

GREG PORTER
EditorBEN CORNELIUS, Managing Editor
ED RANKIN, Associate Editor
LOU BILIONIS, Associate EditorLAURA SCISM, University Editor
ELLIOTT POTTER, City Editor
CHUCK ALSTON, State and National EditorSARA BULLARD, Features Editor
JEANNE NEWSOM, Arts Editor
GENE UPCHURCH, Sports Editor
L.C. BARBOUR, Photography EditorThe
Daily
Tar Heel

84th Year of Editorial Freedom

Parking ban faces test

The class-action suit seeking to prohibit the city of Chapel Hill from enforcing a tough new parking ordinance comes as a relief to those students banned from parking on residential streets near campus.

If Superior Court Judge Henry A. McKinnon Jr. grants a temporary restraining order sought in the lawsuit, the Board of Aldermen will be forced to remedy the double standard the ordinance obviously created. When the board adopted the ordinance in July, it cited safety as the major reason behind the crackdown. Parking was making narrow residential streets even narrower and presenting a safety hazard, the board said.

So the board decided to ban parking on 41 streets between 9 a.m. and 4 p.m. Monday through Friday. Over 500 parking spaces on residential streets near campus were effected by the ban. The fact that Chapel Hill decided to limit parking on these streets is in itself not unusual. Several cities have passed similar ordinances that have withstood court tests.

But the new Chapel Hill ordinance allows town residents living on restricted streets to apply to the board for free special permits if parking near their home is not available. The lawsuit contends that this creates a special class of persons — only those with permits can park on free public streets. Though Judge McKinnon will decide that question, we think that a double standard clearly exists here. If parking on these 41 streets presents a safety hazard, why should anyone be allowed permission to park on them? Five cars parked on a narrow street present as great a hazard to motorists as 20 vehicles.

As the ordinance now stands, it is apparent that the parking crackdown was aimed solely as students. Streets declared "unsafe" for parking are still open to those persons granted permission by the Board of Aldermen. Students obviously do not qualify for this privilege.

The Board of Aldermen should either declare streets off-limits for everyone or open them up for students and residents alike. The board was perhaps not forced to take a careful look at the situation this summer. And it looks like it will take stern measures, such as a lawsuit, to open the board's eyes.

The pipeline

Better late than never

Sometimes, it's better late than never.

Last Friday afternoon, the Orange Water and Sewer Authority (OWASA) came to terms with the town of Hillsborough, assuring construction of a \$1.5 million water pipeline and tying a dry Chapel Hill to Lake Orange.

The agreement allows Chapel Hill to purchase up to two million gallons of treated water daily from Hillsborough, providing that the water is not needed to meet the demands of Hillsborough residents. Also, if the Hillsborough treatment plant should malfunction, OWASA can take water directly from Lake Orange for purification in Carrboro.

After the severe drought of 1976, as well as numerous water shortages dating back to the 1950s, it seems that the agreement reached on Friday is a belated welcome. To make matters even worse, construction of the pipeline should take between four and five months, wiping out any likelihood of man-made relief from this drought.

But even though the steps taken by OWASA are late, they are better than no steps at all. When the University owned and operated the water and sewer utilities in Chapel Hill and Carrboro, few steps were taken to provide adequate means for the storage of water. University Lake, a man-made reservoir constructed in 1932, was not designed for a community in excess of 40,000 residents. And, although the lake has been enlarged once, the imminent prospect of a wholesale unloading of the University utilities made long-term capital improvements undesirable.

The Hillsborough pipeline, coupled with purchased water from the city of Durham, should provide some relief during times of severe drought. But it is obviously not a long term solution to the Chapel Hill and Carrboro water problem. That solution is at least a few years down the road, when the Cane Creek and B. Everett Jordan Dam controversies are finally resolved. Permanent, adequate storage facilities are the preventive medicines which Chapel Hill and Carrboro have lacked in the past and need for the future.

But, in the meantime, a late step will have to suffice. OWASA recognizes that fact, and can be commended for its ability to act in the best interests of the public.

HEW desegregation goals: easier said than done

When Jimmy Carter was elected, it seemed that the South would be safe from arm-chair liberalism and myopic ivory tower blundering in the field of civil rights. With a man in the White House who had dealt with the problem directly, Southerners thought practicality and understanding would replace ideological dogmatism and demagoguery.

This certainly has not been the case, and the reason is Joseph Califano, who heads the Department of Health Education and Welfare (HEW). Califano and his department have demanded that the University of North Carolina system increase black enrollment in traditionally white institutions by 150 per cent in five years. Increased black enrollment is a laudable goal, but HEW has not bothered to tell the University how to effect the change so drastically.

