DEM wasn’t going to challenge the federal law. So we worked out a compromise,” Sullivan said. “Now, we’ll go into the educational mode and be sure citizens are aware of the federal requirements.”

“It is an inconvenience, but it is free,” Sullivan said of the federal registration. “Then we’ll have until Jan. 2011 to consider options.”

*Southern News (Sector NY, LIS)*

## A vice chairmanship for McMahon

SIAdvance.com

He's named to the Maritime Transportation and Coast Guard Subcommittee  
Rep. Michael McMahon, a member of the House Transportation and Infrastructure Committee, has been named vice chairman of the Maritime Transportation and Coast Guard Subcommittee.

The appointment yesterday was made by committee chair Rep. James Oberstar (D-Minn).

The subcommittee has jurisdiction over the U.S. Coast Guard, including its duties, organization, functions and personnel. It also oversees marine transportation regulatory activities of vessels and merchant seamen, along with inspection and regulation of commercial and recreational vessels and licensing.

"Maritime transportation and oversight of our Coast Guard are very important issues to my district and the entire city of New York," said McMahon (D-Staten Island/Brooklyn). "The port of New York, and all large ports throughout the country, are the source of revenue and jobs, which I am committed to preserving and cultivating."

## CREDIT CARD REFORM

Meanwhile, consumer-friendly legislation to speed credit card reform passed the House, with McMahon's support.

The bipartisan Expedited CARD Reform for Consumers Act would begin immediately after President Obama signs it into law, rather than the original Feb. 22, 2010, start date.

The bill protects against interest rate increases on existing balances, double-cycle billing and what McMahon called due-date gimmickry by credit card companies.

"Rather than curtailing their exploitative practices, many credit card companies implemented outrageous fees and interest rates in advance of the Credit CARD Act taking effect in February," said McMahon. "It's unfair that some banks are trying to squeeze strapped consumers for additional revenue before the strong federal law takes effect. Moving up the date by which the bill's protective provisions come into effect makes sense, especially with the holiday season approaching. American consumers should not be subject to these unconscionable practices one day more."

## QUILT PRESENTATION

Elsewhere, 12 members of the Sandy Ground Historical Society met with McMahon in his Washington office and presented him with their noted "Strawberry Quilt," commemorating the history of African Americans on Staten Island. On loan to McMahon, it is now hanging in his office.

Saying the Sandy Ground Historical Society "preserves the memory of one of Staten Island's richest histories," the congressman added: "I have made it a point of pride that my offices in New York and Washington reflect the diversity of our congressional district through the issues I promote and the art I display. ... This quilt will make a wonderful addition."

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