

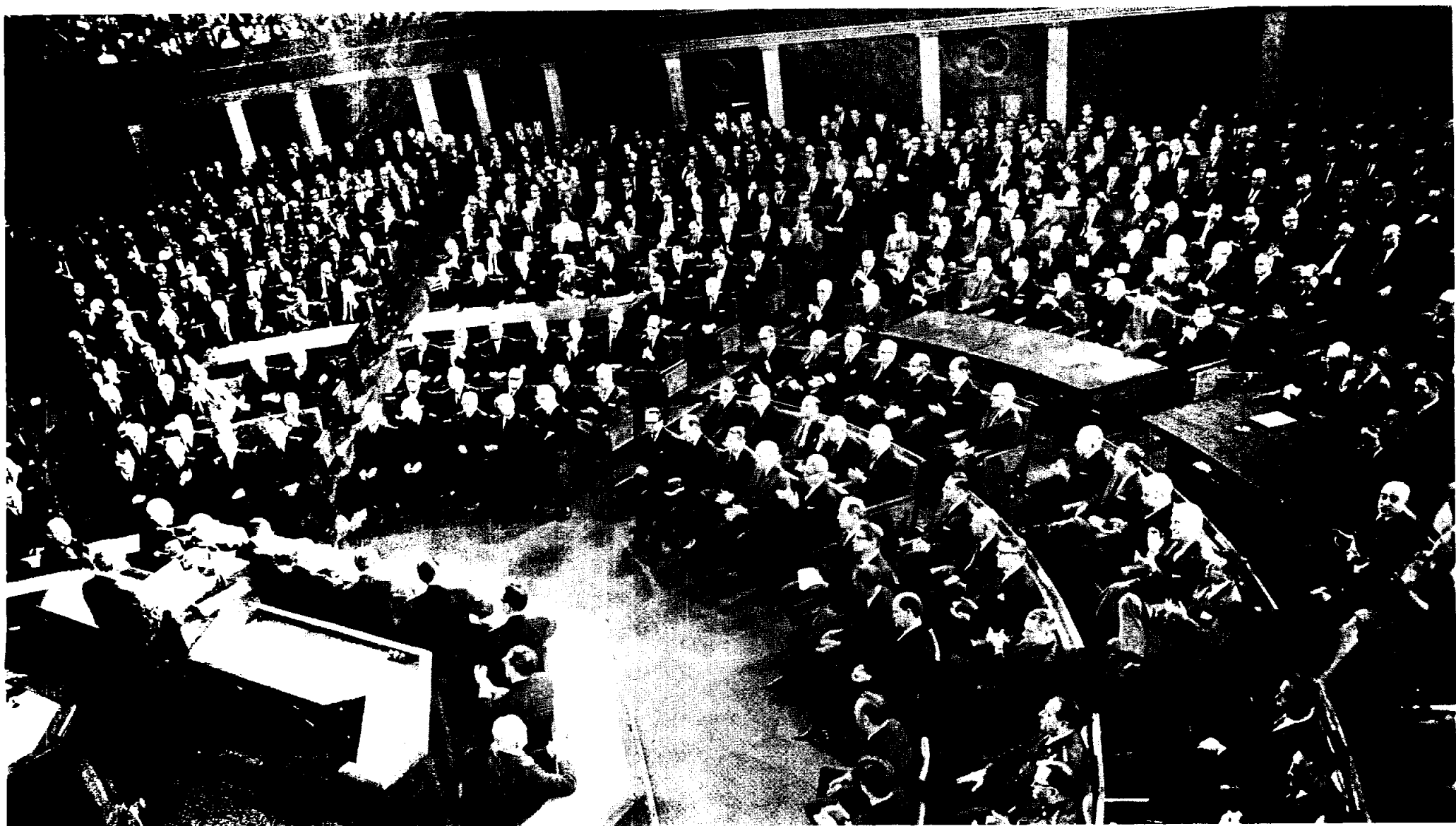
Space News

NASA ROUNDUP!

VOL. 1, NO. 10

MANNED SPACECRAFT CENTER, LANGLEY AFB, VA.

MARCH 7, 1962



Glenn Takes Nation By Storm-Including Congress

"From the original vision of the Congress to consummation of this orbital flight has been just over three years. This, in itself, states eloquently the case for the hard work and devotion of the entire Mercury team . . . I have never seen a more sincere, dedicated and hard-working group of people in my life," astronaut John H. Glenn told both houses of Congress and packed galleries Monday afternoon of last week.

He had just returned to the United States after his orbital mission. He and his fellow astronauts, along with the Project Mercury team were acclaimed in giant celebrations at Cocoa Beach, Fla., Washington, D. C., New York City and his hometown of New Concord, Ohio.

His hair still damp from his bare-headed ride through the rain, Glenn spoke for only 17 minutes to the joint meeting of Congress, but displayed the same talent for saying the right thing briefly that he showed before the United Nations later in the week.

There was humility . . . "When I think of past (joint) meetings that involved heads of state and equally notable persons I can only say that I am most humble to know that you consider our efforts to even be in the same class."

There was patriotism . . . "I'm certainly glad to see that pride in our country and its accomplishments are not a thing of the past. I know I still get a real hard-to-define feeling down inside when the flag goes by . . ."

There was appreciation . . . "There was the vision, of course, of Congress that established this national program of space exploration."

And there were marked references to the effort of the Mercury team as a whole . . . "Many thousands of people were involved. Civilian contractors and sub-contractors in many different fields, many elements, civilians, Civil Service, and military all blending their efforts toward a common goal."

