

Lech Walesa's bodyguard proud of his work, employer

United Press International
WARSAW, Poland — On Saturday, Dec. 12, Lech Walesa's personal bodyguard sat down for an interview describing himself and his relations with his boss.

"If things go according to Lech's scheme," he said, "everything will be peacefully resolved."

A few hours later martial law cracked down brutally on the Solidarity trade union and Walesa was under house arrest.

Henryk Mazur is a rugged, 58-year-old sailor who was at Walesa's side from the early days of the strike at Gdansk's Lenin shipyard in August 1980. He

was one of the inner circle around Walesa and devoted 18 months to protecting the mustachioed union chief.

"All the union is, for me, is to protect Lech," Mazur said. "This is my task, and I'm not concerned about anything else. I am not interested in politics."

Walesa has been under house arrest in or near Warsaw since he was flown from Gdansk in a special plane before dawn on Dec. 13. Before then, even within Solidarity, Walesa had enemies, Mazur said.

"He must have them. It's a game of struggle."

"There are those who were pulled down (from power in the

union)," he said. "They are not especially numerous, but there are foes. But the grassroots are for him, especially the working people."

"Yes, they threaten they'll shoot him and me. I don't pay any attention to that. I am ready at all times."

Mazur said there were two instances when Walesa needed protecting — incidents in Bytom in the south and Bydgoszcz in the north when there had been attempts at physical attack.

He described Walesa as "a man after one's own heart" and said he was like part of his family.

"When he has finished we'll

go fishing together," Mazur said. "He must be cool, I tell him. When he says that the Russians will come, I calm him down saying that they wouldn't. I say, 'Nobody will come, don't you worry. Do you think they will come to this mess and pay our debts?'"

Mazur, a craggy man who seldom left Walesa's side, said he was not paid for his bodyguard work.

"I don't care about any honors," he said that day. "I don't care about being with a famous man. It's Walesa's honesty which makes me stay with him."

Reporters rate senators characteristics listed

United Press International
WASHINGTON — At the end of the year, reporters are tempted to list things — best movies, best dressed, top news events. A favorite year-round game among congressional reporters is listing the best and worst senators.

There are 100 senators, and all are not considered well-known or particularly effective. But all of them are the supreme commanders of their own offices and usually rank very high in their state's political hierarchy.

A senator who shuns the limelight, introduces few bills and often fashions legislation through quiet compromise is often considered less effective than one who sponsors a lot of bills, makes a lot of floor speeches and has a position on every issue from abortion to zip codes. It is the proverbial difference between a workhorse and a showhorse.

Their public images aside, senators most often are considered successful by how much attention they pay to constituent services and by how well they divert shrinking federal funds to their states.

Drawing up a list of 10 best and 10 worst senators is too

broad an effort when ability and incompetence do not follow the shape of a bell curve.

Narrower categories, however, might be useful:

The best known to the public would include: Edward Kennedy, D-Mass., Barry Goldwater, R-Ariz., Daniel Moynihan, D-N.Y., John Glenn, D-Ohio, Robert Dole, R-Kan., Strom Thurmond, R-S.C., Howard Baker, R-Tenn., Henry Jackson, D-Wash., S.I. Hayakawa, R-Calif., and William Proxmire, D-Wis.

Not including those elected in 1980, the least known, in descending order of anonymity: Malcolm Wallop, R-Wyo., Edward Zorinsky, D-Neb., John Melcher, D-Mont., Carl Levin, D-Mich., Max Baucus, D-Mont., Howard Cannon, D-Nev., Robert Stafford, R-Vt., Spark Matsunaga, D-Hawaii, Quentin Burdick, D-N.D., and George Mitchell, D-Maine.

The most entertaining floor debaters: Alan Simpson, R-Wyo., Daniel Moynihan, D-N.Y., Joseph Biden, D-Del., Lowell Weicker, R-Conn., Dale Bumpers, D-Ark., Charles Mathias, R-Md., Edward Kennedy, D-Mass., Ted

Stevens, R-Alaska, Howard Baker, R-Tenn., and Robert Byrd, D-W.Va.

