

DEVICE

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threat, but something actually went off," said William Weaver, a freshman from Charlotte who has a class in Davie Hall.

Occupants of certain areas of Carr Building also were evacuated. After the device was detonated, officials began sweeping the bushes for debris and evidence, Poarch said.

To Poarch's knowledge, no similar situation has ever occurred at the University.

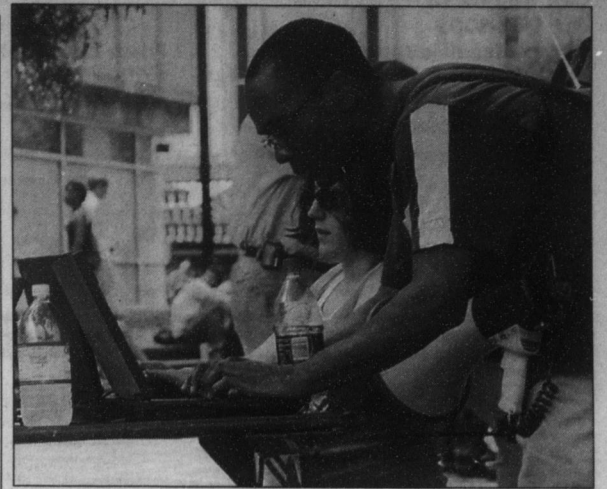
Poarch cautioned members of the UNC community to be on alert. "Should anyone see anything suspicious or any pieces of pipe lying around, they should not touch it and should call 911."

The University Editor can be reached at [udesk@unc.edu](mailto:udesk@unc.edu).

## Counting Down on Cameron

University police and the State Bureau of Investigation responded to an alleged bomb on Cameron Avenue on Monday, conducting a step-by-step process before declaring the area safe. All times are approximate.

- 11:03 a.m. — University police receive report of suspicious object on Cameron Avenue.
- 11:05 a.m. — University police report to scene.
- 11:20 a.m. — Area along Cameron Avenue between Raleigh Street and Old East Residence Hall roped off.
- 12:25 p.m. — State Bureau of Investigations bomb squad truck arrives.
- 12:35 p.m. — Police begin to evacuate portions of Carr Building and Davie Hall.
- 1:15 p.m. — Police begin to move people away from the area.
- 1:19 p.m. — Police clear a stretch of Cameron Avenue between Raleigh Street and Memorial Hall.
- 1:26 p.m. — SBI bomb squad attempts to detonate device for first time.
- 1:43 p.m. — Police reopen roadway for pedestrians up to edge of yellow tape.
- 2:01 p.m. — Police close road from Memorial Hall to Raleigh Street for second time.
- 2:06 p.m. — SBI attempts second detonation.
- 2:25 p.m. — Officers begin sweeping area around device.
- 2:50 p.m. — University Police Chief Derek Poarch holds press conference.



DTH/KRISTEN HARDY

DTH/BRENT CLARK

Student Body President Justin Young e-mails legislative representatives Monday in the Pit about his opposition to a tuition increase.

RALLY

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up for the event.

But organizers were met with a lukewarm response, and, although they'd planned to stay in the Pit until 2 p.m., packed up their things at about 1 p.m.

Journalism Professor Chuck Stone, who addressed the small crowd, encouraged students who passed by to support the protest. "Implement some sort of movement that shows legislators they

made some sort of mistake," he said. "Your absence speaks louder than your presence."

Young said he wished more students had come out to show their support but that the nature of the budget writing process didn't allow enough time for many students to take action.

"It's a tough sell," he said. "You try to get people out there, you try to get them motivated. The way the budget decision is developing ... it happens so last minute."

Young said about 150 to 200 people briefly stopped to listen. "That's at least a start," he said.

The protest did pique the interest of a few students who were out and about on campus Monday.

"I happened to be in the area," said junior religious studies major Caleb Pineo.

"I'm not really following the issue too well," he said. "From what I see I don't really oppose a tuition increase. ... The budget has to come from somewhere."

But student government members eagerly made their way to the e-mail stations to do their part.

"[The tuition increase] is going to put a strain on families," said Assistant Student Body Secretary Graham Long. "Families have to plan for this type of thing. Doing this in the middle of the semester when families have already set their budgets is ridiculous."

Frances Ferris, external relations chairwoman for student government, was optimistic that the rally's second goal — to introduce the Carolina Lobby Corps to students — went more smoothly.

Ferris said student government recently formed the CLC to create a more efficient means of getting students' voices out to legislators. The group aims to train students on pressing issues and teach them lobbying skills.

"Our goal is to have a group of students who know the issues before it's too late," Ferris said. "My hope is that we can form the Carolina Lobby Corps and gain respect."

*"It's going to take everyone ... not just me talking on a microphone. We need people to step up."*

JUSTIN YOUNG  
Student Body President

The University Editor can be reached at [udesk@unc.edu](mailto:udesk@unc.edu).



DTH/KARA ARNDT

University Police Chief Derek Poarch (left) consults with State Bureau of Investigation Special Agent Tim Luper on the safest way to approach the device found on Cameron Avenue outside of Davie Hall.

