

Lebanon's prime minister, Cabinet resign

By TERRY A. ANDERSON
Associated Press Writer

BEIRUT, Lebanon — Prime Minister Shafik Wazzan and his eight-man Cabinet resigned yesterday, and President Amin Gemayel said he might scrap the May 17 troop withdrawal agreement with Israel as demanded by his opponents.

Wazzan, a Sunni Moslem, said he was stepping down to allow formation of a national coalition government that might help end Lebanon's factional bloodshed.

After accepting the resignations, Gemayel, a Maronite Christian, called for a cease-fire and said he was inviting Lebanon's warring Moslem and Christian factions to Geneva for reconciliation talks Feb. 27.

"The agreement (with Israel) has put us in an embarrassing impasse that led me to refrain from ratifying it," Gemayel said in a speech broadcast on nationwide television. "I see it necessary to continue all efforts to find a formula that would guarantee the complete withdrawals (of foreign troops) from all Lebanese territories to safeguard Lebanon's independence and sovereignty."

A few minutes after his 15-minute speech, artillery shells and rockets could be heard crashing into Beirut's embattled southern suburbs.

Earlier, Shiite Moslem militiamen seized control of much of the road to the Beirut airport, where U.S. Marines are based, leaving the Lebanese army in control of a single checkpoint.

Twelve people were killed in heavy fighting yesterday between the army and the Shiite Amal militia at the Galerie Semaan crossing in Beirut, bringing the toll from the four-day battle to at least 70 slain and more than 250 wounded, police reported.

Gemayel accepted the resignation of the Cabinet the day after a top Shiite Moslem leader called on all Moslem ministers to resign from the government. Wazzan and three other Cabinet members are Moslems. Five are Christian.

"I hope, rather I insist you immediately accept it," Wazzan said he told Gemayel.

The presidential palace said Gemayel asked Wazzan to stay on as a caretaker until a new Cabinet could be formed, then immediately called in the speaker of

Parliament, Kamel Assad, to begin discussions on formation of a new government.

Wazzan, prime minister since 1980, had submitted his resignation twice since Sept. 26, but Gemayel refused to accept it.

Wazzan and his Cabinet have been under fire from Lebanese opposition groups of all religious factions, who accuse them of being puppets of Gemayel. The opposition maintains the government is in the hands of rightist Christians of the Phalange Party, headed by Gemayel's father, Pierre.

On Saturday, Nabih Berri, the leader of Amal, urged Moslem Cabinet members to leave the government and asked Moslems in the Lebanese army to lay down their arms.

Under the unwritten "national covenant" made in 1943, the prime minister must be a Sunni Moslem, while the president is a Maronite Christian. Five of the Cabinet seats are allotted to Christians, four go to Moslems, and one to a Druse.

The Druse finance minister, Adel Hamieh, resigned last September to protest the Lebanese army's shelling of Druse villages in the hills. Hamieh was never replaced. The Druse are members of a

secretive sect that is an offshoot of Islam.

About 60 percent of the country's population is believed to be Moslem, about 7 percent Druse, and the remainder Christian.

At Vatican City, Pope John Paul II urgently called for a truce in Lebanon, saying that "bloody clashes and intense bombardments" have reached unprecedented levels. The pontiff asked the more than 25,000 faithful gathered in St. Peter's Square to pray so "hope in a future of peace and respect can survive within the hearts of all the Lebanese who sincerely love their country."

The Lebanese army abandoned one major checkpoint, several sentry posts and two training camps on the airport road yesterday. Only one small army checkpoint remained on the highway, and Shiite gunmen of the "Amal" militia were seen walking freely up and down the road.

U.S. Marine spokesman Maj. Dennis Brooks said the Marines at the airport had not been involved in the conflict yesterday. The Marines went on their highest stage of alert for about a half-hour.

