

AFFIDAVIT OF BRIAN KIDWELL

SATURDAY, APRIL 2, 2002

I hereby swear that the following accounts of events that occurred concerning an unused welder delivered to me from USAG by James A. Traficant, Jr. are true and accurate.

On Friday afternoon, March 22, 2002, at approximately 3:30-4:30 p.m. a dark blue Ford pick-up truck of a newer model pulled into my driveway at 1861 Youngstown-Kingsville Road, Vienna, Ohio.

There were three big white men in the truck.

They backed the truck up to the building where the USAG welder was stored and being prepared to be shipped to Cleveland as evidence in the Traficant Trial.

They proceeded to take the unused USAG welder out of the eastern garage door that the welder had been stored in. The door measured ten feet in height and nine feet in width.

They then loaded, by hand, lifting the welder onto the bed of the blue Ford pick-up truck. I did not help load the welder. It was my impression that it was a half-ton pick-up truck, single cab.

In addition, they had also taken all equipment pertaining to the welder and also my personal used yellow acetylene tank that was stored on the back of the unused welder.

They then asked me, after they loaded the unused welder, the equipment associated with it, and my used acetylene tank, if that "blue pick-up truck that just pulled out" belonged to my son.

I said, "yes."

I then told them that the welder was to be delivered to Cleveland.

They said, "This welder is not going to Cleveland."

Then they said, "if you are asked, you did not see this welder going out of here."

They proceeded to place a restraining nylon tie down strap over the welder to secure it to the truck bed. The restraining tie down nylon strap was my property and has not been returned.

I became very nervous and afraid when I realized that these men were not sent by Congressman Traficant for the purpose of having the welder delivered to the Cleveland Court.

I further became concerned and afraid for my three children since evidently, they knew my one son at least by asking about his blue Chevrolet pick-up truck, which had just left.

When I testified in Cleveland at the Traficant Trial, Monday, March 25, 2002, I was afraid to mention to Congressman Traficant what had occurred and led the Congressman to believe that the welder would be delivered to Cleveland for inspection.

I did this for the safety and concern of my three children.

The three men never identified themselves and by their behavior and intimidation I did not attempt to stop them.

After considering all possible circumstances, I decided to avoid everybody until the trial was over, since photographs had been taken of the machine extensively by Dominic Marchese, photographs that I had truthfully identified for the Court on March 25, 2002.

My attempts to avoid any contact were interrupted by the unexpected visit of Congressman James A. Traficant, Jr. and Dominic Marchese on Saturday morning approximately 5:50 a.m. on April 6, 2002.

I then admitted what had occurred on listed above and asked Congressman Traficant to protect my family in any way he could so that I would not get into trouble for failing to report this. It was never my intention to break any laws, my concerns were for my

children, especially Gary, whom the three men had alluded to as having owned a blue pick-up truck.

I never saw any identification. I never asked if they represented any company not the government, I just followed their instructions to "stay out of this."

The above is a true and accurate statement.

Sworn before a notary on April 6, 2002.

Since this ordeal, Brian Kidwell has been notified that there have been visits to his employer concerning activities at his workplace and now suspects that the government is behind this because of Mr. Kidwell's belief that the government illegally tampered with evidence by picking up the welder.

Another element in this count was that J.J. Cafaro alleged that he gave me \$13,000 in cash while sitting in a car after a meeting outside of a building at Youngstown State University. Again, Mr. Cafaro perjured himself.

Former clerk to Chief Justice Thomas Lambros, Attorney Percy Squire, was asked by me to be a character witness. When Atty. Squire arrived for his court appearance, he said.

"Why do you want me as a character witness, I know first hand that Buccini and Cafaro are lying."

Cafaro maintained that after a lengthy meeting at YSU that we (Cafaro and myself) "waited until everyone left" got into his car and "drove around the block" when he gave me \$13,000 cash.

Atty. Squire testified that he was serving as an official advisor of a community group at the meeting and walked out with me and saw me immediately get into a green truck and the driver of the truck drove off. Brian Kidwell, who testified that he picked me up directly after the meeting, owned the truck.

I presented two witnesses to impeach the testimony of J.J. Cafaro, who the prosecutors had called a "liar" in a formed RICO trial and now suborns Cafaro's perjury and permits a conspiracy to continue between Cafaro and Al Lange to help them to gain a conviction against me.

