

SGA from page 2

Vaccaro won T-shirts.

Senior Tina Justice, senior Gary Wayne Baker, sophomore Scott Gregory, freshman Cindy Anderson, man Cartna DiFiore won a \$10 gift certificate from Trademart.

Senior Anie Haley won the grand prize, a \$100 gift certificate from UBE.

Students were prompt when claiming prizes and excited about winning.

"This was a great incentive," Inman said. "It really encouraged students to vote."

"I'm excited about winning," Smith said. "I had no idea that a raffle was even being held when I voted."

"I think that the raffle really motivated students to vote," Hancock said.

"This is a good consolation prize, since I didn't win the election," Bucca said. "And I like free stuff."

"It's cool that I won," Bruner said. "This is a great reward for all of the students that came out to vote. I think that everyone should vote."

Grand prize winner summed up her excitement in two words.

"Awesome," Haley said. "Sweet."

Lynch felt the raffle went well.

"The raffle has gone well," Lynch said. "It's been successful, and I was able to inform all the winners by phone so they could claim their prizes."

According to Lynch, those who could not claim their prizes on Tuesday could have sent a friend.

"Some students couldn't get their prizes at the time given so they could send a friend to claim their prize," Lynch said. "As long as they told me before hand."

For students who won and were not able to claim their prize or send a friend to get it for them on Tuesday, they can pick up their prize in the SGA Office in Mendenhall Student Center. ECU One Cards are needed to claim prize.

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EgyptAir Probe Focuses on Co-Pilot

WASHINGTON (AP) — A relief co-pilot alone in the EgyptAir cockpit said "I made my decision now; I put my faith in God's hands" just before the jetliner began its fatal plunge, officials close to the investigation said Wednesday. Moments after the plane began to dive, the pilot returned to struggle — futilely — to pull out.

As Egyptian officials won time to send their own experts to review the cockpit voice recorder tape, a federal law enforcement official and other sources close to the investigation described the evidence on Wednesday that led the United States to the verge of putting the FBI in charge of the inquiry as a potential criminal matter.

The current theory of the fate of EgyptAir 990, the Boeing 767 that plunged into the Atlantic Ocean off Massachusetts killing 217 people, is both tentative and incomplete, the law enforcement official stressed. Further electronic enhancement of the tape recording and input from the Egyptian experts could alter the sketchy understanding of what went on.

With no sign of any mechanical malfunction or explosion, investigators have been drawn to actions of the crew as captured on the cockpit voice recorder and synchronized with the plane's movements preserved in the flight data recorder.

The law enforcement official, commenting only on condition of anonymity, and other sources close to the case gave this account what those recorders show:

Relief co-pilot Capt. Gameel el-Batouty, scheduled to take over much later in the 11-hour New York-to-Cairo flight, enters the cockpit and asks to fly. His request is accepted.

The cockpit door is opened later, after

which there is no conversation, leading investigators to conclude el-Batouty is alone.

He says in Arabic: "I made my decision now. I put my faith in God's hands."

Shortly thereafter, the autopilot is turned off and the jet begins to descend steeply from 33,000 feet.

The cockpit door opens again. Investigators believe the pilot, Capt. Ahmed Mahmoud el-Habashy, has returned because he is heard to ask what's going on. They believe he tries to regain control because he is heard to say, "Pull with me. Help me. Pull with me." There is no sound of struggle, but some investigators believe that phrase is said in an argumentative tone.

At about this time, there is an unusual split in the plane's elevators: One moves up and the other down. These flaps on either side of the tail usually move up or down in unison to lower or raise the plane's nose.

Boeing has told investigators crew members must apply 50 pounds of pressure in opposite directions on the pilot's and co-pilot's control yokes to achieve this split outcome. Investigators surmise this may be evidence of a struggle between two crew members over how to respond to the steep dive.

Shortly thereafter the jet's two engines are shut off. The plane regains some altitude, stalls and drops into the sea.

In Egypt, relatives angrily rejected any notion el-Batouty planned to commit suicide, described him as a loving father of five and denied the family had financial problems. Family members said el-Batouty had just bought two automobile tires in the United States for his son's car and they believed the tires were on Flight 990.

