

World and Nation

Army sets out to update processing of remains

Military concerned about 'fallen soldiers'

WASHINGTON (AP) — The Army soberly has set out to modernize the process of handling the remains of fallen soldiers, convinced that the military logistics of death have become outdated.

Among the concerns that now are being discussed are how the remains of soldiers killed as a result of nuclear, chemical or biological war should be recovered and handled; what new technologies are available for use in a war zone to assist in identification of remains, and what can be done to automate the process of tracking remains through what is now a maze of paperwork.

Those concerns, particularly that of a war fought in a "dirty environment" of nuclear or chemical contamination, already have led a study group to confront the need for new equipment such as radiation detectors and a new type of pouch to handle remains.

The overhaul of procedures for the task of retrieving and transporting combat casualties has been entrusted to a unit, the Graves Reser-

vation Work Group. It was formed after the Army's Quartermaster School completed a critical study last August, concluding that the military was still relying on methods dating to World War II.

"This has not been a subject that's been popular and so it's been somewhat ignored," says Gary L. Wieting, a logistics specialist on the Army's Pentagon staff who heads the working group.

The group also is exploring the touchy subject of performing temporary burials in a war zone until remains can be transported home, and has asked the chief of chaplains to develop a non-denominational memorial service "for non-clergy personnel to perform at temporary interments."

"We don't plan to do that unless we absolutely have to," says Wieting. "But if we are forced to inter, we will absolutely go back. That is our national policy. We will always go back and bring those boys home."

Wieting's group held its first meeting last October and is sched-

uled to meet again this week. The work probably won't be completed before the fall of 1988.

Under military procedures, the Army bears primary responsibility for handling the combat casualties of all services.

According to Wieting, his group has a relatively simple charter—use fresh approaches "to carry graves registration into the 21st century; to quickly and reverently recover and evacuate remains . . . on the future battlefield."

Although the study performed by the Quartermaster School is classified, an unclassified executive summary has been released. It discloses recommendations to the working group to consider automating the Army's system for identifying and handling remains, including the purchase of mini-computers for graves reservation specialists.

It also calls for research in such areas as the use of bar-code tags that can be scanned electronically to keep track of casualties as they are transported home.

Woman raped after warning she has AIDS

ATLANTIC CITY, N.J. (AP) — A woman claims she was sexually assaulted by a man, even after she told him she was infected with AIDS, police said.

The woman said she was sitting on the steps of a building early Saturday when a man grabbed her, dragged her into an alley and assaulted her, said Detective Capt. Benn Polk.

The 26-year-old woman, whom Polk did not identify, was taken to the Atlantic City Medical Center after the assault.

The *Sunday Press* of Atlantic City said it learned from sources that the woman has a record of arrests on prostitution charges and carries a medical identification card stating she has AIDS.

Detective Daniel Loen was investigating the case.

Acquired immune deficiency syndrome is a fatal illness that robs the body of its disease-fighting ability. It is most often transmitted by contaminated hypodermic needles and by intimate sexual contact.

Navy delays plan after drone losses

WASHINGTON (AP) — The Navy, after losing four of five "eye-in-the-sky" drone aircraft worth from \$250,000 to \$400,000 apiece, has suspended a program to equip warships with the pilotless planes, military sources say.

The embarrassing losses, involving drones dispatched recently with the battleship Iowa, occurred over the past month and most recently on Feb. 6, said the sources, who asked not to be named.

Four of the five drones dispatched were lost, they said. One source said the four drones "are in little bitty pieces." The cost of the drones depends upon what surveillance and camera equipment they carry.

The Navy already had opened an investigation into the string of accidents, the sources said. The service suspects a number of causes, but believes one problem might involve the remote control system for the pilotless planes.

"One of them was lost at sea when the engine cut off," one source said.

"But one of them hit the fantail of the ship and the other two hit the (retrieval) stanchions and were obliterated."

Last Jan. 8, Pentagon spokesman Robert Sims announced with some fanfare that the Iowa had become the first U.S. Navy ship to be equipped with RPVs, or Remotely Piloted Vehicles.

