

City Police Roundup

In Chapel Hill:

Several drug incidents involving marijuana occurred Saturday. UNC student Lori Mahmoud was arrested for simple drug possession and possession of drug paraphernalia after an officer noticed an odor of marijuana around her.

Three men were arrested behind Four Corners Restaurant and charged with simple possession. Officers observed Ashley Austin and Emmanuel White of Chapel Hill and Anthony Royster of Carrboro using the drug behind the restaurant Saturday night. Royster was also charged with possession of drug paraphernalia.

A UNC student was arrested Sunday after he was seen banging on the front window of Four Corners Restaurant. Stephen Curl was also consuming a malt beverage. Police asked to see his identification and as he pulled it out, he ran. After running across Franklin Street, Curl was apprehended by the officer near the rear of Battle Hall.

Someone stole a candy/gum vending machine Friday from the hallway of Suite 206 at Eastowne Office Park.

James Bradshaw of Chapel Hill was arrested Saturday at Fast Fare on East Rosemary Street and was charged with larceny-shoplifting. Police observed him picking up two bags of Skittles Fruit Candy and putting them in his pocket.

In Carrboro:

A bizarre incident on N.C. 54 between Chapel Hill and Carrboro resulted in injuries to a man and his wife Saturday night.

The Chapel Hill couple were traveling west on N.C. 54 into Carrboro when another vehicle, carrying five men, began tailgating their car and trying to run them off the road.

The man took the exit ramp at Smith Level Road and was stopped by a light at the bottom of the ramp. While his car was stopped, the car with the suspects followed. The men got out, approached both sides of the car and began assaulting the couple.

They used blunt weapons, including a crowbar and a billy stick, according to police reports.

The man was injured on the left cheek and suffered bruises and cuts around the mouth as well as a knot the size of a silver dollar on the top of his head. The woman was pushed by the men. The assault occurred while the couple were in the car. The door and the left side of the car received several scratches.

The couple described the men's car as an older model (1977-1982) mid-sized, off-white vehicle. It was last seen heading northeast on Merritt Mill Road. The driver was wearing either a red or maroon shirt.

Officials at the Carrboro Police Department request that anyone with information concerning the incident contact them.

A UNC student reported to police that she was harassed Thursday while waiting for a bus at Royal Park Apartments on N.C. 54.

The woman was approached by a white male who tried to start a conversation. She said his mannerisms made her nervous, so she told the man she had forgotten something and began walking toward the apartments.

The suspect followed, yelling and holding his genitals, and then ran from the scene.

The man was described as a white male, about 20 years old, with long, dirty, matted light brown hair and blue eyes. He was wearing a turquoise bandana, navy warm-up pants and a black shirt.

A woman reported that someone climbed through a bedroom window, walked down the hall and left through the front door of her Estes Park apartment. She was asleep but heard someone knock on the door twice. She heard a noise and looked up to see somebody walking down the hall. A screen had been removed from the back bedroom window and the front door was open.

A resident of Tarheel Manor told police that Kevin DePriest called him Friday and threatened to "blow his head off." The man had started dating DePriest's former girlfriend. DePriest was arrested Saturday and charged with communicating threats.

— compiled by Larry Stone

NASA concerned about flight safety

By CRYSTAL BERNSTEIN
Staff Writer

More problems face the space shuttle program because experts are having difficulty assessing the potential for disaster in manned space missions.

Officials at NASA have become more realistic in their evaluation of expedition risk since the 1986 Challenger disaster, said Karl Kristofferson, news chief at the NASA station in Cape Canaveral, Fla.

Before the disaster, success with Apollo and Gemini shuttle missions caused the space center to overestimate the safety of space travel, he said. "There's no secret that the agency became a little overconfident."

Officials at NASA previously claimed the odds for disaster were one in 100,000, which would make travel aboard a space shuttle only 10 times riskier than flight on commercial passenger airplanes and about as risky as a flight on a single-engine private airplane, said John Pike, associate director for space policy at the Federation of American Scientists in Washington, D.C.

Though it is generally understood that space travel is dangerous, no one can estimate exactly how dangerous it is. Risk for shuttle explosion could be one in several dozen to one in several hundred, Pike said.

This broad range of uncertainty makes it difficult to decide how much effort should be put into the shuttle

program. The risk of explosion, if known, could dictate whether shuttles should be flown at all, he said. "If it's one in 38, it's too dangerous to fly. On the other hand, if it's one in 500, we ought to fly everything," he said.

The disaster potential is very difficult to estimate because space shuttles are so powerful, Kristofferson said.

"When you consider that the power of rocket boosters is 150 million horsepower — energy equal to 21 Hoover dams — every part must function perfectly," he said.

Although safety inspectors conduct numerous tests on shuttle machinery and most systems have backup mechanisms installed, problems can crop up without warning. Problems are most likely to occur during the rocket launch and return phases, he said.