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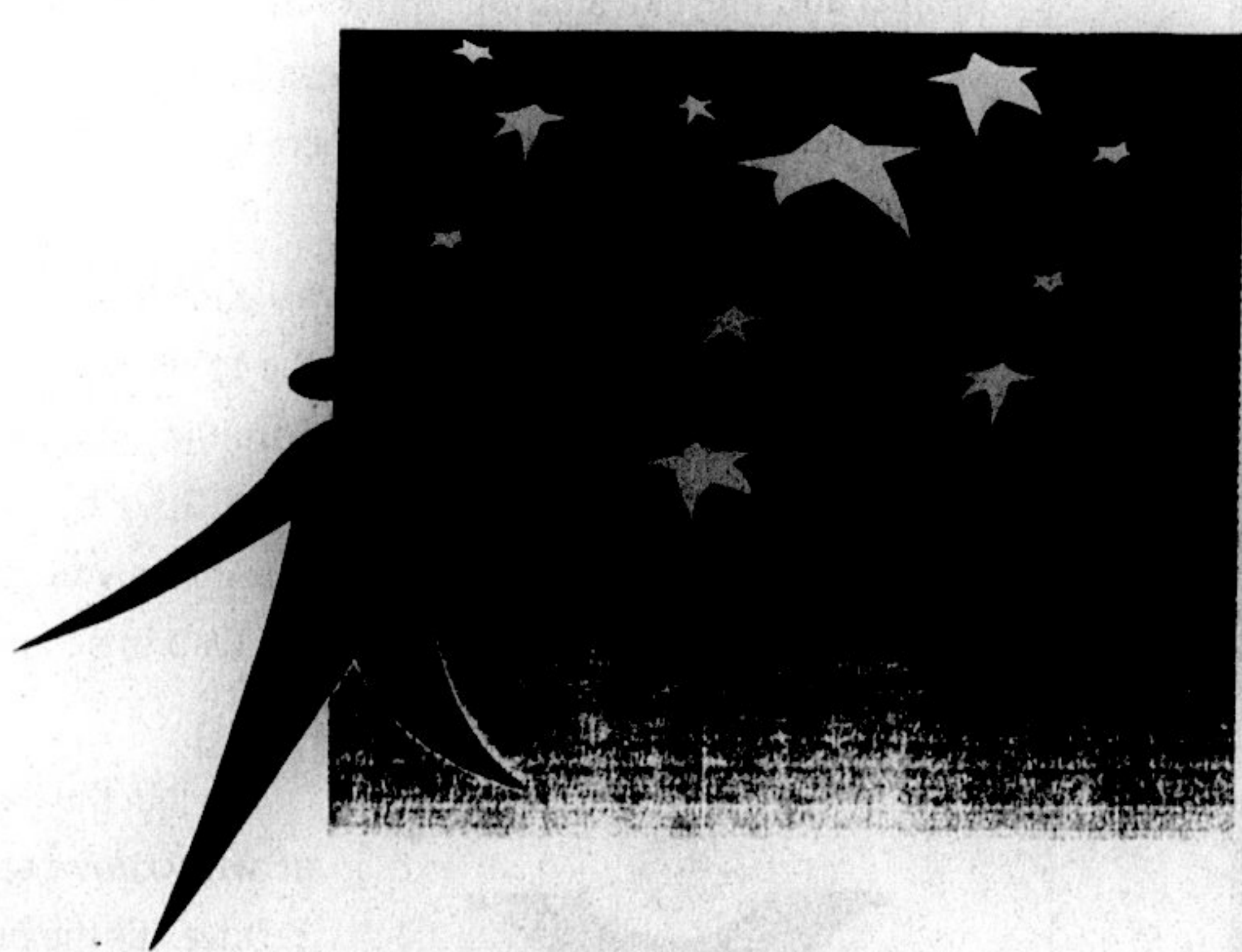
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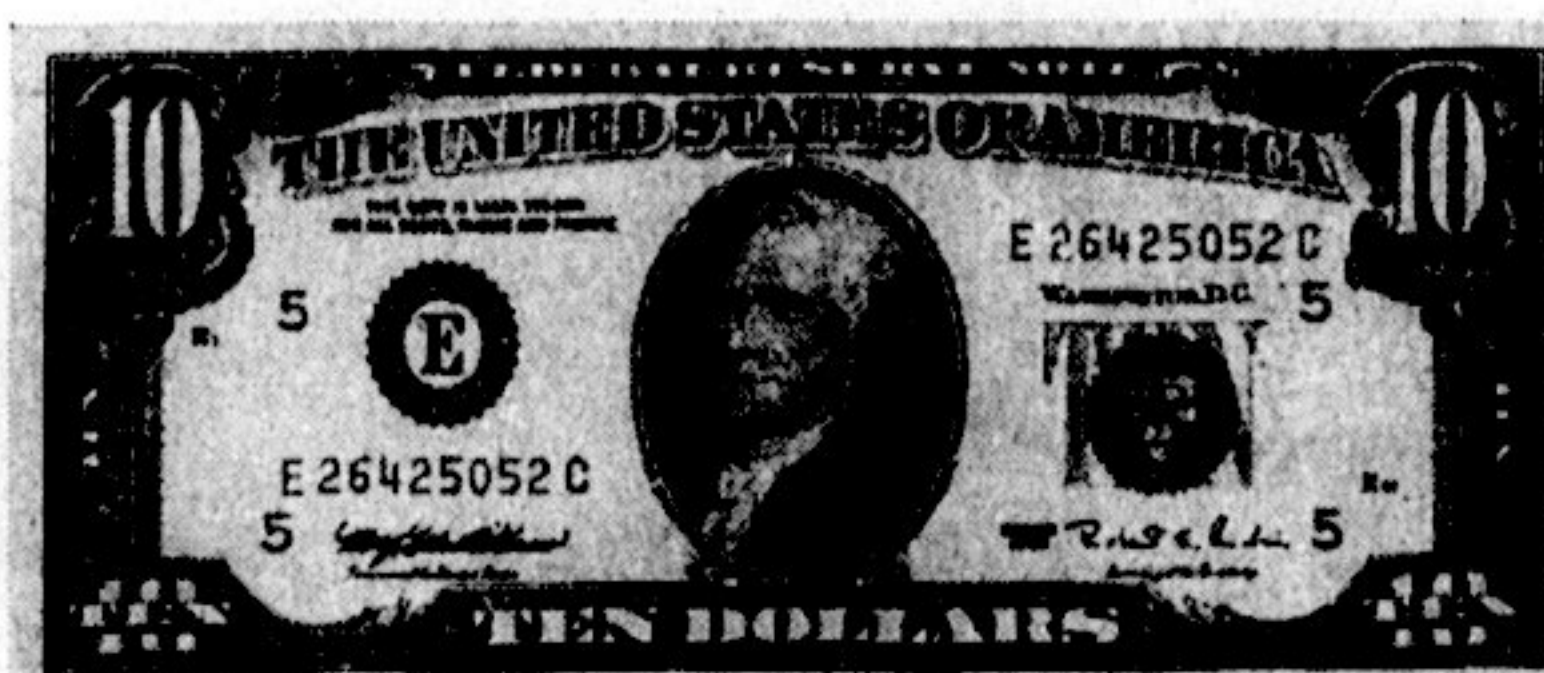
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