Sims said the amphibious assault ship Tarawa had conducted some initial tests of the drones in the Pacific last year and that the Iowa had conducted a final series of successful tests in December off the coast of Virginia. Those December tests led to the system being declared operational, Sims said.

The drone, which the Navy dubbed the Pioneer, resembles a small airplane with a wing span of roughly 16 feet.

The planes originally were designed to take off and land from the ground. But the Navy developed the netting-retrieval system with an eye toward providing its ships with an extra surveillance capability.

American Lemon Club president tells how to handle bad car deal

COVINGTON, Ky. (AP) — Lemon owners of the world unite! Be as obnoxious as necessary if you've been stuck with a bad car — just don't shoot it or beat it to death, advises the president of the American Lemon Club, Pat Trimble.

"Keep after these people," she said. "Put everything in writing. Don't let up. Put lemons in your car. Hang signs on your car saying where you bought your lemon. . . . Don't let them tell you — like the dealer did to me — that it's all in your head."

People in 15 states have told her they want to join her American Lemon Club to send a message to the automobile industry, and more than 100 people were expected at an organizational meeting Monday, some from as far away as New England and Canada.

"The phone's really been ringing today," co-founder Paul O'Connell said Monday. "I no sooner put the phone down than it rings again."

O'Connell has a file with thousands of newspaper reports of lemon owners taking action into

their own hands and shooting their cars, driving them through show-room windows or beating them to death.

"Don't do any of that," Trimble said. "You could land in jail."

"We can organize parades through the dealer's lot. That's real



effective if they have been ignoring you."

Trimble said she knew she had a problem with her 1984 car the day she bought it.

"I got it home and the engine sounded like it was missing," she said. "I lifted up the hood, looked around and then closed it. When I closed it, some paint flew off."

"My rear-view mirror fell off when I was driving. I had to drive with my left hand and hold the mirror with my right," she said. "When I wanted to shift, I had to put the mirror in my lap."

Then there were bad brakes, a faulty transmission, non-functioning windshield wipers, doors that leaked when it rained, headlights that burned out in a flash and a speedometer that worked only part-time.

"I got a speeding ticket in Newport, so I brought all of my work orders and repair bills to court. The judge threw out my ticket. He said, 'This lady has enough problems.'"

Trimble placed newspaper ads last August and threw a lemon party in the parking lot of her beauty supply business in Erlanger. She served lemonade, lemon drops and lemon cookies and attracted enough interested people to form the club.

Shiites raise blockade, allow refugees to leave Palestinian camp to buy food

BEIRUT, Lebanon (AP) — Shiite Moslems lifted a four-month blockade Monday and let food trucks enter two small Palestinian refugee camps in south Lebanon, but there was no indication of an end to the camp siege in Beirut.

The United Nations said the four trucks unloaded 47 tons of flour, 90,000 cans of sardines and 564 canisters of skim milk in al-Bass and Bourj el-Shamali, near the port of Tyre.

Militiamen of the Shiite militia Amal also allowed thousands of Palestinian women and children from the much larger Rashidiyeh camp to travel two miles to Tyre to buy food. No men emerged from the camp, fearing capture by the Shiites.

Amal allowed a U.N. convoy carrying food to enter Beirut's Bourj el-Barajneh camp Saturday only after an equal amount of food was delivered to the surrounding Shiite slums.

Shiite gunmen from Amal have blockaded the three camps 50 miles south of Beirut since Oct. 1 as part of a campaign to keep Palestine Liberation Organization chief Yasser Arafat from regaining the Lebanese base he lost with the 1982 Israeli invasion.

A police source in Tyre said Amal gunmen allowed the convoy to enter the two smaller camps only after they confiscated "one-third of the flour."

In Beirut, officials of the United Nations Relief and Works Agency, which donated the food, would not comment on the police report.

Police said two people were killed and five wounded Monday in skirmishes around Bourj el-Barajneh and Chatilla, the south Beirut camps that are surrounded by Shiite slums and have been besieged since Nov. 24. Tens of thousands of Palestinians live in the two camps.

The latest casualties raised the toll in three months of Shiite-Palestinian fighting to at least 568 killed and 1,459 wounded, by police count. The war has continued intermittently since May 1985, with thousands of dead or wounded.

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