

It will be clear and cool today with the high in the mid 70s and the low in the lower 50s. Chance of rain is near zero through tonight.

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Anthony Seideman reviews the new French film *Blue Country* on page 4.

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## Title IX speeds up funding for women's athletic programs at UNC

By RICK SCOPPE  
Staff Writer

When UNC granted Camey Timberlake the first women's athletic scholarship in North Carolina in 1974, discussion of Title IX and the development of women's athletics already was in its second year. At a meeting of ACC athletic officials that year Frances Hogan, then UNC's tennis coach, announced the decision. After the gasps and looks of disbelief vanished, Hogan was in the market for new opponents for her tennis team. "You wouldn't believe it," said Hogan, now the UNC women's athletic director. "I couldn't find anyone to play us. They were all scared."

But other schools, quick to follow UNC's lead, did play the Tar Heels. And now, four years later, UNC has moved from that one scholarship to giving 70 to 80 grants-in-aid this year.

The changes have been gradual, with some the result of Title IX. Other changes, however, were

### First in a three-part series

the result of a dramatic rise in the interest of women's athletics. This, and the eroding of the stereotype of the woman athlete, helped to put women's athletics where it is today.

The seed for Title IX was planted in 1972 and three years later it became law. From that point on schools across the country scrambled to comply

with the basic premise of Title IX, that is, equal opportunity for all, regardless of sex.

This past summer UNC was deemed in compliance with Title IX by a committee of University administrators headed by Susan Ehringhaus, assistant to the chancellor. Most athletic officials expected this, with the majority believing UNC would have instituted the changes Title IX called for even if Title IX had not become law. Title IX just speeded up the process.

"Our philosophy here is that we want to have the best women's program around," said Moyer Smith, associate athletic director. "Title IX didn't dictate this. We have chosen to direct our women to proceed with caution. It takes longer to pour

concrete than to shovel sand. We want a strong foundation and once we get there, we'll be there for good."

In the late 1960s and early 1970s, when women's athletics were just beginning to build that foundation, the women's program at UNC was under the direction of Carl Blythe, UNC's physical education director.

"One of the problems we encountered was the philosophy of the times," Blythe said. "There were many opposed to women's athletics. I can remember when it was unheard of to put women in shorts and tank tops. But we did it, because they (the women) wanted it."

Hogan agreed with Blythe's assessment, saying: "Not too long ago women shied away from athletics. There were not the numbers we have now. But now the girls are serious about it. Sports are ahead of things like dates and sororities more now."

In the last few years UNC has added indoor and outdoor track, cross country and softball to the number of sports women can compete in, giving the women 12 sports.

Schedules also have become longer and tougher, affording women better competition and a chance to travel.

"Until last year the state rule said we could not play more than 18 games in basketball," Hogan said. See WOMEN on page 5

## Customers eat up supermarket stakes

By CAM JOHNSON  
Staff Writer

"If you can win some money, with no risk, why not try?"

That's the rationale used by thousands of North Carolinians who shop at certain supermarkets because they offer chances to win money playing bingo, horse racing and other games of chance.

Participation in these games is free, because state law forbids customers to pay to enter a lottery.

Sales representatives from three major retail grocery chains in North Carolina agree that the games increase their number of customers. But, the representatives deny that store prices are raised to offset money paid in prizes.

Bob Price, merchandising director for the Raleigh division of the Colonial-Big Star chain, says "Instant Vegas" increases customer traffic by 8 percent in the 70 stores in his division.

Price said the games appeal to a specific group of customers he has not been able to identify. "Rather than come to the store one time a week, they'll come

in maybe three or four times," he said. "The check amount is lower because they're shopping for impulse items such as bread and magazines, which have a higher profit percentage. The more customers you get into the stores, the more profit you'll have."

Price would not say the games are profitable for his store, however. "We don't make money off them, we just hope to have a traffic increase and maintain our level of volume," he said.

Ivan Hardesty, advertising director for the Raleigh division of the Winn-Dixie chain, said the prize money is regained by increased sales. "In some places, there's an increase of 10 to 15 percent in the number of customers (when games are introduced). We do not raise prices, it's paid for by additional sales," he said.

Hardesty said Winn-Dixie makes money on its "Cash King" game, even though prizes totalling \$501,000 are offered. "If our traffic and sales increase, yes we do (make a profit). That's why we're in the business," he said.

Hardesty said more than 70 percent of the designated prize money is actually distributed by Winn-Dixie. Thirty



DTH/Billy Newman

percent is unclaimed because the customers throw away the game cards, he said.

D.G. Richards, director of merchandising for the 133 stores of the Carolina division of the A&P chain, said A&P's "Match and Win" game pays 80 to 90 percent of \$275,000 offered in prize money.

