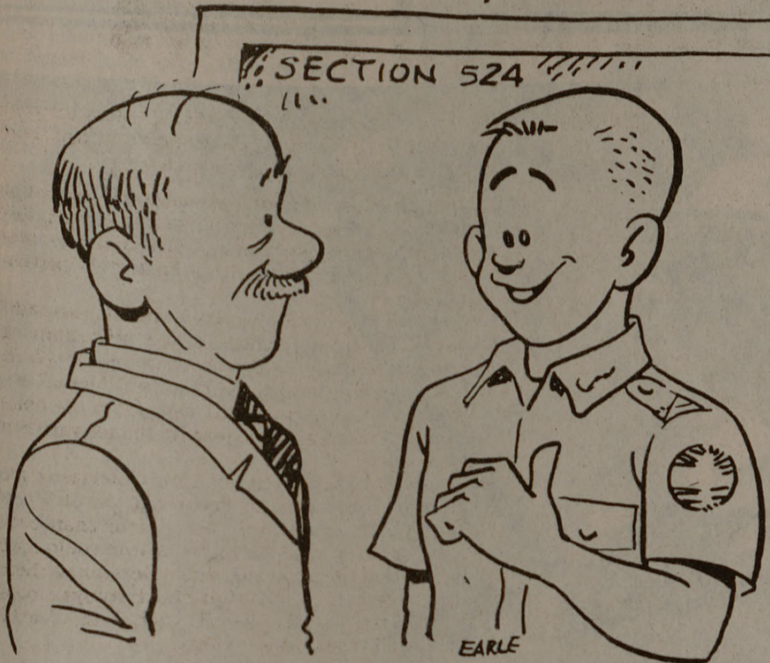


Slouch By Jim Earle



"Have you said anything in class so far that I should have written down?"

Toilet paper shortage still trouble for Poland

WARSAW, Poland (AP) — At a recent meeting, Poland's Parliament passed a law establishing factory welfare and housing funds. Next it approved amendments to the penal code.

Then it got down to the big issue of the day.

When a deputy asked, is the toilet paper shortage going to end?

To buy 10 rolls of this "rarity" means standing in line for hours, said the deputy, Krystyna Zielinska-Zarzycka, a Communist Party member who has gained a reputation as a kind of gadfly when it comes to consumer issues.

lion people, out of which 275 million reach the open market.

"We're still about 100 million rolls short of demand," he said.

He appealed for patience.

A new factory is under construction, the minister said, and six paper mills are being modernized.

But \$45 million is needed and completion of the projects is at least three years away, he added.

During seven years of economic hardship, shortages of many other consumer goods have come and gone in Poland.

But the toilet paper problem remains, a self-fulfilling cliché about life in Eastern Europe.

"These are small but irritating things," Zielinska-Zarzycka said in a telephone conversation. "These are our pains and problems. Every nation has its own pains and problems. We have a lot of them and expose them."

She demanded answers from Edward Grzywa, the minister of chemical and light industry, whose domain includes toilet paper production.

Grzywa told Parliament that Poland now produces 320 million rolls of toilet paper a year for its 37 mil-

Services expand worshipping flexibility

Drive-in church offers alternative

ARMBRUST, Pa. (AP) — Harry Bispig parks his orange Volkswagen Beetle in the gravel lot of Armbrust Wesleyan Church, turns on his radio and waits for Sunday services to start.

"Vans, Trucks And Campers Please Park In Rear," says a sign over the pulpit.

Bispig's church is a drive-in, inspired by outdoor movie theaters and fast-food restaurants, and he thinks it's a fine idea.

"There are softer seats for one thing," Bispig, 74, says from the bucket seat of the 1974 Beetle that has traveled 156,000 miles.

For the past 10 years, the Rev. J.L. Clark has preached in his outdoor chapel in this rural Westmoreland County village 35 miles east of Pittsburgh. Attendance averages about 100 for the 8:45 a.m. service.

Clark's pulpit is a redwood gazebo. Worshipers tune their radios

to a special channel to hear the choir and the sermon.

Vehicles park in rows in the church's lot, which is surrounded by wooded hills and mown hayfields.

"The outdoor service fulfills a need for vacationers, campers, the handicapped or people just going out of town for the day," Clark says. "It's an opportunity to drop by and worship in casual attire."

The minister says worshippers are encouraged to "come as they are."

"Some stop before the service to buy coffee and doughnuts," he says. "Some come with their children still in their night clothes."

Inspired by the drive-in movie concept, Clark held his first outdoor service in 1952 when he was based in Indiana County. The idea has been popular with the 450-member congregation here, but a regular service is held at 11 a.m. for traditionalists.