NASA is constantly fighting the human element in manufacture and assembly as well, he said.

In a large bureaucracy such as NASA, problems detected at the engineering level are often not heard at higher levels of management, said Wayne Christiansen, a professor in the department of physics and astronomy at UNC. This kind of bureaucracy contributed to the Challenger failure, he said.

"The potential for disaster is always there," Christiansen said.

The space center plans to have nine shuttle missions this year and 12 to 14 missions annually by the mid-1990s. An accident similar to the Challenger fiasco could be expected every 10 years, Kristofferson said.

Because of the high risk involved in space travel, NASA is using manned shuttles only when necessary. Unmanned vehicles are adequate for launching satellites and space probes, he said.

Some missions, however, require people to perform experiments and bring the experiments back to earth, Pike said.

Humans are also better than programmed computers at assessing situations and coming up with solutions when something goes wrong in space, Kristofferson said. "There is no substitute for the human mind."

Missions that involve \$300 to \$400 million satellites, such as the Magellan mission scheduled for later this month, are too expensive to entrust to expendable unmanned shuttles, Pike said. These "throw-away" rockets have a 1-in-10 to a 1-in-20 chance for explosion, he said.

NASA is also flying fewer missions for commercial purposes. The space center paid a commercial launching company, Space Services Inc. of America, to perform a suborbital launch for the University of Alabama at Huntsville on March 28, said Julia Sardan, assistant to the vice president for marketing and government rela-

tions for Space Services.

NASA would not have contracted this mission before, she said. Since the government discourages the space center from taking commercial payloads on the shuttle, NASA has no choice but to turn the payloads over to private companies, she said.

Congress has given NASA more funding since the Challenger incident, Kristofferson said. Before the accident, Congress saw no need for increased funding, he said.

"Our successes were dimming our chances to get the funding," he said.

The disaster proved NASA required more money and attention, Kristofferson said. A larger staff is needed to man the center's three-orbiter fleet, and funds are necessary to build the fourth orbiter that will replace Challenger, he said.

Although the Challenger incident did not greatly reduce public support for the space program, another fiasco could kill the shuttle program, Kristofferson said.

The public would not be able to cope with a similar disaster in the near future, Pike said. "The problem would arise if you had a repetition of the Challenger accident sooner rather than later."

"I don't think the national psyche could withstand a repetition of the Challenger accident every five years or so."

Late report criticized in NCCU suit

By KIMBERLEY MAXWELL
Staff Writer

A late brief stating N.C. Central University provided sufficient security in the case of a slain student should not be accepted, attorneys for the student's mother say.

The brief was filed on March 31, said William Goldston, one of the three attorneys representing Mazelle Bullock. The deadline was March 30, established in an order by the N.C. Industrial Commission.

State statute requires the N.C. Industrial Commission to review all suits filed against state institutions.

Bullock has accused NCCU of not providing enough security for its students and is suing for \$100,000, the maximum a plaintiff can win in a tort claim case.

Goldston said the brief wasn't cause for worry. "I'm not going to jump up and down over a late brief," he said.

But Harry Bunting, assistant attorney general of N.C. Tort Claims Court, rebuts the claim that the brief was late.

"The brief wasn't late," Bunting said. "The deputy commissioner had given a one-day extension."

Bullock's lawyers, Goldston, Alexander Charns and Paul Green, filed an objection and a response to the late brief, which was the only brief filed by Bunting.

The next step in the judicial process is a decision from the N.C. Industrial Commission, Goldston said. "The record should be complete," he said. "The judge has the entire thing. It's

just a matter of the judge deciding the case."

Anthony Wayne Bullock, an Oxford native, was found dead in Childley Hall on a stairwell landing in August 1986, said David Witherpoon, news director for NCCU. Bullock was a new transfer student at NCCU from N.C. A&T University in Greensboro.

Bullock was allegedly seen with an unknown man the night of his death, Witherpoon said. The two of them knocked on a student's door in Childley Hall. The man asked to see someone named Darrell while Bullock mouthed the words, "He's got a gun."

The two left, and shots were heard soon afterward.

Edward Teete of Durham has been

charged with the murder, said Calvin Smith, investigator for the Durham City Police Department. Teete was not affiliated with NCCU.

Security on any college campus is a problem, said Roland Buchanan, NCCU's vice chancellor for student affairs.

"A university campus is an open community," he said. "It's a difficult entity to provide maximum security." Buchanan said the campus would literally have to be closed off to ensure all students were safe.

NCCU does have a shuttle service for female students to transport them to night classes, Buchanan said. There are also non-commissioned security officers present to some extent at night and for large functions.

South Carolina renews prohibition of N.C. hazardous waste

By KARI BARLOW
Staff Writer

After a 10-day reprieve, South Carolina reissued a ban Friday that prohibits North Carolina and other neighboring states from dumping hazardous wastes in a S.C. landfill.