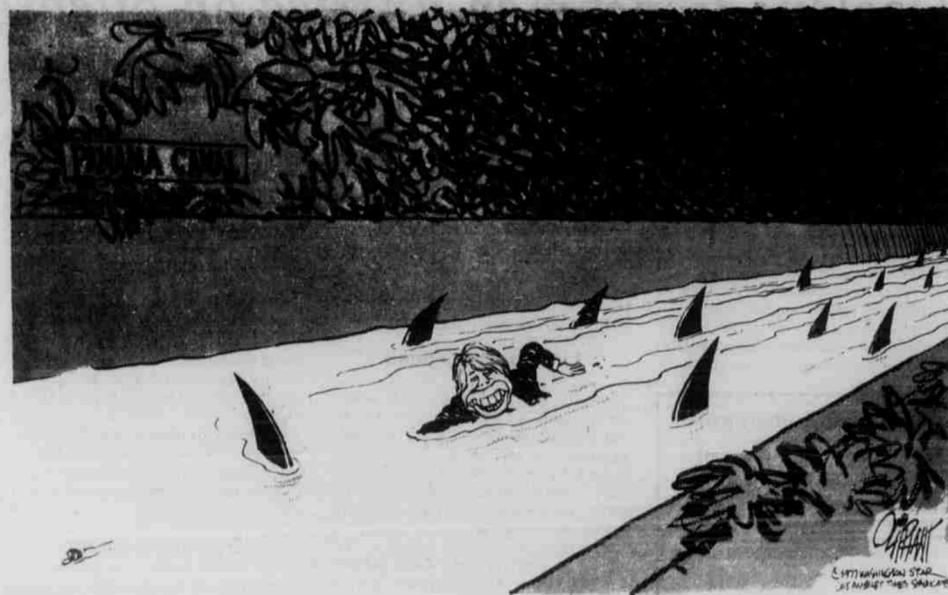
The University system worked in good faith to recruit blacks from 1973 to 1976 and could only muster a 40 per cent increase. Now they have been told that they have not done enough, but they have not been told they are to do more.

We challenge Califano and his cronies to roll up their shirtsleeves and work with admissions officers at the University of North Carolina and other university systems to develop the proper vehicles for the dramatic social changes they seek. If they can develop the necessary mechanisms, then they can demand change. But the chances are the HEW bureaucrats don't really know what goes on in college recruitment. They only know what "levels" they think are acceptable.

Califano ought to take seriously his boss's vaunted symbols of egalitarianism. The way to get things accomplished is to work with people, not demand things of them via long distance.

And Califano ought to take a managerial lesson from the President as well.

If Jimmy Carter can learn the highly technical facts of the B-1 bomber, then Joseph Califano can learn the simple facts of social change which seems so foreign to him.



Harrier pilots need stiffer training

By ELLIOTT POTTER

Early critics called the AV-8A Harrier jet a Death Machine.

Their observations can be substantiated. Two dozen of the controversial jets have crashed since they became a part of the U.S. Marine Corps operations in 1971, resulting in the deaths of nine pilots. Three pilots have died in six Harrier crashes since February. The crashes have resulted in property losses to the military of \$70 million.

The expanding list of witnesses of Harrier crashes includes Budget Director Bert Lance, Deputy Defense Secretary Charles Duncan and Naval Secretary W. Graham Clayton Jr., who all saw a fatal Harrier crash while observing a joint military exercise over the Atlantic Ocean on July 12.

The crashes have also caught the eye of Time magazine, several state newspapers and Aviation Week and Space Technology, the aircraft industry's most respected publication. In its Aug. 1 issue, Aviation Week charged that the attrition rate of Harrier jets is the highest of any operational aircraft in naval aviation history.

The Marines have disputed that charge, citing the crash rate of the F-8 Crusader as a higher total. However, the Marines' defense will be short-lived because the F-8 is being phased out of operation by the military.

Even the commanding officer of three squadrons of the jets based at Cherry Point, N.C., the primary station for the AV-8As, has admitted the crash rate has been "highly concentrated."

The Harrier is capable of operating like a conventional jet or flying like a helicopter. In the Vertical-Short Take-Off and Landing mode of flight (V-STOL), the British-built plane has the capacity to move backwards or sideways and brake at top speed in mid-air.

In a recent press conference, Maj. Gen. Richard E. Carey, commander of the Second Marine Aircraft Wing, said, "This aircraft has the capability we need — a great deal of versatility. It has the ability to provide close air support to the front in much less time than any other aircraft."