The surrender of the airport road raised

fears that the army was beginning to split apart along factional lines, as it did in the 1975-76 civil war. About 60 percent of the army is Moslem, and Shiites make up the largest single group of enlisted men. Most of the officers are Christians. About 1,000 of the 1,500 Druse in the 37,000-man army have defected since the September fighting, unwilling to fight against Druse militiamen in their battles with the army.

Lebanese army spokesman Maj. Michel Lahoud denied there had been any defections from the army following Berri's call to Moslem soldiers to lay down their arms. Berri said Saturday that two brigades had defected.

Army units at the Galerie Semaan entrance to Beirut, about two miles east of the airport road, exchanged heavy barrages of tank, artillery and small arms fire with Amal forces.

The army moved forward several hundred yards Saturday night, taking back positions captured by Amal last Thursday. But the battle around St. Michael's church on the Galerie Semaan road appeared stalemated yesterday.



by Bill Cramer

Behind the scenes

Kim Goss (senior-marketing) seems to be writing in space, but tell-tale reflections reveal that she is actually painting on a window. Goss' message is an advertisement for Gamma Phi Beta's first annual "Dating Game." The event will be held at 10 a.m. next Sunday, in 301 HUB.

Union members vote to OK CATA contract

By TERI WELLS
Collegian Staff Writer

The union representing Centre Line bus drivers and shop personnel voted 29-2 yesterday to ratify a new two-year contract with the Centre Area Transportation Authority, the local union president said last night.

Frank J. Finsinger said the union, the American Federation of State, County and Municipal Employees Local 1203-B, voted "overwhelmingly" to ratify the contract package, which represented the fifth such contract in the union's history.

CATA must now approve the contract.

CATA Chairman James H. Miller said the board will consider the contract no later than Feb. 20, but he will suggest that the contract be considered by the end of the week.

The previous contract, which expired on Jan. 31, was extended by seven days.

The dispute during the six weeks of contract negotiations focused on section 13(c), a federal employee protection agreement in the Urban Mass Transportation Act of 1964.

Under section 13(c), CATA cannot receive federal operating grants for fuel and wages, or capital grants for buildings and new equipment, without the local union's approval. The union had been concerned that federal funding might be used in a way harmful to its employees, both union and non-union.

The union wanted to separate section 13(c) from the contract negotiating process. CATA and the union agreed to adhere to a 13(c) agreement used by two of the largest transit unions in the nation — the Amalgamated Transit Union and the Transportation Worker's Union. Local 1203-B agreed to an

interim agreement on section 13(c) with CATA, with negotiations to begin within 60 days.

If the union and CATA are unable to negotiate a new 13(c) agreement after that time, the U.S. Department of Labor may intervene to resolve it, Finsinger said.

Finsinger said the contract package includes an employee pension plan, an increase in life insurance benefits, and Blue Cross insurance coverage for some bus drivers whose routes are eliminated over the summer when demand decreases. In addition, the contract permits shop personnel an allowance for tools and other maintenance items, he said.

Finsinger said bus drivers will receive a wage increase of 55 cents per hour each year under the new contract. Drivers will receive a 35 cent per hour raise effective Feb. 1, and an additional 20 cent per hour increase on Aug. 1. Centre Line bus drivers, as of Feb. 1, receive \$7.80 per hour.

Shop personnel will receive an equal percentage wage increase based on varying pay grades, Finsinger said.

The local union members have been the lowest-paid transit drivers in the state for the past eight years, and may still receive the lowest wages, he said.

In addition, the union members traded in a personal day in exchange for a Martin Luther King day, Finsinger said.

The union "lost in some areas, yet gained in some areas" of the contract, he said.

"On balance, considering the state of the economy in the State College area, we got about as much as we think we could get without a strike," he said.

CATA Managing Director Paul Oversier could not be reached for comment.

Space shuttle satellite located

Westar VI functioning properly — but in wrong orbit

By HARRY F. ROSENTHAL
Associated Press Writer

CAPE CANAVERAL, Fla. — The Westar VI satellite, which was lost after being launched from the space shuttle Challenger, was found yesterday, "completely healthy" but in the wrong orbit, leading officials to call it "a total loss."