North Carolina does not have a disposal facility.

North Carolina sends about 45,000 tons of waste each year to the Sumter County landfill, GSX Chemical Services Inc., said Roger Davis, vice president of the company.

"Certain industries in about 25 different states have historically sent hazardous wastes to South Carolina," Davis said. "I think every state ought to share in providing a solution to the hazardous waste problem."

North Carolina produced 2.8 billion pounds of hazardous waste in 1987, said Marge Howell, public information officer for the N.C. Hazardous Waste Treatment Commission.

Fifty-eight percent of that waste went to the Pinewood, S.C., landfill, Howell said.

The future of the state's relationship with the S.C. landfill depends on a bill that has already passed the

state Senate, Howell said. The bill would establish an Industrial Waste Management Commission and an off-site waste management facility, she said.

The bill is now in the House and has been discussed once, said Linda Little, executive director of the governor's Waste Management Board.

South Carolina will be more likely to open its doors once the bill has passed the House and definite efforts are being made to name a site for the facility, Little said.

"South Carolina has been trying to get North Carolina to take more responsibility for their hazardous waste," Little said.

South Carolina wants North Carolina to get its act together, said Doug Rader, senior scientist with the Environmental Defense Fund. "(North Carolina has) no hazardous waste disposal regulations."

This absence of regulations has resulted in the classic "not-in-my-backyard" syndrome, Rader said.

Although not desirable, it is legal and fairly safe for most companies in the state to keep their wastes on site for 90 days, Little said.

The fact that the state is not providing a place for its industries to store hazardous waste poses a danger, Howell said. "We don't want anybody trying to get rid of their hazardous wastes in a way that it will hurt our environment."

With the S.C. facility off limits to North Carolina, many companies are shipping their wastes to Alabama to

another waste management facility that is accessible to the state, Little said.

The hazardous waste problem in North Carolina has also been hindered by past laws that have impeded the process of choosing a site for a facility, Little said.

North Carolina is trying to work out an interstate agreement with

South Carolina and surrounding states that would allow states to share the management of hazardous waste, Howell said. This would be economically feasible if a state could not afford to have both a treatment and disposal facility.

"North Carolina has nothing to bargain with because we have no treatment capacity and no land

disposal capacity," Howell said.

Davis said the best approach was to allow the free market system to dictate where the facilities were needed in a state.

State governments should not get involved because the need for facilities is so great the private sector will provide an answer to the problem, he said.

Rezoning request meets with opposition

By MARIA BATISTA
Staff Writer

Chapel Hill residents support a recommendation by the Chapel Hill Planning Board to refuse the rezoning request for land near the intersection of 15-501 and Mt. Carmel Church Road.

"I think it's the only decision the board could have made because none of the legal requirements for rezoning were present," said Margaret Taylor, president of the Alliance of Neighborhoods, referring to the board's recommendation.

"Even if there had been no public outpouring of opposition, they would have come to the same decision because that's the way the law is."

More than 100 residents attended a planning board public hearing last Tuesday to protest a rezoning request submitted by developers Jon Hoetger and the Protean Group, Ltd.

Residents complained to the planning board that the development would cause traffic problems in the area.

"It's already a bad traffic situation, and they were planning a 1,200-space parking lot," Taylor said. "You can imagine how much traffic that would create."

Richard Andrews, 298 Azalea Dr., said the developer's proposal included a business complex larger than University Mall and a shopping center about the size of Glenwood

Shopping Center planned for the 30-acre tract of land.

Representatives of the Protean Group argue the planned upgrading of U.S. 15-501 will change the conditions in the region enough to justify the rezoning.

Residents are worried the development would set a bad precedent for the whole town of Chapel Hill, Andrews said.

"If a developer could come in and get this rezoning done, then no neighborhood is safe," he said.

The property was zoned as a low-density residential area because of the area's heavy rush-hour traffic and physical characteristics.

Chapel Hill Planning Director Roger Waldon said town policy allowed rezoning to correct a rezoning error, to adjust to changing zoning needs or to meet the town's comprehensive plan. The proposed rezoning cannot be justified on any of these counts, he said.

"The concern that has been raised

so far about the possible rezoning of the area is the change to the character of the area," he said.

"If the property were rezoned the way it has been requested, there is the possibility of 200,000 square feet of business development and over 100,000 (square feet) of commercial," he said.

There is land set aside for mixed use zoning to promote business and commercial growth in southern Chapel Hill, but not in this particular area, he said.

The board's recommendation will be sent to the town council, which will hold another public hearing on the rezoning in May.

Bruce Guild, vice chairman of the planning board, said the rezoning proposal was inappropriate for the area.

"It's terrible," he said. "It's too big for where they want to locate it. In the comprehensive plan, we have designated other areas for such development."

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