

Reagan OKs production of neutron warheads

By FRED S. HOFFMAN
Associated Press Writer

WASHINGTON (AP) — President Reagan, reversing a controversial Carter administration decision, has decided to go ahead with the production and stockpiling of neutron warheads, the White House said Saturday.

The warheads for the Lance battlefield missile and an 8-inch Howitzer shell will be stockpiled in the United States and will not be deployed outside this country.

The State Department, in response to questions about the decision, stressed that "production of these weapons is an internal U.S. government matter" and noted that "deployment outside U.S. territory is not involved." The statement said there were no plans "at this time" to deploy the weapons outside the United States.

In Santa Barbara, Calif., deputy White House press secretary Larry Speakes confirmed that Reagan had made the go-ahead decision Thursday. He refused publicly to provide additional details about the decision.

Administration leaders are now in the process of telling U.S. allies in Western Europe about the decision, said the State Department. Western European leaders have generally opposed U.S. deployment of the weapons in their countries.

President Carter first supported the weapon

and approved its manufacture and stockpile. Then, in 1978, he decided not to produce it, but instead permitted the weapon's key components to be built.

The neutron warhead is a high radiation weapon designed to kill people without inflicting intolerable damage to surrounding structures. It carries twice the radiation but less than one-tenth the explosive power of a conventional nuclear weapon.

The intended purpose of the weapon, according to U.S. defense planners, would be to halt a Soviet tank attack in Central Europe, where the Russians now have an estimated three-to-one advantage in armor over NATO armies.

Reagan's decision came after a lengthy review of the entire neutron warhead question, a study coordinated by the National Security Council and including representatives of the Pentagon, State Department and Energy Department.

One of the key administration figures supporting production was Defense Secretary Caspar Weinberger.

Under Reagan's order, the warheads and launchers will be built and stored separately, a customary practice with smaller nuclear weapons.

Sen. John Tower, R-Texas, chairman of the Senate Armed Services Committee, was told about the production decision early Saturday and he applauded Reagan's stand.

"I have long urged that components for the enhanced radiation warhead be produced," Tower said. "The Reagan administration is doing nothing more and nothing less than required and what it has said it would do."

Shortly after the Reagan administration took office, Weinberger said he was leaning toward development of the weapon, a statement viewed with some alarm among U.S. allies.

The State Department said the decision to produce the weapon was a logical outgrowth of the 1978 Carter administration judgment to make the components.

In 1978, West German Chancellor Helmut Schmidt was one of the few Western European leaders to say he was willing to have the neutron weapon in his country. Schmidt was reportedly upset at being left holding the bag when Carter backtracked.

Opposition to the weapons is based on the premise that, since the warheads are not as destructive as the more powerful conventional nuclear bombs, they would be more tempting to use, thus increasing the risk of a nuclear war.

After Weinberger's statement last winter caused concern among U.S. allies, Secretary of State Alexander M. Haig Jr. told U.S. embassies in European capitals to inform America's NATO allies that Weinberger's comment was not a change in U.S. policy.

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Strike hits home for airport employees

15 local airline staff members laid off

By DAVID MEDZERIAN
Daily Collegian Staff Writer

About half of the State College-based employees of Pennsylvania Airlines have been laid off indefinitely as a result of the strike by the nation's air traffic controllers.

"We're trying to balance our expenses in proportion to our reduction in passenger revenues," said Bill Clark, executive vice president for the airlines, which operates USAir's Allegheny Commuter service throughout the state.

Clark said Pennsylvania Airlines has laid off 82 of its 250 employees throughout the state. Fifteen of the 82 are based at the University Park Airport — nine pilots and six ticket agents.

"We've cut in half our personnel," he said. Clark said, systemwide, the airline is running half of its regularly scheduled flights — and most of those flights are running below capacity. At full operation before the strike, he said the flights were operating at about 60 percent of capacity.

He said many potential passengers did not know if flights would be operating, and thus made other plans. Some passengers may also have been concerned about flight safety, but Clark said business has been picking up.

"We've noticed a steady increase of about 10 percent per day," he said.

The airline is now operating under a schedule imposed by the Federal Aviation Administration. Under the plan, five of 10 flights to Pittsburgh have been canceled, along with one flight to Washington and one to Philadelphia via Harrisburg.

Pittsburgh, Philadelphia and Washington National Airport are among 22 of the nation's busiest airfields targeted by the FAA to cut traffic in half, Clark said.

Joe Bean, customer ticket agent at the airport, said the furloughed staff is not expecting to be called back to work soon.

"The layoff will last as long as the air traffic controllers strike (continues)," he said.

Despite the reduction in flights, Clark said the planes are not running at capacity.

"We have more seats than we have demand for," he said. Getting a seat on flights out of University Park is no problem, he said.

"The schedule we're operating is the one assigned to us by the FAA," Clark said, and the airline cannot change the imposed schedule for at least 30 days.