A ground station in California succeeded in changing the satellite's attitude so that its batteries could charge from the sun's energy, said Bill Ziegler, a spokesman for Western Union, which owns Westar VI.

"As far as we know, we have a spacecraft (satellite) that's in the wrong orbit that's completely healthy," he said.

However, there was no hope of raising the satellite to its planned 22,300-mile-high orbit where it would be stationary above Earth, he said. The most that can be hoped for is that "we might get a few hours twice a day," he said. "In the parlance of cars, I think it's a total loss."

The satellite, representing a \$75 million investment by Western Union, was ejected from the shuttle's cargo bay Friday. The loss was insured, the company said.

There was "no evidence of any damage to the spacecraft" and the

failure apparently was in the rocket that was to carry it to geosynchronous orbit, he said. The satellite had separated from the rocket, called a Payload Assist Module, he said.

In early ground testing of the booster rocket, it had failed when a nozzle came apart, allowing the rocket plume to surround and overheat the rest of the engine, Ziegler said. This caused an undirected firing and eventually snuffed out the flame.

Based on radar data, the failure in space was consistent with the one experienced during ground testing, he said. The orbit that Westar VI achieved and a second large object seen on radar bolstered that theory, he said.

Ziegler said that Westar VI could stay in orbit for years but he doubted whether any rescue was possible. "This satellite wasn't designed for that purpose with that possibility in mind, because it was intended to go up to geosynchronous orbit," he said. "Maybe at some point we could bring in another PAM engine up there, attach it and go on from there. But that's pretty far-out thinking."

Meanwhile, the shuttle was dogged again by bad luck — this time by a burst balloon — but the government of Indonesia gave the

go-ahead anyway for the launch today of a second communications satellite, the twin of Westar VI.

The second satellite was to have been ejected from the shuttle's cargo bay Saturday. But because of Westar's failure, the Indonesians debated whether to risk their expensive satellite when the problem was not understood. They had the option of having the satellite brought back when the shuttle lands next Saturday.

Meanwhile, a celestial game of cat and mouse with a 6-foot plastic balloon ended early yesterday before it began when the balloon exploded.

The balloon, made of mylar and carrying a 200-pound weight to give it balance, was to have been a rendezvous target for the shuttle — a rehearsal for the next mission, when the target will be a broken satellite to be captured for repair.

"John, it looks like the balloon blew up," said Bruce McCandless, one of the two astronauts who will take untethered space walks tomorrow and Thursday. That caused some temporary confusion.

"There's still quite a bit of uncertainty in the control center as to the nature and condition of the balloon, whether it is inflated, partially inflated, or, in fact, whether it's blown up," said a

public affairs officer at mission control.

But a few minutes later, Commander Vance Brand radioed: "It's not a blown-up balloon. It's something in between. Matter of fact, we're not real sure the weight is still attached to the balloon itself."

A canister containing the balloon left the cargo bay properly. The sides of the can were supposed to blow off, but didn't and the expanding balloon flowed over the top, like a cake rising out of a pan. Finally, it burst.

"The only thing we know for certain is that the nitrogen tried to expand; the balloon tried to expand with stays still around it, (and) it squirted out of the top," said Stone.

"We tried to lowball it, to make something as cheaply as we could, to use in this rendezvous demonstration and not spend any more money than we had to for that," said chief flight director Harold Draughon. The device cost \$450,000.

In addition, another failure prevented experts on the ground from seeing the balloon burst. A television camera in the cargo bay has refused to move since launch, and a "color wheel" blocks off the top half of the picture. That's where the action was.

monday

inside

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weather

Mostly cloudy, windy and cold today with occasional light snow. High of 24. Partial clearing and very cold tonight with a low of 4. Partly sunny and cold tomorrow with a high near 18.....by Glenn Rolph