

Depot

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"In El Salvador, for example, helicopters were key to turning the tide (against communist insurgents). Since 1982, we have provided 84 UH-1H and 12 UH-1M helicopters to the Duarte government," said Brown. "Most of these were rebuilt in Corpus Christi."

Brown said the depot also is helping protect U.S. bases in the Pacific. "In the last two years, the United States has sold 36 UH-1 series helicopters to the Philippines, all overhauled in Corpus Christi in record time," said Brown. "The depot's reputation for rapid, high-quality performance is well-deserved."

He said work performed at the depot also has been noticed in Brazil, Colombia, Guatemala, Honduras, Thailand, Korea, Jordan, Greece, Spain and Egypt.

"Maybe I'm betraying a service bias in overlooking the Navy. For years, the Naval Air Training Command has been training foreign pilots," said Brown. "Right now, 14 students from Italy and Norway are in advanced training."

In addition, initial pilot training for about 90 students from six countries also is under way.

"In dollar value, this single program accounts for more than 10 percent of all Navy military assistance training this year," said Brown.

He said most of the pilots sent here for training come from countries that have bought weapons systems from the United States.

Brown said, however, that the United States is facing problems in the decline of foreign military sales.

"In fiscal year 1986-1987, foreign military sales hit a new low, about \$7 billion each year, down from a high of \$20 billion earlier in the 1980s," said Brown.

He said the sales are declining due to a variety of factors, including a decline in the price of oil and major commodities, serious debt problems of many Third World countries, and continuing congressional opposition to major weapons sales to moderate Arab countries.

"Despite the Arabs' continuing preference for our products and their desire for close relations with the U.S., a good example is Saudi Arabia's recent purchase of \$30 billion in British military hardware," Brown said. "Note British, not U.S."

Drone

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in the same way it buys bolts and bed linens, ordering potential suppliers to build a drone to its exacting specifications - a radical departure from the norm. In the purchase of sophisticated systems, the Navy ordinarily gives contractors broad guidelines and allows its contractors to design and build a system that conforms with them.

Second, the Navy refused to grant two U.S. bidders short delays to prepare for the demonstration of "flyoff" under the watchful eye of Navy witnesses, citing an urgent need for the drones. That refusal eliminated both American firms from the competition, leaving Mazlat the sole contender.

Third, the Navy's rush to purchase the drones was driven by Lehman's demand for an "off-the-shelf" system that could be promptly deployed on American ships. But the Pioneer system was not "off-the-shelf" and required extensive testing before it could be used in Navy operations.

The race to build, buy and deploy a Navy drone began in 1983 when two of the service's warplanes were shot down by Syrian missile batteries near Beirut. Lehman, who left the Pentagon last year, was convinced that remotely piloted vehicles - RPVs - could identify targets on the ground, and spare pilots from danger.

The Navy quickly bought eight drones from the Israeli government for \$8 million. The aircraft had a proven track record with the Israeli military, but the non-competitive purchase touched off a complaint that foreshadowed the controversy enveloping the Mazlat contract. Developmental Sciences Inc., an Ontario, Calif., firm, was angered by the selection and demanded, in a letter to then-Defense Secretary Caspar W. Weinberger, that any future purchases be subject to competition. Weinberger agreed.

In April 1985, Lehman spent a week in Israel watching the Israeli drones in action. "There was no doubt that he was impressed by the demonstration of the RPVs he saw in Israel," an Israeli official said this week. "It knocked his socks off."

Israeli officials also told him about the new Pioneer drone, which would be built in a joint venture between Israel's two drone-builders - the state-owned Israel Aircraft Industries Ltd., and Tadiran Ltd., owned by the Israeli Labor Party. The new concern was called Mazlat - the Hebrew word for drone.

A twin-tailed aircraft, the Pioneer's 26-horsepower gasoline engine drives a prop that pushes the 400-pound craft through the air at 81 miles an hour. A camera beneath its 17-foot wingspan transmits video pictures up to 100 miles to its ground or ship-based operators.

Two weeks after Lehman left Israel and four months before the Navy made its specifications public, Gen. Zvi Schiller, Mazlat's president, gave an interview on the Pioneer to *Aviation Week & Space Technology* magazine. The Pioneer, he said, "is specifically designed to compete for a Navy program for which specifications are now being written."

The Navy program picked up momentum on July 8, 1985, when Lehman issued a still-secret memo ordering his service to buy an existing drone that would meet precise Navy specifications.

The memo was explicit - Lehman wanted a drone contract signed before 1986, Capt. Penn E. Mullenwey said this week. "It was like turning on a light switch,"

said Mullenwey, who has run the program since June 1985.

In response to Lehman's memo, the Navy took the unusual step of issuing a three-inch thick "invitation for bid" stating exactly what it wanted. The company that met those specifications, successfully completed the flyoff, and offered the lowest price would win the contract.

"It was sort of a new way of doing business," Mullenwey said.

"We felt the Navy was favoring Pioneer," said Ed Dempsey, vice president of Pacific Aerosystem, Inc. of San Diego, Calif. "We matrixed all the specifications to try to determine whose system was specified, and that showed us it was definitely Pioneer." While Dempsey's company would have to modify its Heron RPV to compete, the Israelis would not, he said.