"I enjoy speaking in the open air,"

Clark says. "It's exciting to be out under the sun. It's a pleasant Sunday morning experience."

In the comfort and solitude of their cars, people can sing loudly and off-key without annoying others. Parents can shush their fidgeting children by rolling up their windows. And invalids and the elderly don't have to worry about getting in and out of the sanctuary.

"I'm trying to revise our methods to minister to the people of this day," Clark says. "Traditional methodology just isn't reaching some people. People are not going to stuffy churches."

Elizabeth Kunkle, 70, attended a recent service with her daughter, Brenda Meyers of New Stanton, and her Springer spaniel, Heidi, who poked her nose out the car window but refrained from barking.

"The dog never misses," Kunkle says. "She goes everywhere we go.

We could never bring her to a regular church."

"There are people who come to this that don't come to regular services," says Goldie Musgrove, 67. "They can come just as they are." She used the time before church to balance her checkbook while sitting in the cab of a red pickup, where she keeps her Bible.

Her husband, Ed, 71, likes the drive-in because he's had three heart attacks and has been advised by doctors not to climb up or down steps.

"I'm not supposed to walk up or walk down, just on the level," says Musgrove, a retired coal miner who is always one of the earlier arrivals.

Rain can be a nuisance, but church officials say no outdoor service has ever been canceled by bad weather.

"We've never been rained out in 10 years," Clark says.

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Pentagon: Some radar types spot Stealth bomber

WASHINGTON (AP) — The super-secret Stealth bomber, for all its vaunted ability to evade radar detection, can be spotted by at least one type of sophisticated radar now entering the U.S. arsenal, officials say.

The Pentagon has for years advertised the capabilities of the new radar — the Over-The-Horizon-Backscatter or OTH-B — in the course of winning congressional approval to ring the U.S. coast with an OTH-B network to detect airplanes and cruise missiles.

Indeed, the Air Force disclosed with some fanfare last month that it had used its first OTH-B radar unit to track President Reagan's Air Force One all the way to Iceland for his recent summit meeting.

But the ability of an OTH-B system to detect Stealth aircraft is one capability about which the Pentagon and Air Force have remained quiet.

One crack in that silence occurred this summer, when an Australian scientist working on his country's over-the-horizon system discussed the radar's capabilities during a public conference in Canberra.

Pentagon officials subsequently agreed over the past month to discuss the matter with The Associated Press, confirming the Australian scientist's observation and saying the Soviet Union could use OTH-B as easily as the United States.

The officials, who spoke on condition of anonymity, said they were willing to discuss the matter because while an OTH-B system can detect Stealth aircraft, such detection poses no threat because of the way the bombers would be used.

Since the Pentagon does not envision using its bombers for surprise first-strike raids, it is not concerned about OTH-B detection.

"What Stealth is intended to do is to fix it so that an aircraft can deliver its ordnance to a target within the enemy territory. Now, it's not designed to keep the other guy from knowing that the war has started. What you want to do is counter the things that are going to shoot at you and kill you," said one ranking defense official.

One of the limitations of the OTH-B system is that it cannot provide any radar coverage within 500 nautical miles of the transmitter. A Stealth bomber, then, would disappear off the scope as it approached a coastline, allowing a change in course or other evasive tactics.

And in the event of a nuclear war, the huge facilities required for OTH-B probably would be destroyed in the initial exchange, restoring the Stealth bomber's advantage.

"Nonetheless, it's true a functioning OTH-B system could detect these planes at range and at least attempt to scramble fighters to find them," one official said. "We think Stealth could get through to perform its mission."

An over-the-horizon radar differs from conventional systems in its use of the ionosphere, a layer of the Earth's atmosphere. Unlike conventional radar systems, which transmit and receive radio-frequency signals in a straight line to the horizon, an OTH system transmits radio signals skyward.

By using frequencies in the lower range of the high frequency spectrum, radio signals bounce off the ionosphere back to the Earth's surface.

As is the case with conventional radar, if the signals strike an object, a return "echo" bounces back. But with an OTH system, the signals bounce upward to the ionosphere once again and then back to a large receiver on land.

By using sophisticated computer systems and knowledge about atmospheric conditions, the OTH-B can be tuned to scan an area ranging from about 500 nautical miles to 1,800 nautical miles beyond the transmitter, compared with a range of less than 100 miles for a normal radar.

Stealth is a variety of technologies, combined toward the goal of reducing an airplane's visibility to radar. A Stealth plane avoids sharp angles; uses special radio-energy absorbing materials, and attempts to blend engines into the fuselage.

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