Because of his participation in my conviction, I imagine that Mr. Cafaro's fate will probably resemble that of Anthony Buccini, who made three federal plea agreements and is working on his fourth, which has rewarded him with 6 weeks home detention and 2 years of probation for his crimes against the government.

Since the trial I have also learned that J.J. Cafaro wanted Al Lange to sign a demand note for money extended relative to my boat. I've also learned that Mr. Cafaro continues to pay for Mr. Lange's hospitalization to this date and continues to even though the USAG Company has since dissolved and Mr. Lange is not an employee of Mr. Cafaro's.

The question is . . . was Mr. Lange represented by his own attorney, or was he really represented by Mr. Cafaro's attorney? What is even more unusual is that Mr. Cafaro was the government's least credible witness, as evidenced by statements by the jurors, yet they threw out overt acts associated with other witnesses and left all the Cafaro garbage in.

Again, no physical evidence, no wiretaps, no tapes, no hidden microphones and no fingerprints on more than 1000 documents. How is it possible to reach a conclusion beyond a reasonable doubt with only circumstantial evidence and the testimony of felons, in a RICO case?

And next, as promised . . . Pinocchio, Attorney at Law.

TRIBUTE TO MASTER CHIEF ELECTRONICS TECHNICIAN (SUBMARINES) CURTIS DEAN HAGGARD, U.S. NAVY

HON. JO ANN DAVIS

OF VIRGINIA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, June 11, 2002

Mrs. JO ANN DAVIS of Virginia. Mr. Speaker, I rise today to honor Master Chief Electronics Technician (Submarines) Curtis Dean Haggard, United States Navy. Master Chief Haggard will retire on Friday, 14 June 2002 after 24 years of faithful service to our Nation.

Master Chief Haggard enlisted in the United States Navy in Las Vegas, Nevada and reported to Basic Training in San Diego, California in 1978. Upon completion of Electronics Technician "A" School at Great Lakes, Illinois he returned to San Diego for a six-month tour as a radar technician aboard the destroyer USS *John R. Craig* (DD 885). He next reported to Naval Nuclear Power School in Orlando, Florida and then to the Naval Nuclear Propulsion Training Unit in Idaho Falls, Idaho.

In 1980 Master Chief Haggard arrived at Pearl Harbor, Hawaii for duty in Reactor Controls Division aboard USS *Tautog* (SSN 639). He completed deployments to the Western Pacific, Eastern Pacific, and Indian Oceans and to the North Pole. He qualified Engineering Watch Supervisor, Engineering Duty Petty Officer and Reactor Operator. In 1983, instructor duty followed at the *Trident* Prototype in Ballston Spa, New York where he qualified Engineering Officer of the Watch and Engineering Duty Officer, was certified as a Master Training Specialist and advanced to Chief Petty Officer.

Mr. Speaker, he next reported as one of the highly selective initial manning crew of the Pre-Commissioning Unit *Pennsylvania* at the Electric Boat Shipyard in Groton, Connecticut in 1987. After placing USS *Pennsylvania* (SSBN 735) into commission in 1989 in New London, Connecticut, he arrived with the Blue Crew in Kings Bay, Georgia and completed a five-year tour in *Pennsylvania*, including three Strategic Deterrent Patrols. He next reported to Trident Training Facility in Kings Bay, where he qualified Command Duty Officer and served as the Reactor Controls Division Officer in the Engineering Training Department and the Electronics Technician Maintenance School Supervisor.

In August 1995 Master Chief Haggard reported to USS *Hyman G. Rickover* (SSN 709) in Norfolk, Virginia as the Engineering Department Master Chief. During this tour *Rickover* completed two Operational Reactor Safeguards Examinations, two Tactical Readiness Evaluations and an extended deployment to the North Atlantic. In May 1997 he reported to the Deputy Chief of Naval Operations for Manpower and Policy in the Navy Bureau of Personnel in Washington, DC, as Quality Control Advisor for nuclear enlisted personnel.

Mr. Speaker, Master Chief Haggard is a graduate of the University of the State of New York in Albany, New York with a Bachelor of Science degree in Psychology. He earned a Master of Public Administration degree from