Bean said, "They won't let us add any other flights."

He said the airline may petition the FAA for an early morning flight out of University Park. Flights to Pittsburgh, scheduled to depart at 6:30 and 7:45 a.m., and a 7:35 a.m. flight to Washington have been canceled, making the 11:15 a.m. Pittsburgh run the first daily flight out of University Park.

Clark said Transportation Secretary Drew Lewis scheduled meetings in Pittsburgh between officials from several airlines over the weekend, but no information on those meetings would be released to the public until at least today.

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The passengers pass, regardless of strike

By DAVID MEDZERIAN
Daily Collegian Staff Writer

Although flight schedules have been cut by more than 50 percent, the air traffic controllers strike seems to have had only a minimal effect on passengers traveling out of University Park Airport.

Paula Madsen of Oxford, Mich. had reservations to leave State College on Friday. She said she called USAir on Thursday, and they told her the Allegheny Commuter flight was operating — but she found out differently when she went to the airport Friday afternoon.

Madsen had to reschedule her trip for Saturday — but said she was concerned about her connecting flight from Pittsburgh to Detroit.

"It's supposed to be flying today," she said Saturday.

Keith Wagner of State College agreed: "The hardest problem is trying to find out which flights are flying," he said.

Most passengers flying out of University Park were luckier, though.

"I came before the strike," said Beverly Koch of Arlington, Texas. She said her reservations to Dallas/Fort Worth were unaffected by the strike.

"I just hope everything works out," she said.

Melanie Robb of Boalsburg made her reservations to Louisville about three weeks ago and — as far as she knew — her connection in Pittsburgh was unaffected by the strike.

"They said that it would be running," she said.

Robb said she hoped the strike would not affect her return flight.

"I would hate to be stuck in a strange airport," she said.

Jenny Barger of Lancaster said she wasn't worried that her connecting flight from Pittsburgh to Louisville would be canceled.

"I'm hoping they will get us on a flight — if not on USAir, then on another airline," she said.

The strike may even have had its benefits — at least for John Foxworth of Detroit.

"My flight to Washington on Thursday was probably more on time than with the (regular air traffic controllers)," Foxworth said.

Wagner, who was traveling with Foxworth on Thursday, explained that there was a light fog at the Washington National Airport — fog that usually delays flights about 30 minutes. He said their flight arrived only one minute behind schedule.

Allegheny Commuter service out of University Park has been cut from 12 to 5 flights, but customer ticket agent Joe Bean said most flights have not been operating at capacity.

For example, Bean said the 3 p.m. flight to Pittsburgh on Saturday carried 10 passengers, but had a capacity for 15 — and 17 people had reservations on the flight. Bean said this is about average since the strike began last Monday.

He said the planes that were operating were filling up — more or less.



Photo by Robert Hammer

Shelf fish

This sculpture, made at the Visual Arts Building, is called "Hermit Crab," and is the creation of Karen Ann Shlomberg (graduate-ceramics).

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● Strolling along Curtin Road, pointing out East Halls, Wagner Building and, of course, the Creamery, a University host or hostess describes the sprawling campus to visitors — the Penn State tour guides orient visitors to University Park through student-guided tours.....Page 10

weather

Mostly sunny and warm today with a high of 84. Partly cloudy and mild tonight with a low of 64. Partly to mostly sunny tomorrow with the chance of an afternoon shower and a high in the mid 80s. Cloudy with the chance of some showers tomorrow night with a low in the low 60s.

WDFM's listeners meet the challenge

By JUDD A. BLOUCH
Daily Collegian Staff Writer

"Challenge '81," WDFM's answer to the rising cost of commercial-free radio, surpassed all expectations and raised \$5,332 for the student-run radio station, development director and coordinator of the event Daniel G. Mushalko said.

"It worked better than we thought — a lot better than we thought," Mushalko said.

The week-long campaign was originally planned to be a test case to prepare for bigger fund raisers in the future. WDFM staffers said last Sunday that they would be happy to break even at \$500.

But by noon Wednesday, pledges and donations to "Challenge '81" had reached almost \$2,500 and WDFM's staff gained confidence, raising their goal to \$5,000, which was reached sometime between 4 p.m. and midnight Saturday.

Mushalko gave credit for the surprisingly immense success of the program to a variety of sources. He said media coverage and new listeners brought in by the station's booth at the base of the Mall were extremely helpful.

But the biggest factor in the success of "Challenge '81" was the support given by regular listeners — a group whose size surprised WDFM staff members.

"We're more community oriented than we ever gave ourselves credit. We realize people know more about us,"

said Max Beahm, assistant general manager.

The biggest pledge — \$500 — came from the owner and employees at New Morning Cafe, 131 W. Beaver Ave. Without it, WDFM never would have reached its goal.

"What it amounts to is a really nice man came through in the end," Mushalko said.

