

LEW'S NEWS

Volume 2, Issue 4, September 2002

Meeting set for Monday, Oct. 7

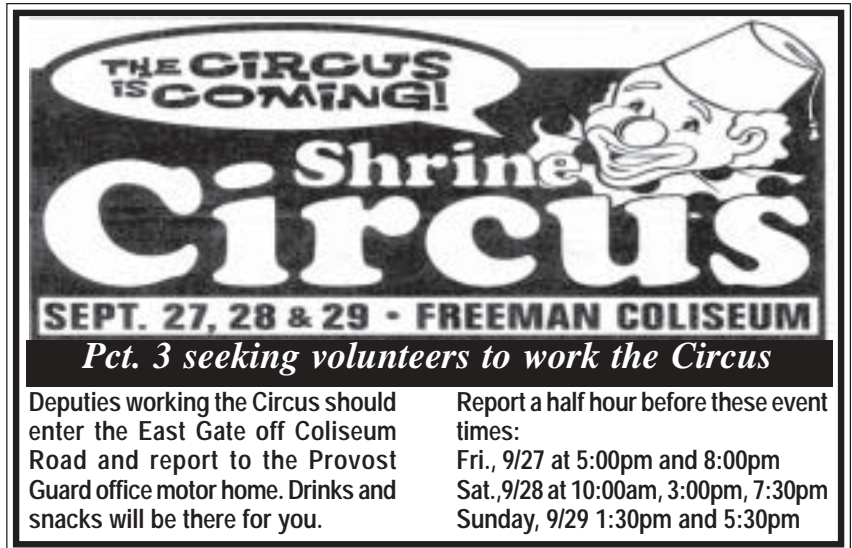
QUARTERLY MEETINGS ARE MANDATORY

Reserve Deputies of Precinct 3 meet on the First Monday of each quarter (January, April, July, and October.).

The final quarterly meeting for 2002 will be held on Monday, Oct. 7.

The meeting will be held at 6:30pm in the Precinct 3 CourtRoom.

All members are required to attend.



THE CIRCUS IS COMING!

Shrine Circus

SEPT. 27, 28 & 29 - FREEMAN COLISEUM

Pct. 3 seeking volunteers to work the Circus

Deputies working the Circus should enter the East Gate off Coliseum Road and report to the Provost Guard office motor home. Drinks and snacks will be there for you.

Report a half hour before these event times:
Fri., 9/27 at 5:00pm and 8:00pm
Sat., 9/28 at 10:00am, 3:00pm, 7:30pm
Sunday, 9/29 1:30pm and 5:30pm

Items of interest about Bexar County Constable Precinct 3

September, 2002

Bob Lew
Constable

Roger Terry
Chief Deputy

Nationwide effort to find missing children proposed

Since they were first launched in Texas six years ago, "Amber Alerts" have been used in more than 15 states and 32 locations to try to rescue missing children.

Named for Amber Hagerman, a 9-year-old kidnapped and brutally murdered in Arlington, Texas in 1996, Amber - which also stands for America's Missing: Broadcast Emergency Response - notifies the public through electronic road signs and TV and radio broadcasts that a child is missing.

On Sept. 4, pointing to the program as a nationwide model, a bipartisan group of senators,

including Republican Kay Bailey Hutchison of Texas and Democrat Dianne Feinstein of California, introduced legislation that calls for the Justice Department to coordinate such alerts across the country.

Advocates say the program has saved lives.

But some worry that overuse could kill the system's effectiveness. Like pictures of missing children on milk cartons, they say, too many alerts, issued indiscriminately, could dull public attention.

The 13 alerts that have been issued by the California Highway Patrol in the first month of the program, eight involved abductions by strangers, four by family members, and one case was a false alarm. In all cases the child was returned.

The senators are proposing a new Amber alert coordinator in the Department of Justice to coordinate when and how alerts go nationwide, or perhaps regionwide.

Mindful of the concerns about overuse, Sen. Hutchison said: "We're not going to try to interfere with any local alert system. We want it to be simple, expedited. It's a very modest effort that could save children's lives."

