

UNC sponsors bike safety day

By LISA PULLEN
Staff Writer



Bicycles used for recreation, transportation on campus ...Bike Day in Pit Tuesday to emphasize safety, rules

"Carolina is for bicycling." That is the theme for Tuesday's Bike Day to be held from 10 a.m. until 3 p.m. in the Pit. The event is being sponsored by Student Government's Parking and Transportation Committee along with the North Carolina Department of Transportation and the University police.

The purpose of Bike Day is to encourage bicycling and greater adherence to bike safety, said Terry Bowman, chairman of the Parking and Transportation Committee.

The event will include informational displays on safety and cycling laws by the DOT Bicycle Program and the University police. The UNC Cycling Club and North Carolina Bicycle Touring Society will offer advice on the recreational aspects of bicycling. Representatives from Tumbleweed Cyclery and the Trail Shop on Franklin Street will display equipment for bicycles and touring.

In addition, cyclists may register their bicycles with the Chapel Hill Police Department free of charge. Those wishing to do so should bring their driver's license number and their bike serial number to the Pit.

Registrants will receive a numbered sticker for their bicycle. That number will be entered into a statewide computer system to help locate stolen bicycles, Bowman said.

"Anyone down here with a bike is re-

quired by law to have it registered," he said. The committee hopes to register 1,000 bicycles Tuesday, Bowman added.

This year's Bike Day will emphasize bicycle safety and the recreational aspects of bicycling.

Deaths could reach 45 in crash of American helicopter Sunday

The Associated Press

MANNHEIM, West Germany — Authorities said Sunday that they now believe 45 people died in the fiery crash of a U.S. Army helicopter carrying an international parachute team, but it may take days to complete the grisly task of sorting out the victims.

West German and American investigators, meanwhile, began probing the cause of Saturday's disaster, one of the worst chopper crashes on record.

Witnesses said the big Chinook lost a rotor before it plummeted from a height of about 300 yards during the Mannheim Air Show and slammed into a nearby highway, where it exploded and burned.

At first, authorities said they thought 44 people were aboard the Chinook helicopter — five American crew members and 39 skydivers from several countries.

Mannheim chief prosecutor Frank-Peter Gletter told a news conference that officials now believe the chopper crew had only four members but a two-man television crew from the U.S. Armed Forces Network may have been on board, raising the death toll to 45.

Gletter stressed, however, that authorities still are not certain how many were on the chopper and do not know when they will be able to provide an accurate count.

Six of the victims have been identified, he said. Names were not released, but sources said they were believed to be members of the helicopter crew.

A U.S. Army spokeswoman, Sgt. Linda Lee, said an Armed Forces Network crew was scheduled to cover the skydiving flight, but the Army is not absolutely certain they boarded the craft. A network spokesman in Frankfurt said he could not comment.

So far, authorities have said the victims were believed to be seven Americans, 23 French, eight Britons, six West Germans and a Canadian. In addition to the helicopter and network crews, the Americans may include another soldier, officials said.

A witness said the Chinook hit a traffic divider when it crashed, scattering debris across the four lanes of the normally crowded Mannheim-Heidelberg autobahn. Only two cars were damaged and police said it was a miracle no motorists were hurt.

The area was roped off Sunday as the cleanup continued, but authorities said they hoped to reopen the expressway by Monday morning.

A memorial service was planned for the victims in Mannheim Tuesday afternoon.

From page 1

"It was extremely dangerous to do either (walk or drive)," she said. "I saw people darting out in the streets in front of cars and cars running red lights. I saw great numbers of people disobeying the laws."

Although she supports the police department's enforcement of the law, the real solution to the pedestrian problem lies in the formation of a better traffic-flow pattern that puts a strain on neither pedestrians nor motorists, she said.

The town is in the midst of preparing a new transportation plan for the town, she said, and it should be presented to the council by January.

Kawalec said people might think it is petty to enforce pedestrian traffic laws, but it is not so petty if it means somebody's life is saved.

"I think it's an honest desire to deal with 20,000 additional people using a small space," she said.

Stone said he has gotten some bad feedback since the enforcement policy was instituted, but he has seen a lot of violations and the department will continue to patrol the crosswalks.

If pedestrians continue to disobey the traffic laws, he said, the department will have to begin issuing citations for walking against the light. The minimum cost for that — \$31.

Trial date set for apartment parking suit

By JOHN CONWAY
Staff Writer

The legal battle between nine UNC students and Foxcroft Apartments in Chapel Hill which began in March is one step closer to a final resolution. A jury trial was scheduled for Nov. 29 at a pre-trial hearing in Orange County Superior Court in Hillsborough last Tuesday.

Frustrated by the towing policy at Foxcroft, the students filed a legal suit on March 3, 1982, requesting a temporary restraining order to prevent any further towing at Foxcroft until the case was settled. Judge Gordon Battle denied the motion for a preliminary injunction. The plaintiffs made a motion for a permanent injunction at the conclusion of that hearing, which still is pending.

Student Legal Services attorney David Kirkman, who represents the nine plaintiffs, said there still are two other matters to be settled in this case. First, the plaintiffs are attempting to have a North Carolina general statute (GS 20-219.2) on towing declared unconstitutional. Secondly, the plaintiffs also are asking for actual and punitive damages totaling over \$100,000.

Kirkman said the state legislature passed a new towing statute during the summer that would allow private property owners to have cars towed under supervision of the local police. The old statute, which is still in effect, allows private property owners to have vehicles towed at their discretion. With this new ordinance, the "police would be less arbitrary" about towing cars, Kirkman said.

The legal suit with Foxcroft developed when students

(tenants) found they had little protection against having their cars towed from their own complex.

Chapel Hill revised its towing ordinance during the summer; it prevents cars from being towed from private property without police supervision and allows students a chance to appeal the towing.

While pleased with these changes in towing ordinances, Kirkman said, the older statute should be declared unconstitutional in order to prevent unfair towing.

Norman Brame, a former UNC student who organized the drive to take legal action, said he still was optimistic about the case despite the sluggishness of the legal process.

"We wouldn't have gone this far if we weren't optimistic," Brame said. The legal suit has had a desired effect in that towing has almost stopped at Foxcroft, Brame said.

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