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Illinois to select Ikenberry today

by HARRY GLENN
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Stanley O. Ikenberry, senior vice president for administration, is expected to be named the president of the University of Illinois this morning in Chicago.

The school's board of trustees will meet at 10 a.m. in the Continental Plaza to approve Ikenberry's appointment, University of Illinois sources said yesterday.

"I had no knowledge that they were looking for a president until about four weeks ago," Ikenberry told The Daily Collegian in a telephone interview from his Chicago hotel room. "This whole thing has come up so suddenly."

"The University of Illinois is one of the country's major universities and it is a great professional honor to serve as its president."

A 22-member search committee, chaired by Martin Wagner, a University of Illinois professor of labor and industrial relations, will recommend Ikenberry's name to the trustees today. More than 300 names were considered for the position, a University of Illinois spokesman said. Ikenberry said he did not apply for the position.

University of Illinois President John

Corbally submitted his resignation to the trustees last Sept. 20. He said he sensed "increasing repetitiousness" in his tasks as president, and said it was time to develop new career opportunities. He served as the university's president for eight years.

Corbally said he will take a one-year sabbatical and then return to the university to do research in his field of higher education administration. At the time of his resignation he said he would not accept a presidency at another university.

The search committee was formed in October, and narrowed the field of candidates for the position down to seven by March.

Ikenberry will receive \$67,900 a year as president. He will also be given a home at the school's main campus in Champaign-Urbana and a condominium in Chicago, where the school has a branch campus and medical school. The University is a land-grant institution with a combined enrollment of 60,000.

Fred Mohn, director of the University of Illinois news bureau, said the selection committee played it "very close to the vest" during deliberations over the new president. Ikenberry was

flown to Chicago and registered at the Continental Plaza Hotel under the name S. Berry.

Ikenberry said he will be moving back and forth between universities during September. He said he will remain on the staff at Penn State until September's Board of Trustees meeting.

"It will be with great reluctance that I leave Penn State," Ikenberry said. "It isn't easy to leave a University and a community that have been the center of our lives and work for nearly a decade. The opportunity to provide leadership for the University of Illinois is an exciting challenge."

Ikenberry, 44, came to the University in 1969 as professor and associate director of the Centre for the Study of Higher Education. He was named senior vice president for University and Development and Relations in 1971. Last year his title was changed to senior vice president for administration.

In March 1978, Ikenberry was one of five candidates being considered for the presidency at the University of Maryland. But Ikenberry said he withdrew from the running for personal and professional reasons. He said his "roots and commitments to the University were too deep."

University President John W. Oswald said Ikenberry was important in many ways to the University.

"I have always been impressed by Dr. Ikenberry's breadth of vision and the grasp which he has on his responsibilities," Oswald said. "He has been equally effective in working with Penn State's external constituencies — the alumni, members of the legislature and friends — and with such internal groups as the University Faculty Senate, dealing with academic matters related to the educational heart of the University."

"His handling of this broad range of responsibilities is what has made him so effective in working with me and prepared him so well for his new and very challenging responsibilities," he said. "Although I hate to see Dr. Ikenberry leave Penn State, I think our University should be very proud that the University of Illinois has come to us to find new leadership."

University Provost Edward D. Eddy said nothing will be done about finding a replacement for Ikenberry until Oswald returns from vacation at the end of the month.



Stanley Ikenberry

Photo by Chuck Andrasak

University's appropriation rests with state conferees

by HARRY GLENN
Daily Collegian Staff Writer

The University's \$120 million state appropriation is not money in the pocket until the House and Senate work out a compromise budget and a tax package to fund the budget, two area legislators said yesterday.

The House last week passed a \$6.3 billion state budget that included an increase to Gov. Dick Thornburgh's recommended appropriation to the University. The Senate, however, rejected its budget, so it will go to a conference committee this week.

Still to be acted upon is a tax package that would maintain the state personal income tax at 3 percent and the corporate net income tax at 2 percent.

A package is needed to provide \$44 million to the general budget and non-preferred items, such as the University's.

"The tax increases are the snafu," Rep. Gregg Cunningham, R-Centre, said yesterday. "I will not support a massive tax cut."

Sen. J. Doyle Corman, R-Centre County, said he is still undecided on how he will vote on the tax package. "I want to know what the budget is going to be before I decide," he said.

The personal income tax was raised .2 percent and the corporate net income tax 1 percent in 1977 to balance the state budget. But the taxes were to revert to the old levels at the end of this year.

Corman said it is appropriate to pass a budget before passing a tax increase to fund it.

"You have to see how much you're spending before deciding on how to get that money," he said.

Both legislators said they are confident the budget will be passed before the end of the fiscal

year, June 30. But they both warn that a failure to pass the tax package could mean cuts in the University's appropriation.