One of the most high-profile cases was that of two teen-age girls who were kidnapped at gunpoint from a "lover's lane". The teens were then raped by an ex-convict who was killed during a shootout with sheriff's deputies. The case increased national awareness of Amber Alerts.

Long-time, popular Bexar County Reserve Billy Davenport dies

On Monday, Sept. 2, 2002, Lt. Billy Davenport passed away.

He joined the Sheriff's Reserve in 1979, was a key member of the Gang Unit, served as Captain of the Mounted Patrol, and for the past several years worked with long-time friend Lt. Don Marshall in Special Assignments, both of whom assisted Pct. 3 at many Cowboy Breakfasts.

Billy averaged nearly 53 hours per month in time donated to the County through the Support Division. In at least six years his donated time exceeded 1,000 hours.

Area officers in uniform were much in evidence at the Chapel Services on Sept. 5 with interment following at Mission Park South.



**Bexar County
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Cops should fly for free to keep skies safe

With the Bush administration now beginning to soften its earlier stance denying airline pilots pistols, a rather unique idea has come from a retired physician and occasional airline passenger, Dr. Dixie Swanson of Houston.

Swanson says that flying is complicated when you can pick up 300 people in Houston at sunset and deposit them just after dawn in Paris.

The year her dad was born in 1910, no sane person could have imagined this. As flight pioneers discovered early, getting a plane airborne was the easy part, but getting it down safely at the desired spot was really tricky.

But people aren't flying as much. We, as the flying public, are scared. The physics of flight is pretty daunting to a lot of people. Add in the vulnerability of airplanes to terrorism and you've created a bunch of ex-passengers.

Most of the flying public agree flying is not safer since Sept. 11 — it's just a bigger hassle. We still have subliterate screeners, albeit federalized ones. An air marshal is as rare as hen's teeth. A pilot can be entrusted with hundreds of lives but not with a gun. Go figure.

Dr. Swanson has a relatively simple idea to improve airline safety. Let's do what people did on the frontier: Let's get up a posse.

We have thousands of people in this country with weapons training and background checks already on public payrolls. They're called peace officers. They could volunteer for the Air Posse, but the Federal Aviation Administration would have final approval.

The FAA (with input from airlines, pilots and crews) would be in charge of training volunteers. Each

candidate would use his or her own sidearm. After training, they would be sworn in as deputy air marshals.

What's in it for the posse members? They fly free, anywhere, any time on any U.S. carrier. A flight would have a designated number of air marshal seats and posse members could pick any open flights. The ticket would be free to the marshal in exchange for his duty aboard. The cost of the ticket would be spread among passengers. Wouldn't most people be willing to pay a couple of bucks to have an air marshal aboard?

Enabling legislation would provide compensation for marshals injured or killed in the line of duty. All would be immune from lawsuits for good-faith actions in the air. This is a variation on standard Good Samaritan laws. Trial lawyers wouldn't like that, but they fly too.

The airlines would provide deputies with basic equipment such as plastic handcuffs, locks for seatbelts and communication gear. The pilot, of course, would always be in command.

Perhaps the Air Posse needs to be visible, perhaps not. If the carrier turned around part of the first row of seats in each class and elevated the seats on a platform, the officers would "loom" over the scene. For invisible marshals, no change in seat configuration would be necessary. Needless to say, they would not be served alcohol.

An airliner in flight is not exactly a public place. People can't get on or off in mid-air. A police car can't just cruise by to help. F-16s ready to shoot down the plane aren't exactly a comfort to passengers.

No one wants a gun in there, but better a bullet going off than a bomb. Pilots can fly, attendants can take care of passengers and deputy air marshals could deal with shoe-bombers, air rage idiots, and belligerent drunks.

It would be like the old days, sort of. We'd have somebody reliable riding shotgun on today's version of the stagecoach.

There's one big difference.

After your long grimy ride, you arrive in Paris at dawn.

What do you think?

*News by and for
friends of
Bob Lew,
Constable,
Bexar County
Precinct 3*

This is "NATIONAL CHARACTER WEEK"

Teddy Roosevelt said, "To educate a person in the mind but not the morals is to educate a menace to society." What better proof of this do we need than the current Wall Street scandals?



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TO:

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