

**AT A GLANCE**



**Christopher J. Scarver, the prisoner who bludgeoned mass murderer Jeffrey Dahmer and another killer to death, has changed his plea to no contest and received a sentence under which he won't be eligible for parole before 3077. See story on Page 8.**

**Fighting worsens**

Mortar fire rocked downtown areas of Sarajevo and nearby front lines during the Bosnian capital's worst fighting in two years.

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**Deutch makes changes**

New CIA Director John Deutch announced a bloodless sweep of top management Monday at the battered agency.

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**Vets sue McNamara**

Four brothers who served in Vietnam have filed a \$100 million lawsuit against former U.S. Defense Secretary Robert McNamara for failing to protest the war.

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**Plaintiffs upset**

Women suing Dow Corning over breast implants are angry about the company's decision to seek bankruptcy protection three weeks before their lawsuits were to go to trial.

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**JAPAN**

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Nissan's Infiniti models, two models of Honda's Acura, Mazda's 929 and Millennium, and Mitsubishi's Diamante.

None of these models is assembled in Japanese factories in the United States, Kantor said.

A 100 percent tariff would mean that a car shipped from Japan that now costs a dealer \$30,000 would rise in price to \$60,000.

William Duncan, general director of the Japan Automobile Manufacturers Association, called the administration's threatened sanctions "ill-conceived, ill-considered and illegal."

"The Clinton administration has gone to bat for the Big Three (U.S. automakers) and (is) now on the verge of stealing the bases with a blatant and irresponsible

violation of international law," Duncan said.

Representatives of dealerships stocking the luxury cars were warning that such steep tariffs could force them to shut their doors, laying off thousands of Americans who work selling the cars.

"Potential U.S. trade sanctions against Japanese imported automobiles will devastate thousands of American small business auto dealerships, lead to skyrocketing auto prices for American consumers and the loss of thousands of jobs in the United States," said Walter E. Huizenga, president of the American International Automobile Dealers Association.

The industry estimates that there are about 250 Lexus dealers nationwide, 150 Infiniti dealerships and 280 Acura dealers.

The proposed trade sanctions follow the announcement last week that the administration in the next 45 days would file a broad-based complaint against Ja-

pan's trade barriers before the new World Trade Organization.

The administration insists that its intent is not to impose punitive tariffs, but to force Japan to arrive at a negotiated settlement on three U.S. demands.

The United States is seeking an extension of so-called voluntary plans by Japanese automakers to boost their purchases of American-made parts; an increase in Japanese dealerships stocking American cars and a relaxation of safety rules that are seen as a barrier to the sale of U.S.-made auto parts in Japanese repair shops.

The biggest sticking point in the negotiations has been the demand for extension of the so-called voluntary parts-purchasing plans, which the Japanese government has blasted as a smoke screen for numerical targets that Japanese companies will have to meet.

**ALUMS**

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what has been billed as the high school's last hurrah.

The reunion's events have included a dinner at Bologna, an Italian restaurant and longtime student hangout. Today, alumni are enjoying a Rhine River cruise.

Alumni like Dottie Redmond of the class of 1967 reminisced about fun times while attending the school. Now living in West Virginia, Redmond lived in the five-day dorm while her father was stationed with the American Embassy in Bonn.

During this period, when high schools were not located in every community, many students attended school far away from their homes. Some, like Redmond, lived in a dorm on school days and commuted home on weekends. Other students, whose homes were farther away, lived in seven-day dorms.

"I remember we had to eat breakfast, lunch and dinner in the school cafeteria, and we had this mess sergeant, Sgt. Simpson. We'd try and have food fights every once in a while, and he'd come down on our case," said Redmond.

"Once a month we would collect aerosol cans and put them in a dumpster and set them on fire just to watch the MPs and fire department come."

Fun in the dorm often went beyond school grounds, Redmond said, as she recalled students putting a box of laundry detergent into a park fountain, and it foaming all the way down to the main road.

The school's appearance drastically changed over the years, Porsche said.

"If I didn't know I was in Frankfurt High School, I wouldn't even recognize it," said Porsche. "I remember we had wooden lockers and sometimes they had to spray for bugs."

"In a way I don't feel as sad as I thought I would," Porsche said of Frankfurt's closure. "The sad part was going back to Platen (housing area) to see our old apartment. . . . It's like a ghost town now. We took pictures, sitting on the old stoop, and my sister and I were walking



S&S: Wayne V. Hall

**Siblings James Beauportant, class of '73, and Pat LaLiberte, '69, flew to Frankfurt from Hawaii and Indiana to attend the reunion.**

up and down the streets with tears in our eyes."

Mike Major, class of 1967, came to the reunion from Oakton, Va.

"I thought that this (Frankfurt) would become the military center, so I was surprised when they chose to close it," Major said. "It's kind of nice to know that the reason we were here is past. I'm glad the Wall is gone, and it's nice to see that the tanks in Czechoslovakia are gone."

Not only is this reunion a joining of old friends — but for some, it was also a chance to get together with family members.

"People came from all over the world to be here. I traveled the farthest, 9,180 miles from Hawaii," said James Beauportant, class of 1973. "My sister, Pat (LaLiberte), flew here from Indiana. We had to come to Frankfurt just to see each other."

Over the years more than 66,000 students have attended the school, and

today those students are spread all over the world, said Spear.

Some are diplomats, others are members of the armed forces, and others are even entertainment celebrities.

Some of the schools' graduates who went on to serve the military have attained general officer rank, including Maj. Gen. James M. Link, class of 1960, who commands the U.S. Missile Comd at Red Stone Arsenal, Ala.; retired Gen. H. Norman Schwarzkopf, who attended until his sophomore year, 1951; and Lt. Gen. John N. Abrams, class of 1964, V Corps commander.

This year's reunion marked the first alumni reunion to be held in Frankfurt.

"We've been saving the best for last," Spear said. "It is truly a sad moment, but overall we're not going to lose contact with one another. However, it will give us a chance to re-establish friendships with people we've known in the past."

**ZONE**

From Page 1

C-141s were parked on the flightline (with all but one undergoing repairs at Air Force depots).

For 14 blissful days this month, active-duty personnel here are focusing not on international airlift flights, but on family matters. Instead of military competition in airlift missions, the crews are playing softball and golf.

The program, with the very military-

like codename "Phoenix Pace," offers each base in the Air Mobility Comd a chance to reduce its operating tempo and to improve morale among units that spend a lot of time flying missions, said Lt. Col. Dean Olson, a senior member of the 446th Reserve Wing at McChord. The base's timeout began a week ago and will run until Sunday.

Since the end of the 1991 Persian Gulf War, requirements for military airlift flights have continued without letup as the Pentagon sent troops or relief supplies to places as far afield as northern Iraq, Haiti, the former Soviet Union,

South Korea and Somalia, officials say.

For the current timeout, McChord reservists have volunteered to fly any unavoidable missions that crop up, such as the airlift armada that spent three days in Alaska late last week, Olson said. Most flights are being handled by other airlift bases.

The Alaska mission also benefited the part-time Reserve crews because it enabled them to requalify in a number of skills, including overseas flight, cargo and personnel airdrop and low-level flying, Olson said.