"I think higher education would take it in the neck," Cunningham said. "I am very hopeful that if sacrifices have to be borne by higher education they are spread about all institutions." Corman said the future of the University's appropriation and the general budget will depend on how skillfully the legislative leaders negotiate in the conference committee.

The committee, composed of three Democrats and three Republicans, will review the House budget and then come up with its own budget recommendation. Its recommendation will be sent to both the House and Senate for approval.

Cunningham pushed a budget amendment through the House before the budget was passed, calling for the University to receive a 7.1 percent funding increase. Gov. Dick Thornburgh in

March recommended that the University's appropriation increase 4.8 percent.

Cunningham's amendment increases the University's appropriation \$8 million over the governor's recommended \$112 million.

University President John W. Oswald said he was pleased with Cunningham's amendment, but earlier last month he said a tuition increase for next fall would be inevitable.

"I'm not going to be pinned down on the size of the increase," he said, "but I have no intentions of making up the whole gap with tuition."

The University requested a \$130 million appropriation for this year. Oswald said the difference in the request and what is received will be made up in part by reallocating funds, reducing expenditures and increasing tuition.

Oswald said the University has reallocated \$20 million in the last seven years. The last tuition increase was approved in 1977.

The University Board of Trustees at last month's meeting approved an interim budget for the coming fiscal year, which begins July 1. The \$390 million interim budget was approved at the level of the adjusted 1978-79 budget.

"Due to the pending status of the state appropriation, it is recommended that no action be taken at this time on changes in tuition, salaries and wages, staff benefits or other necessary expense increases," Oswald said. "A final budget will be submitted at the July trustee meeting, when the state appropriation is clarified."

A tuition increase would be brought before the board at its July meeting in New Kensington.

Oswald said he hoped to have salary increases reflected in Aug. 1 checks. But he said he would not speculate on how much wages and salaries would increase.

TMI accident blamed on operational error

LYNCHBURG, Va. (AP) — The company that built the Three Mile Island nuclear reactor said yesterday it was primarily operator error, and not failure of the equipment, that precipitated the worst accident in civilian U.S. nuclear history.

But officials of Babcock & Wilcox Co., in their first news conference since the March 28 accident, acknowledged they had revamped their training program and would make other changes as a result of the accident.

"We don't believe we have blame in the Three Mile Island accident," John H. MacMillan, vice president of the company's nuclear power generation division, told reporters at the company's nuclear engineering headquarters.

"We believe inappropriate operators' actions were what led to core damage and the subsequent release of radioactivity," he said.

The incident began when a pump in the water cooling system malfunctioned, and a series of equipment and operator errors resulted in cooling water draining from the reactor and uncovering the fuel rods, federal authorities have said.

MacMillan said the accident, which spilled radioactivity into the Pennsylvania countryside and caused thousands to flee their homes, stemmed from "a recognizable and manageable sequence of events (that could have been controlled) with existing plant instrumentation and controls."

George G. Zipf, president of the company, said he was "confident" that Babcock & Wilcox was not legally liable either to the utility that operated the plant, Metropolitan



Students at Eco-Action registration table yesterday demonstrate their feelings towards the Three Mile Island accident.

Edison, or to plant neighbors near Harrisburg.

"We've tried very carefully not to say anybody's to blame beyond the indication that inappropriate operator actions were taken," said L.M. Favret, vice president of the company's power generation group.

"With regards to health and safety — yes, there was an accident. Yet the equipment survived, there was no

meltdown, no China syndrome, and emission to the environment were extremely low. The accident was contained," he said.

Favret said as a result of the accident the company would try to improve "the man-machine interface," which he defined as how easily people could control the reactor.

He said Babcock & Wilcox also

would recommend that the Nuclear Regulatory Commission give greater attention to medium-size accidents, "in addition to the 'maximum hypothetical' accidents that have been studied so extensively."

MacMillan maintained that the operators at Three Mile Island, who were trained by Babcock & Wilcox under contract to the utility, had been instructed what to do in case of equipment failures.

Judge delays effect for DC10 groundings

WASHINGTON (AP) — A U.S. District Court judge yesterday told the Federal Aviation Administration to ground all U.S.-registered DC-10s, but delayed the effect of his order and the FAA halted the drafting of a directive that would have kept the planes out of the air.

"We are not grounding the planes tonight," said FAA spokesman Dennis Feldman.

Feldman made the announcement less than half an hour after he had said his agency was drafting an order that would have grounded the planes immediately. He had said the directive would prohibit "the air carriers from continued operation of the DC-10 model series aircraft."

Government attorneys asked the U.S. Court of Appeals to prevent the grounding order from taking effect until the court can hear an appeal. Royce Lamberth, chief of the U.S. attorney's office civil division, said he is asking for a stay "so we don't have to issue a grounding order tonight."