"We just took the Israelis' brochure and went page by page, column by column, and compared it with the IFB," said James A. Gardner, a top Developmental Sciences official. "It gave us concerns because there were remarkable similarities."

The compressed timetable also upset the Americans: Bidders would have 40 days - instead of the usual four months - to submit their proposals and only 75 days to prepare two drones for the flyoff. The winning company would have less than nine months to deliver 21 combat-ready drones to the Navy.

"The schedule wasn't really realistic unless you had the systems sitting on your shelf," Dempsey said.

Six drone-builders declined to bid on the program, with three of them - Canadair Ltd., Lockheed Corp., and Teledyne Inc. - citing the tight timetable.

But the Navy's schedule caused problems for the two remaining competitors.

Some of the equipment Developmental Sciences needed for its scheduled November 1985 flyoff was tied up in secret Army tests being conducted above the Honduran-Nicaraguan border, so the company sought a two-week delay from the Navy.

"If they really wanted competition, to grant somebody a couple of weeks' delay seemed a logical decision to make," he said. "The Navy waited and waited and finally said 'no' three days before the September 30, 1985, bid deadline."

"The instructions we were working under were to get something in the fleet as soon as possible," Rumpf, the senior Navy weapons-buyer, said this week.

Although both losers grumbled, neither formally protested the award. "You can't destroy your potential long-term relationship with the government by complaining," Dempsey said.

"There was a competition until the time the bids were opened and there was only one bid," Rumpf said.

The Navy awarded the initial drone contract, for \$25.8 million, to Mazlat-AAI on December 29, 1985, beating Lehman's end-of-year deadline by 48 hours. Later awards increased the contract's value to slightly more than \$100 million for 72 drones, pushing each drone's price, with ground systems included, to nearly \$1.4 million.

The renewed questioning about the Pioneer program sparked by the Paisley search warrants hasn't generated any new answers. Both Lehman and Paisley declined to answer questions about the program.

Rupture

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out too, and I saw a torrent of water flowing past."

The gray tank was perched near the top of a foothill to the western mountains bounding this border city near El Paso. Below the tank was a cluster of houses made of adobe, cinderblock and concrete. The rush of water flattened houses in its path and then drained into a gully about 100 yards downhill from the tank.

The displaced families spent the day digging through mud and rubble to retrieve their belongings. Some placed clothes on automobiles to dry in the desert sun. Others cleared spots where they placed dishes, religious statuettes and paintings, alarm clocks and other items.

Perfecto Guerrero de la Cruz said he was at work when he was notified of the accident. He rushed home and found that his nephew, Francisco Olvera Guerrero, had died.

Jorge Martinez, 3; Francisco Olvera Guerrero, 17; and Jose Antonio Martinez Lin, 9, were killed in the accident, Fire Chief Gabriel Rodriguez said Friday night. He said a man died Friday afternoon at a hospital, but that his name was not being released pending notification of relatives.

One person was in critical condition at Juarez General Hospital, a police spokeswoman said. Twelve others were hospitalized with minor injuries and six people were treated and released.

During a break from digging through his house's rubble with a pick ax, Perfecto Guerrero said he and neighbors had notified city officials a few weeks ago about cracks they had seen in the tank's walls.

The structure was filled earlier this year, giving residents of the Lopez Mateos and Diaz Ordaz subdivision running water for the first time, residents said.

City engineer Luis Soria told the *El Paso Herald-Post* that investigators were looking into the possibility that the tank's foundation might have been weakened in the wet ground. Three inches of rain have fallen since July 1, as measured at El Paso International Airport, compared with 1.6 inches in a normal July - the area's rainiest month on average.

Schools

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The presidents of CCSU and Texas A&I said yesterday that \$400,000 is not enough to start the new degree plans they are seeking.

B. Alan Sugg, chancellor of the University System of South Texas and president of CCSU, said the \$400,000 recommended would be a good start, but twice that amount would be more reasonable.

Several degree programs are in the development stage at CCSU, Sugg said, including a cooperative doctoral program in educational leadership with Texas A&I and master's degree programs in public administration, health care administration and mariculture.

"These are all programs we feel are within the role and scope of the university," Sugg said. "We need the funds to hire the faculty members, develop library resources and purchase laboratory equipment."

Steven Altman, president of Texas A&I, said he is seeking 26 new degree programs.

A doctoral degree in educational leadership, master's degrees in environmental engineering, industrial engineering and communication disorders, and an undergraduate degree in criminology and agribusiness were among the first programs A&I officials planned to implement, Altman said.

"This is a modest amount of money," Ashworth said, noting that it could be used by the schools for additional faculty, library additions and laboratory facilities needed for the new degree offerings.

Board members toyed with the idea of increasing the amount to as much as \$3.6 million, as long as any money not used reverted back to the state treasury.

But some members worried that the extra money would be too much of an inducement to create unneeded degree programs.

Board member Cipriano Guerra Jr. of San Antonio said a major problem is "the universities down there, instead of trying to get together and forming a critical mass that might allow them to create a first-class university down there, are all fighting for their own little turf."

And all the \$1.8 million might do is compound that problem, he said. "I wouldn't recommend a higher number at this time," Guerra added.

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