The nicest people would include: Alan Simpson, R-Wyo., Paul Laxalt, R-Nev., Howard Baker, R-Tenn., Patrick Leahy, D-Vt., Strom Thurmond, R-S.C., Howell Heflin, D-Ala., Pete Domenici, R-N.M., William Proxmire, R-Wis., Nancy Kassebaum, R-Kan., and Lawton Chiles, D-Fla.

A list of those who craved out the most press releases includes: Kennedy, Dole, Proxmire and Roth. Kennedy and Dole together are known as "quick reaction team."

The best in terms of combined intelligence, statesmanship, backroom dealing and parliamentary tactics: Baker the majority leader, Alan Simpson, R-Wyo., Richard Lugar, R-Ind., Alan Cranston, D-Calif., assistant minority leader, J. Bennett Johnston, D-La., Daniel Moynihan, D-N.Y., Sam Nunn, D-Ga., Dole, Thurmond, Paul Tsongas, D-Mass., and Howard Metzenbaum, D-Ohio.

The 10 meanest shall go unnamed, for obvious reasons.

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Cessna gives Learjet run for the money

United Press International
WICHITA, Kan. — Cessna Aircraft Co. has high hopes of grabbing a large chunk of the private business jet market away from Learjet with its Citation III.

With a \$5 million pricetag, 150 Citation IIIs are already on order although the plane is still a few months away from Federal Aviation Administration certification. The first delivery should be around December.

"It's just one hell of an airplane," said J. Derek Vaughan, Cessna senior vice president-general manager. "There's nothing around that really competes with it."

But the buyers will decide whether they want to plunk down their money for a Citation III or its principle competitor, the Learjet Longhorn 55. Learjet has delivered 20 of its Longhorn 55 models already and has orders for 150 more. The Longhorn 55 is also priced at about \$5 million.

Cessna has already overtaken Learjet in total numbers of business jets. Since delivering its first Citation in 1970, Cessna has captured 39 percent of the world

market for business jets to Learjet's 26 percent.

But after years of producing small prop-propelled planes, Cessna still is working against the name recognition that Learjet possesses.

"We're still associated with small, little airplanes, and it's been damn hard for us to outlive that," said Ted Farid, Cessna technical sales support manager.

"The process has been a lengthy one, getting the name 'Citation' associated with business jets," Vaughan said. "But we have a good product here. Once the Citation III comes out, and is in the air and in use, it's going to get a goodly share of the market. When you have 15 or 20 of them flying, that's when it'll strike home to people it's quite an airplane."

Touted by Cessna as the first real "new" business jet in the U.S. the past decade, the Citation III has been five years and over \$200 million in the making. The plane will fly 10 passengers and a crew of two at speeds of up to about 550 mph for 2,320 miles. With a span of 53½ feet for the sweptback wings, the Citation III will climb to 41,000 feet within 16 minutes and then eventually cruise at 51,000 feet.

When it first hit the drawing board in 1976, Cessna decided to use some unconventional aerodynamic ideas, such as using a new "supercritical" wing design and using composite materials for some structures.

But perhaps the most daring of the ideas was to substitute most of the riveting with adhesive bonding — essentially glue — to hold the skin to the metal substructure.

Cessna officials say the technique cuts weight and makes the outer skin more aerodynamically "slippery" while making the structure stronger by distributing stress over an entire surface instead of just at the rivets.

Cessna also claims the Citation III's light weight makes the world's most fuel efficient business jet, getting 35 "passenger-miles" per gallon.

The Citation III has some other design innovations, including a "full reverse thrust" capability for its two Garrett TFE-731 turbofan engines mounted on the rear fuselage, which helps in stopping quickly while landing on short runways.

Such innovations did not come cheaply.

In fact, the cost of designing a new jet — as with research and development in other fields — has escalated sharply because of inflation and more stringent FAA regulations. And that's the reason, Vaughan said, why there haven't been any other new jets designed in the last decade.

"There isn't another company with the money available to develop a new jet. It takes a lot of money to develop a new airplane nowadays. We're the ones who have made the financial commitment to build a new business jet," Vaughan said. "Unless the competition comes up with new products, they'll be along the wayside."

But Learjet spokesman Higdon said he's not worried about the "healthy competition" from the Citation III.

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