

Humiliation, anger fuel student movement in Zaire

KINSHASA, Zaire (AP) — In the underground corridors of a University of Kinshasa dormitory, hundreds of young men sleep head-to-foot on mats lining damp cement floors.

There is no running water and only sporadic electricity. The stench of overflowing toilets is tolerable only when overwhelmed by the sweet-and-sour smell of manioc leaves and pilipili peppers boiling on open fires.

Here, bright students with dreams of becoming engineers, doctors and lawyers have become leaders of a movement to overthrow the government.

The movement was provoked by ethnic Tutsi rebel attacks on eastern Zaire and anger over a government too weak to counter those attacks. But it was born in the humiliation of living in constant

filth and hunger. "I'm ashamed for you to see this, our villa in the hills," said Dave Tanga, a 30-year-old law student and protest leader. "It's each man for himself here."

The students want parliament to oust Prime Minister Leon Kengo wa Dondo. They say Kengo, whose mother is a Rwandan Tutsi, has been soft on Rwanda, Zaire's tiny neighbor to the east with a Tutsi-led government accused of supporting the Tutsi rebels who have taken over parts of eastern Zaire.

Thousands of students in the past two weeks have taken to the streets, often commandeering public buses and private cars. Their violent clashes with drivers and soldiers have killed three students and one soldier.

The students had planned to march Tuesday, but the capital was

calm — perhaps because university officials threatened to cancel final exams, already delayed by several months, if students didn't stay put.

Student leaders say they deplore the attacks on ethnic Tutsis — most of whom have fled the capital — and issued a declaration calling on their peers to forget their "xenophobic sentiments" and join their cause to peacefully oust the government.

"We don't want Kengo out because he's a Tutsi. We want Kengo out because of his indifference to our poverty and suffering," said Fox Kabundi, 31, a movement leader and graduate student in physics.

There are more than 15,000 students at University of Kinshasa and some 20,000 students at 11 other state-run, vocational col-

leges in the capital.

Crumbling dorms and classrooms are overcrowded. Hundreds of students often share one textbook and one professor who, if paid, earns the equivalent of \$30 a month.

The university's vice chancellor, Lumpungu Kamanda, understands the students' cause is born of frustration over their conditions and over politics — including a six-year wait for multiparty elections promised by President Mobutu Sese Seko. Students say they are the voice of 45 million Zairians who have lived under Mobutu's dictatorship for 31 years.

The government Monday closed the business and engineering schools, suspected of harboring more radical students. Soldiers threw out some 700 business school students in a pre-dawn raid.

Zaire update

Rebel fighting near Goma, Zaire has kept all but a trickle of supplies from reaching the city. Hospital workers try to get by without electricity or running water. More than half the staff has fled.

Aid arriving in Goma Monday is enough to feed 2,500 people for a week, a fraction of Goma's 80,000 remaining residents, many of whom have had no access to fresh food for 10 days. There is no hope of getting aid to the hundreds of thousands of refugees who fled west without food or water.

The fighting between Tutsi rebels and Zairian troops has uprooted more than 1.1 million Rwandan Hutu refugees, nearly 150,000 Burundian Hutu refugees and an unknown number of Zairians.



351 killed in New Delhi jet collision

CHARKHI DADRI, India (AP) — A Saudi jumbo jet climbing from New Delhi's airport collided with a Kazakh plane coming in for landing Tuesday, creating twin fireballs that turned the sky red as dawn and scattered the bodies of up to 351 people over farmland below.

If the death toll is confirmed, the crash would be the third-deadliest in aviation history.

Wreckage dropping from the sky gouged big craters and left body parts, baggage and clothes strewn across six miles of wheat and mustard fields near the town of Charkhi Dadri, about 60 miles west of New Delhi. The first people to arrive at the scene said the dusk air was filled with an unbearable stench of burning flesh.

"I saw 60 or 70 bodies, but only about 15 were identifiable," said Manjit Singh, a 19-year-old college student who sped to the site on his motorcycle after seeing the collision from his home. The faces of the rest of the victims were horribly disfigured and charred, he said.

Rescue vehicles tried to navigate the area's poor roads, arriving at the crash site after the first curious villagers. Within a few hours, thousands of people gathered in the dark and solemnly watched the search.

"We have collected 200 bodies so far from all over the field," said Mohammed Akhil, the police officer in charge of the operations.

The Saudi Arabia-bound Saudi jetliner with 312 passengers and crew members had been in the air for only seven minutes when it collided with a Kazakhstan Airlines Ilyushin-76 cargo plane, which was on a landing approach, aviation officials said.

Seventeen foreigners were on board the Saudi jetliner, including two Americans and a Briton, Press Trust of India news agency reported.

The plane arriving from Shymkent in the former Soviet republic of Kazakhstan was carrying 39 people, 28 Kazakh passengers and an 11-member Russian crew.

All aboard the two planes were believed killed. There were no reports that anyone on the ground died.

Hours after the crash, the crum-

pled fuselage of the Kazakh plane rested in a field. The jet's wings had been sliced off. A few charred bodies lay on the ground.

Local district administrator T.V.S.L. Prasad said workers were trying to extricate bodies from the plane.

The American pilot of a C-141 Air Force transport plane who was bringing in supplies for the U.S. Embassy in New Delhi witnessed the crash's fiery aftermath from 20,000 feet.

"We noticed out of our right-hand (side of the plane) a large cloud lit up with an orange glow, from within the clouds," the 30-year-old captain told reporters in a conference call from the Indian capital.