Regular listeners who called up to pledge or gave in person were asked about their favorite shows and Beahm said the results were helpful in finding what people prefer.

Mushalko said he is using the pledge survey to distribute the money between the various programs, with the bulk of the money going to the shows with the biggest gifts.

But the original purpose of "Challenge '81" — as a rehearsal for a more extensive future fundraiser, probably in February — has not been forgotten.

He said the next pledge drive will be larger because WDFM's staff will be larger and more students and professors will be around. The format will also be different — shortening the pledge drive to a half week and using the rest of the time for an on-the-air auction.

Mushalko said that stations often don't get all the money pledged. He said, however, that 50 percent of the pledges had already been collected and believed WDFM would get at least 90 percent.

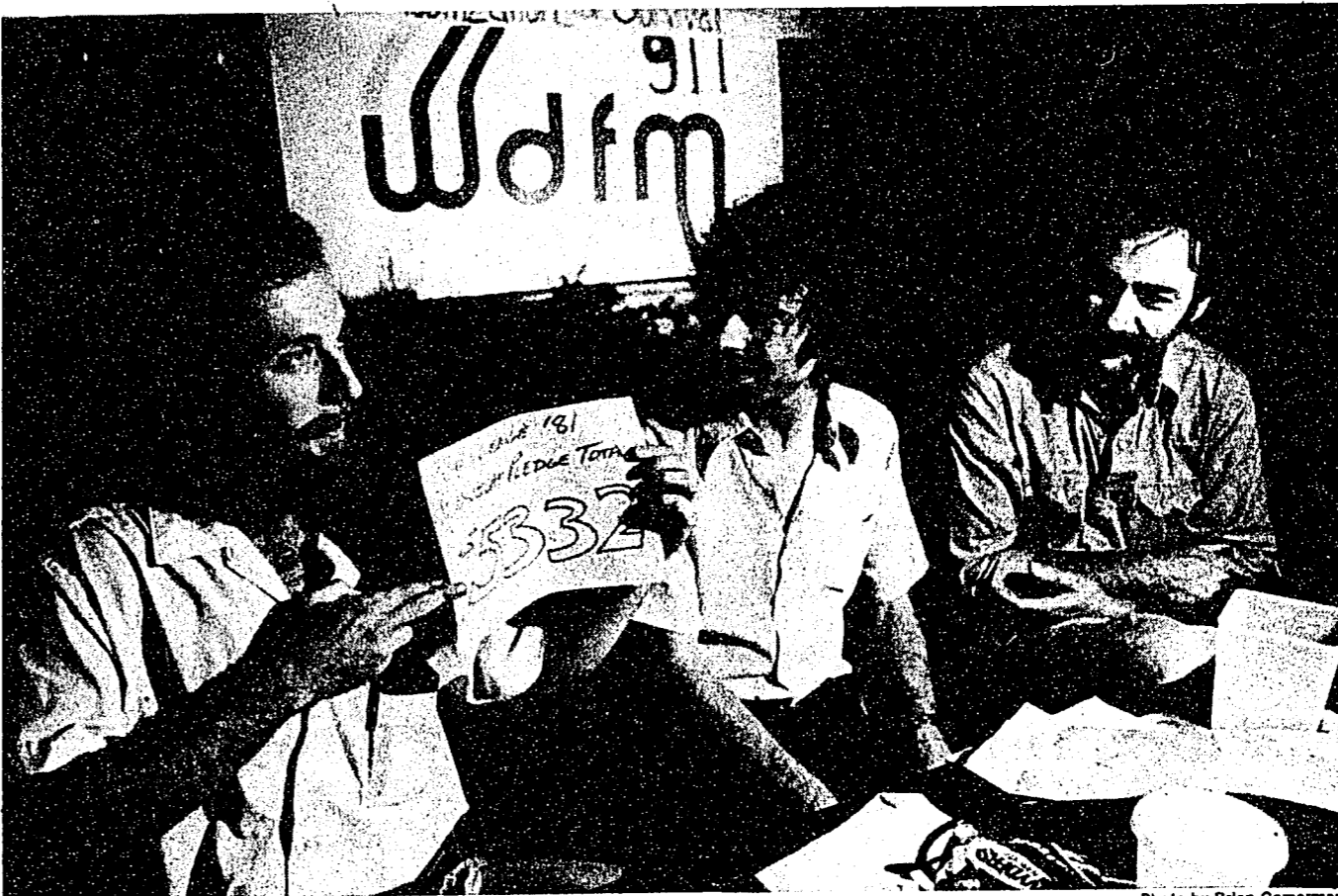


Photo by Brian Gasmann

At the conclusion of the WDFM fund-raising campaign, Challenge '81, Dan Mushalko (left), development director and coordinator of the event, displays the final pledge total — \$5,332. Public Affairs Director Dennis Dompert and station General Manager Len Siebert watch at the station's booth on the Mall at College Avenue.