But in the airborne relationship of the Harrier and its pilots, the man, not the machine seems to be at fault. According to Marine Corps statistics, nearly three out of every four AV-8A crashes can be attributed to pilot error.

One phase of the Harrier program that has justifiably been questioned by at least one military official is the pilot selection process. Pilots for the unconventional jet, which can hover, land and take-off vertically, are selected from recent graduates of flight training school.

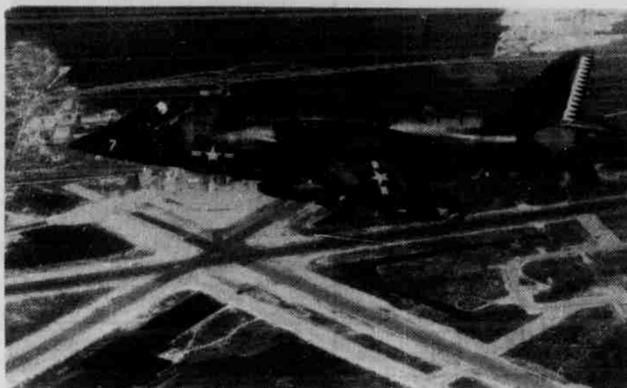
Originally, the Harrier operators

continued to rise sharply to this year's rate of 6.0 crashes.

A Marine Corps spokesman admitted the change did have "some impact" on the zooming accident rate of the Harrier. He said one of the reasons for the change was to alleviate an elitist attitude that could develop among Harrier pilots because they were specially selected for the program.

The change was also made to increase the number of Harrier pilots.

Marine Corps officials should expect the expansion of numbers of pilots to be accompanied by expansion of the lists of



A trainee's first solo flight might be in a harrier

were selected from pilots experienced in flying one-seater conventional jets. Under the present selection process, a trainee's first solo flight might be in a Harrier, which officials have admitted is a "different type of plane to fly."

The wisdom of the change was questioned by Lt. Gen. T. H. Miller, chief of staff of aviation, in a recent letter to Rep. Les Aspin, D-Wis. Miller wrote, "I now believe that in view of our earlier safety record and success we have attempted to move too rapidly in assigning new pilots of varied training operational experience to the AV-8A program."

The selection process was changed in 1975. That year the accident rate jumped steeply to 3.06 crashes per 10,000 flight hours from the safe .92 attrition rate recorded in 1974. The accident rate for the Harrier has

accidents. The only method Marine Corps officials have developed to eliminate the elitist attitudes of Harrier pilots is to lower their qualifications. Judging by the resulting increase in crashes, that method should be modified if not dumped. The wisdom of the officials' suggestion seems to indicate that the qualifications required of officers on their level have also been lowered.

As one official put it: "We're giving a good plane a bad reputation."

The Marines should realize the controversy surrounding Harriers no longer concerns morale; it now focuses on safety.

Elliott Potter, a senior journalism major from Belfast, N.C., is city editor for the Daily Tar Heel.

The end of an era: Groucho and the King

By LOU BILIONIS

For anyone who has ever seen "Duck Soup" or "A Night at the Opera," the death of Groucho Marx last week at the age of 86 marked the formal end of an era. Without overstatement, comedy will never be quite the same again.

And every man, woman and child who enjoys good old rock-and-roll grieved the sudden passing of Elvis Presley during that same week. It seems that music will never be quite the same either.

Elvis and Groucho, as different as they were, had quite a bit in common. They both had an impact. Three generations of movie-goers reveled in the patented one-liner which was Groucho's trademark. Marxists by the thousands, as the hardcores preferred to be called, watched the Master's turns and struts — and the everpresent cigar — with absolute delight. Not a child grew up during the 50s and 60s without some experience with the plastic nose, glasses and moustache which made Groucho Marx what he was.

A full three generations idolized Elvis Presley as well. As many a eulogy has already noted, the King rocked the world. It's hard to remember what "Heartbreak Hotel," "Jailhouse Rock" and "Hounddog" meant to a post-war America, but the effects are still felt today. Elvis was the liberator, the first major catalyst urging an entire nation to let its hair down. Every youth event — from the sock hop to Woodstock and Watkins Glen — owes its existence to the sad-eyed crooner from Tupelo, Miss.

Yes, they were from two different worlds. Groucho hailed from New York City, and his wit and satire spoke to the spectrum banded by politics, social teas, foreign emissaries and tuxedos. Elvis was a good old southern boy who sang the blues like only a black man could. He drove straight to the heart of lower and middle America with songs of unrequited love and youthful exuberance. The one mocked a by-gone world of class and elegance; the other ushered in a new age of the young and restless.