Although Richards said A&P's customer traffic has increased 10 percent

since "Match and Win" was introduced, he said the increase cannot be attributed wholly to the game. "It's just a part of the promotional device," he said. "To presume one particular type of promotion is profitable is wrong."

Richards said prize giveaways at A&P are offset by increases in customer traffic. "By increasing traffic, our fixed overhead becomes a smaller percentage of our expense," he said.

## Assembly backing of State vet school likely

By TONY MACE  
Staff Writer

Present conditions should make it easy sailing for funding requests for North Carolina State University's proposed School of Veterinary Medicine at the next session of the General Assembly, legislative leaders said Monday.

Such conditions include final approval of the school, which was granted Saturday by the Educational Planning Committee of the UNC Board of Governors, and state tax revenue collection, which is running well ahead of earlier predictions.

"We're already committed to the vet school, and we're going to fund it," said Sen. Harold Hardison, D-Lenoir, chairperson of the Senate Ways and Means Committee. Hardison said high state revenue collection so far this year and a rosy economic picture should give the legislature ample money to fund the vet school.

In June, the General Assembly appropriated \$9.3 million for the school's site preparation.

Durham banker George Watts Hill motioned Saturday that the Educational Planning Committee be asked to withhold the vet school's funding request, but the motion failed in a voice vote.

Harley F. Shuford, who seconded the motion, said Monday he plans no further opposition to the school. Hill was not available for comment.

"I feel like the state needs a lot of other things right now more than it needs a vet school," Shuford said. "But the decision of the committee was that if the legislature wants a vet school, it's going to get one."

T. Worth Coltrane, chairperson of the Budget-Finance Committee of the Board of Governors, said he sees no opposition on his committee to the full-scale teaching facility.

L. Felix Joyner, UNC vice president for finance, said he will ask UNC President William C. Friday to recommend the finance committee request \$22.3 million for construction of the vet school, in addition to \$2.3 million for the first two years' operating expenses.

Hardison said serious discussion is underway concerning possible vet school spaces for Virginia and South Carolina students on a contractual basis. The talks with legislative leaders from the two states seek financial help in paying the school's operating expenses in return for the student spaces.

"Virginia is very much interested," Hardison said. "They don't want to have to build their own school."

We're going to take the initiative and go ahead with our school. We can provide space for more students, and if they're willing to pay part of the costs, why not let them in on it?"

Gov. Jim Hunt's press secretary, Stephanie Bass, said the governor would support such an arrangement as long as enough space is assured to provide sufficient veterinarians to answer North Carolina's needs.

North Carolina currently purchases spaces for its students in out-of-state vet schools under an arrangement supervised by the Southern Regional Education Board.

Other N.C. legislative leaders involved in the discussions with Virginia and South Carolina legislators include Rep. Carl Stewart, D-Gastonia, speaker of the House, and Sen. Kenneth Royall, D-Durham, chairperson of the Senate Appropriations Committee.

Stewart said the discussions only could begin in earnest following the November elections. "It's hard to get legislators together in the campaign season," Stewart said.

Royall said he plans to bring the matter up at the Southern Legislative Conference on Thursday in New Orleans.

## Flying

### Carolina pilot trainees soar high on the Hill

By LAURA ALEXANDER  
Staff Writer

The Cessna Skyhawk dips to the right and a panoramic view of the UNC campus appears. A left turn of the wheel and pressure on the left rudder pedal straightens the aircraft. The day is hazy—not providing the best flight visibility, according to the instructor. Nonetheless, it is a grand feeling to be afloat in the small four-passenger craft.

Such must be the experience of many students of the UNC Flying Club, a 17-year-old organization of flying students and private pilots. Bob Wash, the club's chief instructor sits beside me explaining the operation of the plane.

Before the flight from Horace Williams Airport, he explained that the airplane has two ignition systems, with two spark