U.S. District Judge Aubrey E. Robinson Jr. also granted a rehearing of the case at 9 a.m. EDT today. If his order remains in effect, it would immediately ground 138 planes and disrupt airline schedules here and abroad. Eight U.S. airlines fly DC-10s and the planes carry 33,000 passengers a day.

Government lawyers asked Robinson for the second hearing so they might have a chance to change Robinson's mind.

"We will seek to assure the judge that everything that needs to be done to the DC-10s is being done," said John Leyden, an FAA spokesman.

Leyden said the FAA is studying the effect of the judge's ruling and had not issued a grounding order by late yesterday. All airlines with DC-10s contacted by The Associated Press said they were continuing service.

In his order, Robinson directed FAA chief Langhorne Bond to bar continued operation of DC-10s "until such time as the cause for the loss of the left engine on American Airlines DC-10 Flight 191 is identified and sufficient corrective measures have been taken to prevent future occurrences of the type that led to the crash."

Robinson referred to the May 25 crash of a DC-10 at Chicago that claimed 275 lives. It was the nation's worst air disaster.

The judge's order, issued in response to a plea by the Airline Passengers Association, remains in effect until

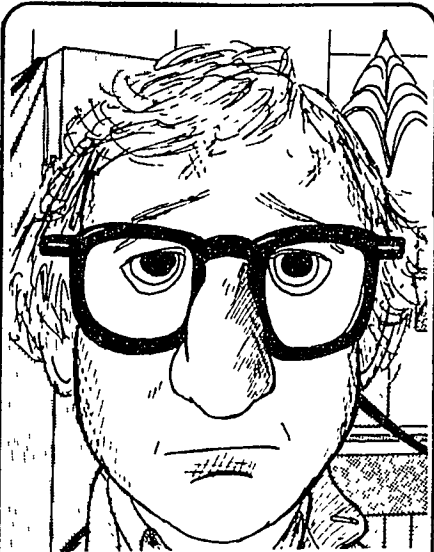
Monday, when he will have to decide whether to extend it.

Robinson said the consumer group had shown the FAA "has failed to adequately promote safety of flight of civil aircraft" in violation of federal laws.

The judge earlier had expressed doubt about his authority to override the FAA in air safety matters, but in his decision, he said he had found a precedent for "providing limits on the administrator's discretion."

He said he would reconsider his order if the government can show that the FAA acted pursuant to the law or if "other interested parties" — presumably airlines — could show the order would cause them "substantial harm."

Although Robinson's order was directed at the FAA, it is the National Transportation Safety Board that has responsibility for determining the cause of the Chicago crash.



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A warm welcome

The start of summer term features a seasonable weather pattern that will offer mostly sunny skies today with an afternoon temperature near 80. Dry and comfortable tonight, low 58. Increasing cloudiness Thursday with a threat of showers late in the day, high 76.

State House kills \$1.1 billion highways plan

HARRISBURG (AP) — The House rejected a \$1.1 billion highways budget for the second time yesterday, after tinkering for hours over where the money would be spent.

The road program, which is Gov. Dick Thornburgh's proposal to repair Pennsylvania's crumbling highway system, was rejected 118-75.

Rep. Gregg Cunningham, R-Centre, led for the budget. It would have required the Legislature to hike the 9-cent-per-gallon gasoline tax in order to raise an extra \$200 million in revenues that Thornburgh wants.

For over 2½ hours, the debate was virtually a carbon copy of last week's, when the same budget failed by a similarly large margin. All sorts of roads and financial statistics were brought up, with legislators admitting to being hopelessly confused.

House members are wary of passing a roads budget that will require higher taxes, but that isn't the biggest problem.

Democrats accused the Republicans — who are in the majority — of funneling more of the highway money into Republican districts. And members of both parties in

western Pennsylvania feel their battered highways are getting just a fraction of the money that they deserve.

Others complained that they can't vote for a highway program when they still don't know exactly where the money is going.

"We are told to vote blindly for this budget because we (western Pennsylvanians) have the worst problem," said Rep. James Manderino, D-Westmoreland, the minority whip.

Manderino said that part of Thornburgh's one-shot, crash program for repairs would be used to resurface less

than 1 percent of the highways in southwestern Pennsylvania counties.

However, Majority Leader Matthew Ryan, R-Delaware, responded that fewer roads would be fixed because their poor condition requires more money.

"Of \$44 million, almost 25 percent will be going to those counties," Ryan said. "The west is receiving far more than its fair share."

One Democrat, Rep. Fred Trello of Allegheny County, said he might be willing to vote for the roads budget. But first, he said, he wanted to see some routine maintenance done in his district.