"The glow intensity of the cloud became dimmer and the two fireballs descended and became fireballs on the ground," said the pilot, who spoke on condition of anonymity.

The total number of passengers and crew members was reported by the local news agency, which quoted civil aviation authorities, and was confirmed for The Associated Press by an airport police official.

The U.S. Embassy could not confirm that two Americans were on board; the British Foreign office said one of its citizens was believed killed.

Nine Nepalese, three Pakistanis, a Bangladeshi and a Saudi were also on the Saudi plane, which had taken off from New Delhi's Indira Gandhi International Airport.

The Indian government announced a judicial inquiry into the cause of the accident.

The weather in New Delhi was normal for this time of year. The skies were clear, albeit polluted. Smoke from fireworks set off in recent days to celebrate the Hindu holiday of Diwali had thickened the haze.

At about 6:40 p.m. local time, as the sun was setting, the Saudi plane was cleared to climb to 14,000 feet, while the Kazakh aircraft was authorized to descend to 15,000 feet, said H.S. Khola, the director general of civil aviation. Suddenly, he said at a news conference, "the radar blip of both aircraft was lost."

Tuesday's crash appears to be the third-deadliest air accident ever.

In-flight collision

A Saudi Airways jumbo jetliner collided with a Kazakh Airways airliner. Hundreds are feared dead.

Saudi Airways Boeing 747

Type: Four-turbfan heavy commercial transport
 Operating crew: 3
 Accommodation: Up to 452 passengers
 Length: 231 ft. 10 in.
 Height: 63 ft. 5 in.
 Maximum speed: 604 mph

Kazakh Airways Tupolev Tu-154

Type: Three-engine medium/long stage commercial transport
 Operating crew: 3
 Accommodation: Up to 180 passengers
 Length: 157 ft. 1 3/4 in.
 Height: 37 ft. 4 3/4 in.
 Maximum speed: 590 mph



In 1977, two Boeing 747s operated by Pan American and KLM collided at the airport on Tenerife in Spain's Canary Islands, killing 582 people. In 1985, a Japan Air Lines Boeing 747 crashed into a mountain on a domestic flight, killing 520.

Until Tuesday's crash, the third-deadliest crash was a 1974 accident outside Paris involving a Turkish DC-10 that killed 346 people.

NRA takes global measure to battle U.N. arms initiative

NEW YORK (AP) — The National Rifle Association, on guard against global gun control, is going global itself.

The potent Washington lobby is trying to win a seat this week as an accredited advocacy group at the United Nations, where it will campaign against a possible U.N. push for tighter regulation of the firearms trade worldwide.

The U.S. gun owners' organization was alarmed when the General Assembly last December ordered a U.N. study to investigate ways "to prevent and reduce the excessive and destabilizing accumulation and transfer of small arms and light weapons."

The study group, the U.N. Panel of Governmental Experts on Small Arms, began its work in June.

"We had members concerned about what was going on at the United Nations," said the NRA's chief Washington lobbyist, Tanya Metaksa.

The association applied for status as a non-governmental organization participating in U.N. activities and obtained preliminary approval from a committee of U.N.-affiliated NGOs. Final approval must come from the U.N. Economic and Social Council at its meeting later this week.

Such status would allow NRA representatives access to U.N. headquarters and give them the right to submit papers and otherwise lobby participants at U.N. meetings.

What direction the U.N. inquiry eventually may take remains unclear. The General Assembly might simply adopt a non-binding resolution urging governments to better control the domestic and international trade in small arms. Or it could promote a treaty on arms smuggling that would require signatory nations to better regulate the market.

The panel, comprising representatives of 16 nations, including the United States, will submit its report in mid-1997. Any recommendations would be submitted to the 1997-98 assembly session.

Since the late 1980s, the Colombian government has sought U.N. action on trafficking. The Colombians feel besieged by a flood of assault rifles and hand grenades smuggled in from the United States by Colombian drug traffickers.

In a report to Secretary-General Boutros Boutros-Ghali in May, Colombia plainly blamed the relative freewheeling U.S. gun market.

Nations that produce and allow the flow of light weapons must "face up to their responsibilities in this area and... encourage their governments to a policy of strict regulation of the sale, possession, bearing, importation, export of such weapons," it said.

The Colombian government got a boost last year when Japan, where criminal underworlds are armed with smuggled U.S. weapons, introduced the resolution establishing the expert panel and pledged support it financially.

The NRA campaign, urged members to write to the Japanese diplomatic mission here to denounce the U.N. initiative. Japanese reported receiving some 200 postcards, a panel member said.

With NGO status, the NRA would be guaranteed a hearing before the panel, whose periodic meetings thus far involved only invited NGOs and academics.

Colombia's representative in the study group criticized the U.S. lobby's U.N. activism.

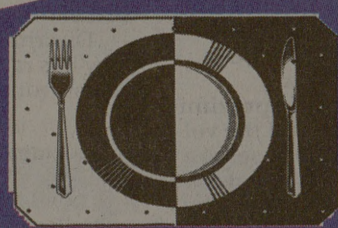
"The NRA has influence in the United States. Why should they involve themselves with international problems?" Gen. Uribe de Lozano asked in a telephone interview from Bogota. "They're showing the world they're really involved in the international trade."

Although the NRA relies heavily on member contributions, it also receives substantial support from gun manufacturers through advertising in the association magazine.

"We had members concerned about what was going on at the United Nations."

Tanya Metaksa
Washington lobbyist, NRA

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