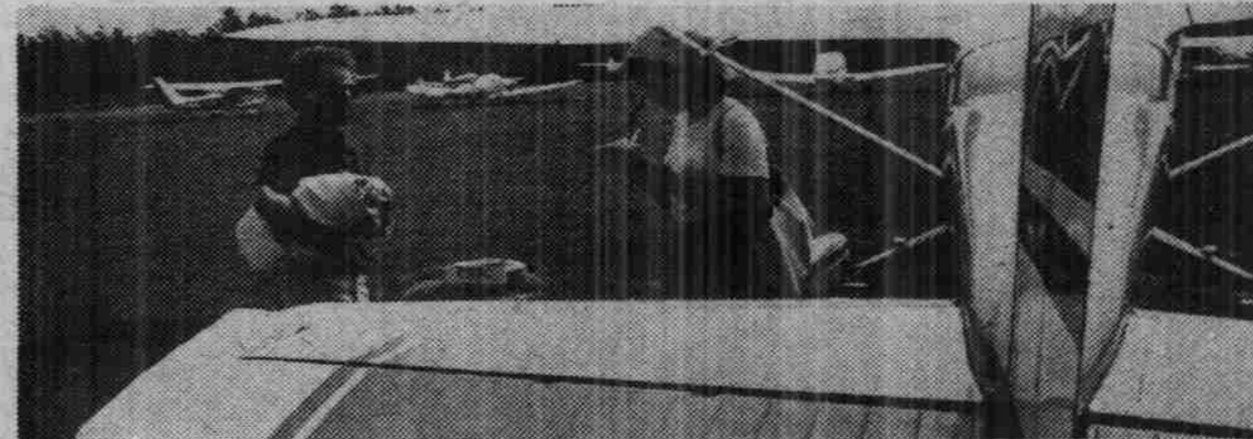
plugs in each cylinder; so if one of them cuts out, there is another to fall back on.

Now, while in flight, he decides to demonstrate how well suited an airplane actually is for air travel. Reaching over to the instrument panel, he cuts off the engine. A queasy feeling in the stomach is my initial reaction, but that sensation subsides quickly with the realization that the plane is floating through the air on its own.

Wash continues to boggle my mind by performing a zero gravity experiment. He points the nose of the plane upward and rapidly begins increasing altitude. He says to keep an eye on two pens lying across the palm of my hand. Suddenly, Wash plunges the plane downward, creating the feeling that the bottom has dropped out of the world. But the pens rise from their resting place, floating for a second or two.

Wash, the only salaried member of the club, serves as a teacher to the other members. He says he begins his lessons by letting them use only one hand—the left—on the steering handle to guide the plane. The student pilot pushes forward on the steering handle to ascend, and pulls it out to lose altitude.

The operator executes left and right turns fairly simply by steering the craft in the desired direction. However, at the same time, he mashes the correct rudder pedal so the tail of the plane won't dip too low. Wash explains that the hands and feet always go together: when steering left, use the left foot; when steering right,



DTH/Allen Jernigan

### Checking out equipment

use the right foot.

A curious array of dials confront the pilot in the cockpit, but he doesn't rely on them to help him fly the plane, Wash says. He says his students receive Visual Flight Rules training, meaning that the students learn to guide the plane by watching outside and by making decisions based on the actual surroundings.

The instruments should be used only as a supplement, not as a crutch, Wash says. Consequently, a VFR pilot is not truly authorized to fly in poor weather conditions that limit sight.

Ordinarily, Wash says, he describes thoroughly to the student everything he will need to know before they leave the ground. Then, "I give the controls to the student as soon as possible," he says.

On the ground, Wash makes the legally required pre-flight check. He checks the flaps attached to the wings that help the plane descend steeply without losing a lot of speed.

"No brake fluid leakage; no stress up under the gear," he says, continuing the check. He examines the cowling, the front portion of the plane's body, for birds' nests.

He takes samples from each fuel tank, one located under each wing. Airplane

fuels are color-coded with dyes: red for 80-octane fuel, green for 100-octane, blue for 100 low-level, and purple for 115-octane. The fuel sample he takes is tinged with blue.

"C'mon, sweetheart, c'mon, talk to me," he coaxes, starting the engine. "Clear prop," he sings out, as the engine connects and he spins the propeller.

Although the experience of flying is a free and exhilarating one, learning to fly does incur some expenses. However, the expense is considerably less through the club than through private lessons, Wash says.

Club dues for students taking lessons are \$25 per month. Fees decrease to \$18 a month for a member who has earned his private pilot's license. Use of a plane costs \$13 for an hour and an instructor's fee is \$8 an hour.

To take lessons in the club, the student must be a UNC student or a member of the faculty or staff.

"The club is member-run," say its officers, who include Jim McClure, president and John Hunter, vice president. An eight-member board of directors, is elected by the club members.

See FLYING on page 2



## \$5 late fee added to parking ticket

Letting those parking tickets pile up? Doing so can raise your fine by \$5 per ticket.

According to a University ordinance passed last April, a late fee of \$5 is added to every ticket that is not paid for within 15 days of issuance, said William D. Locke, director of the UNC traffic office.

"Quite a few people have had to pay the late fee even though the regulation is clearly stated in the pamphlet handed out to all persons who register a motor vehicle and also on the ticket itself," Locke said.

Fines may be paid at the cashier's window of the Traffic Office in the basement of the Campus Y building.



An aerial view of campus landmarks