They were different, but they were so alike. In the role of cult hero, both men are timeless. Long after their works on earth fall from favor — when Elvis' recordings are a future day's dusty 78 rpm, when Groucho's gyrations and quips are mere shadows on brittle celluloid — they will still be remembered as two of this century's most imposing social phenomena. The four corners of the world looked to them for entertainment and something more.

That "something more" was lost last week, never to be regained. Future generations will celebrate new heroes for new reasons. We relished in Groucho Marx and Elvis Presley for reasons unique to our years. They brought us from a wandering first half of a century into five decades of unparalleled progress. But all the while they made fun of our times and made our times fun.

Lou Bilionis, a junior economics and English major from Fitchburg, Mass., is associate editor for the Daily Tar Heel.

letters to the editor

Equality of opportunity "unrealistic" to UNC?

To the editor:

I have always assumed that the role of a Board of Governors was to direct and facilitate the progress of the institution it governs. This progress must sometimes be forced upon the people; it is sometimes against their will. This is why it is important to have responsible and enlightened leadership.

It is no news to any of us that the University system of the state of North Carolina has been and is behind the times.

As a graduate of Chapel Hill, I am embarrassed and hurt by the prospect that the Board of Governors finds equality of opportunity "unrealistic." As a black American, I wonder how long it will remain "unrealistic."

At some point, provincialism and regional ignorance will be overcome in North Carolina. Its downfall, or perhaps I should say its exposure, will have to be initiated and legislated by the leaders of the state, perhaps against the will of the people. But, I tend to

think that the will of the people can withstand some enlightened abuse, and much to my satisfaction, so does the federal government.

Sherman Golden
Special Assistant to the
Mayor of Atlanta

Cashing in on Vietnam

To the editor:

I recently received a piece of obscene literature in the mail sent to me by an outfit in New York called American Management Associations. It was a brochure announcing a briefing seminar on "Coming Trade and Investment Opportunities in Vietnam."

Permit me to quote some of the more offensive passages: "What do all the current discussions really mean? When are relations likely to be normalized? Will this billion-dollar market be important for your company?"

"50 million people. Vast resources. A soaring import rate — up 33 per cent last year. And an urgent need for many of the products and services that American business can supply. Will this tempting market be available to your company soon?"

"What can a company do to get its share of the business if relations are resumed? Is it necessary to go to Vietnam in person?"

After two decades of American-sponsored killing and destruction, which only ended three years ago, our businessmen are poised to descend on Vietnam in search of profits. Win or lose, business is ready. What a gross reminder of the immorality of our Vietnam policy?

Larry Kessler
Carrboro

Registration blues

To the editor:

I read the articles (Aug. 25) concerning drop/add and academic advising, and I feel that there are a few other things that need to be said.

First, there is no academic advising at the University of North Carolina. If Dean Jicha had ever approached South Building or a departmental advisor he would know this. I have been a student here for three years, one and one-half year in Arts and Sciences, and I have never seen my advisor. Most students can read the catalog as well as their advisors and prefer to do so since most advisors are rarely available.

Second, drop/add and "closing out" courses, though the DTH often views them lightly, are not humorous matters. It is wrong to laugh when course offerings seldom respond to demand and a large part of the student body spends days of good time waiting in line and filling out forms.

Third, students pay part of the bill, and I still like to believe that the University could not get along without them. Students and professors need to remember who works for them.

I was at first amazed by registration at the University. That amazement evolved to cynicism — as a defense. But the process is worse each time. I am not trying to raise consciousness or denounce student apathy. I wish to remind the other students at the University that it is not idealistic to expect the University to bend to accommodate people and that it is not naive to expect a staff member to give you a few moments. Be as self-interested, and difficult, as possible with your administrators.

Rodney A. Craven
27 Spring Garden, Holland Dr.

Campus needs new parking policy

To the editor:

Like many other students, I was astonished to see the University Police enforcing the parking permit zones prior to the first day of classes. Past policy usually allowed several grace days of parking before enforcement started.

Most students drive in these first few days just to get their schedules and books and to go to drop/add if necessary, not to stay on campus for long periods of time.

Whoever decided upon early enforcement did not consider the adverse side effects. These are: 1) students turned away from lots will only further slow down and clog the streets as they look for parking and 2) the belief will be strengthened that University Police don't care about student traffic problems. If the Traffic Office wants to solve student and University traffic problems, it needs to take an entirely different approach.

Brad Lamb
Rt. 3, Box 307



Staff photo by David Dalton