## Officials Begin to Seek Cause of Plane Crash

The Associated Press

NASSAU, Bahamas — U.S. aviation officials searched for clues Monday in the plane crash that killed the singer Aaliyah and eight others, saying they would investigate whether excess weight from production equipment may have hindered the takeoff.

Aaliyah, 22, and the others were in the Bahamas shooting a music video. Their twin-engine Cessna was bound for Opa-locka, Fla., when it went down Saturday in clear skies with little wind roughly 200 feet from the end of the runway at Marsh Harbour airport on Abaco Island, 100 miles north of Nassau.

"We're just in the beginning stages of the investigation," said Alan Yurman, from the U.S. National Transportation Safety Board.

Yurman said the Federal Aviation Administration, the makers of the plane and local aviation officials were helping in the investigation, which will include examining how much weight the plane was carrying and how that could have affected takeoff.

"It is one of many possibilities that we're considering," said Bahamian aviation investigator Randy Butler.

John Frank, executive director of the Santa Maria, Calif.-based Cessna Pilots Association, said the Cessna 402B can safely carry about 2,300 pounds, which includes passengers, fuel and baggage. The passengers and fuel alone on the plane would have been at least 1,600 pounds.

"There's a very good possibility this

aircraft was carrying a bigger load than it was certified to carry," he said.

Frank said it's possible for an overloaded plane to take off because of "ground effect," or when an airplane gets a boost from the cushion of air that builds up close to the ground.

"An aircraft can get off the ground much more easily than it can climb after that," he said.

On Monday, two local newspapers, The Tribune and The Freeport News, quoted a baggage handler they did not name as saying he had warned the pilot that the plane was too heavy for a safe takeoff.

Gloria Knoles, an office manager for Abaco Air, a local airline that flies in the Bahamas and Florida, said she saw a pickup truck on Saturday headed toward the plane with equipment and luggage that towered above the truck's sideboards.

## Iraq Takes Responsibility for Incident

The Associated Press

WASHINGTON — A pilotless U.S. reconnaissance plane failed to return from a mission over southern Iraq on Monday. Iraq claimed it shot down the plane, and U.S. officials did not dispute that.

The incident underscored the dangers facing U.S. and British pilots who regularly patrol the skies over Iraq and encounter anti-aircraft artillery and other air defense forces almost daily.

The Iraqi government considers the patrols illegal and in recent months has developed more effective coordination between its early warning radars and anti-aircraft missiles, heightening the danger to pilots.

In northern Iraq on Monday, U.S. planes attacked an SA-3 surface-to-air missile site near the city of Mosul after taking fire from Iraqi anti-aircraft artillery guns, U.S. military officials said. Iraq said

one civilian was killed in the attack.

Pilotless aircraft capable of transmitting live images to U.S. command posts outside of Iraq are used to supplement air patrols by Air Force F-16s and other manned aircraft in both northern and southern Iraq.

Whether the Air Force drone, known as a Predator, was shot down or crashed due to a technical failure, it was the first American aircraft of any kind to be lost in Iraq since the accidental shootdown of two U.S. Army helicopters by U.S. Air Force F-15 fighters in 1994.

In July an Air Force U-2 surveillance plane was rocked by the concussion from an Iraqi surface-to-air missile. The U.S. plane was not hit, but the missile explosion was close enough to be felt by the crew.

U.S. and British forces began monitoring no-fly zones over Iraq a decade ago.

One reason the Pentagon is developing unmanned reconnaissance aircraft like the Predator is to lessen the risk to pilots. During the 1999 NATO bombardment of Kosovo, more than a dozen unmanned U.S. aerial vehicles, including four Predators, crashed or were shot down over hostile territory.

In a brief statement from U.S. Central Command headquarters at MacDill Air Force Base, Fla., a spokesman, Col. Rick Thomas, said it was not clear what had happened to the Predator on Monday.

"The aircraft may have crashed or been shot down," Thomas said.

The spokesman said U.S. officials are aware that Iraq is trying hard to down a manned aircraft.

"Iraq has enhanced its air defense capabilities," Thomas said, "so there is a risk and we'll take steps to mitigate that

risk."

Iraqi state-run television showed footage of what it claimed was the downed plane reduced to piles of scorched wreckage in the desert. "U.S. Navy Prop" was written on one part of the aircraft.

A Pentagon spokesman, Marine Corps Lt. Col. David Lapan, said it was not possible to determine conclusively from the images shown by Iraqi television whether the wreckage was that of a U.S. aircraft.

Lapan said the video footage showed the name "Sierra Monolithics" on one component in the wreckage.

A California company, Sierra Monolithics Inc., manufactures video transmitters and receivers which enable two-way communication between unmanned aerial vehicles and their ground stations.

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AMERICAN OUTLAWS [R] [G] [B] Daily 5:15, 7:15, 9:15

SUMMER CATCH [R] [G] [B] Daily 3:15, 5:25, 7:35, 9:45

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AMERICAN PIE 2 [R] [G] [B] Daily 3:10, 5:20, 7:05, 9:45

GHOSTS OF MARS [R] [G] [B] Daily 3:15, 5:15, 7:15, 9:30

RAT RACE [R] [G] [B] Daily 3:10, 5:20, 7:30, 9:45

CAPT. CORELLI'S MANDOLIN [R] [G] [B] Daily 3:30, 7:00, 9:35

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