Citizens of the normally blase capital had stood, many of them for hours, in a chilling downpour to offer tumultuous admiration to the astronaut. Cheered up Pennsylvania Ave. by an estimated 300,000 drenched spectators, Glenn displayed his now-famous grin almost without pause as he and his wife waved to the crowd.

"Friendship 7 is just a beginning—a successful experiment," the astronaut told Congress. "The earlier efforts—flights of Alan Shepard and Gus Grissom . . . were stepping stones. My flight (in

Friendship 7) will in turn provide additional information for use in striving toward future flights some of the other gentlemen you see here will take part in." Here he pointed out the other astronauts and mentioned Gordon Cooper, the missing member who was still on his way back from an Australian tracking station.

"Well, with all the experience we have had so far, where does this leave us . . . These are the building blocks upon which we shall build much more ambitious and more productive portions of the program."

"As was to be expected, not everything worked perfectly on my flight. We may well need to make changes and these will be tried out on subsequent three-orbit flights later this year, to be followed by eighteen-orbit, twenty-four hour missions. Beyond that, we look forward at the moment to Project Gemini—a two-man orbital vehicle with greatly increased capability for advanced experiments."

He spoke of additional rendezvous experiments, observations, and then the Apollo orbital flight around the Moon and finally, lunar landing flights.

"What did we learn . . . ? Some specific items have already been

covered briefly in news reports. And I think it is of more than passing interest to all of us that information attained from these flights is readily available to all nations of the world."

"The launch itself was conducted openly with news media representatives from around the world in attendance."

"Complete information on our project is released as it is evaluated. This is certainly in sharp contrast with similar programs conducted elsewhere in the world, and elevates the peaceful intent of our program."

"Data from the Friendship 7 flight are still being analysed. But these things we know:

"The Mercury spacecraft and the system's design concepts are sound. Man can operate intelligently in space and can adapt rapidly to this new environment. Zero G or weightlessness appears to be no problem."

Glenn went on to say that lack of gravity was actually a "rather fascinating thing." He spoke of his use of a small hand-held camera during the flight, when another system needed attention.

"It seemed quite natural to park the camera here in the air, (he gestured) go ahead and do what I wanted, and then take up the

camera again and go on about the business."

"There seemed to be little sensation of speed, although the craft was traveling at about five miles per second . . . We were able to make numerous outside observations . . . The view from that altitude defies description."

Glenn said he was unable to do justice to a description of the outside view, as neither Shepard or Grissom had done before him.

"The horizon colors are brilliant, and the sunsets are very spectacular. And it's hard to beat a day in which you are permitted the luxury of seeing four sunsets."

He broke off his account to relate the incident of Caroline Kennedy's remark upon meeting him that morning. Said Caroline, blandly, "Where's the monkey?" The quip brought a healthy laugh from his packed audience.

"Questions are sometimes raised regarding the immediate pay-off from our efforts," he went on.

"Well, the real benefits we probably cannot even detail. They're probably not even known to man today."

"But exploration and the pursuit of knowledge have always paid dividends in the long run, usually

(Continued to page 10)



Spaceman returns to two sweethearts (left) daughter Lynn, and (right) wife Annie. At right, Glenn is flanked by the President and Maj. Gen. Leighton Davis, commander of the Atlantic Missile Range as the first of many parades starts through Cocoa Beach, Fla.



John Glenn's mother and daughter observe the path traveled by their favorite at the astronaut's quarters in Hanger S.



M A - 6 Operations Director Walter C. Williams awaits the arrival of Glenn and the official party.



NASA Administrator James E. Webb opens ceremonies.



Leaders of the U. S. and space.



Building where spacecraft was checked out looks down on the aftermath.



LOOKING UP into the mass of falling paper descending from New York City's skyline must have taken courage for participants in the long parade. Ticker tape, confetti, the contents of assorted office wastebaskets—everything tumbled into the concrete canyons below. John Glenn remarked at one point that the only man he'd met who wasn't glad to see him was the director of the New York Sanitation Department.

Houston Transfers

Some 52 personnel of the Manned Spacecraft Center changed their addresses from Langley AFB, Va. to Houston, Tex. during mid-February, nearly half of them in Technical Services, the Systems Evaluation and the Spacecraft Research Division.

The list covers the period Feb. 13-26 and involves 17 departments, listed alphabetically.

Administrative Services: William Der Bing, Billy W. Pratt.

Digital Computer Group: Thomas F. Woods, Robert L. Stevens.

Office of the Director: Iva L. Scott, J. Wallace Guld.

Engineering Division: Evelyn B. Fitzgerald.

Financial Management Office: Robert C. Leezer, Rex L. Ray, David A. Stokes, Thomas M. Wilkes.

Flight Operations Division: Jack B. Hartung.

Gemini Project Office: John W. Goad.

Life Systems Division: Ted B. Leech, William L. Gill.

Management Analysis Office:

Josephine A. Townsend, J. D. Wood, Clarence M. Presswood, Robert L. Somerville.

Management Services Division: Philip M. Whitbeck.

Personnel Office: Floyd D. Brandon, Harry H. Jones, Jack G. Cairl.

Procurement and Supply: Ronald C. Bake, Eleanor Der Bing, James W. Epperly.

Office of Asst. Director For Research and Development: B. M. Wilson.

Spacecraft Research Division: Nancy C. Alexander, R. Bryan Erb, Bruce G. Jackson, Robert H. Moore, Richard M. Ott, Katherine S. Stokes, Owen E. Maynard.

Systems Evaluation and Development Division: Harold E. Benson, John W. Kiker, Alfred J. Ligrani, Robert N. Parker, Kenneth L. Wuit, Kermit A. Edwards, Richard F. Smith, Chester A. Vaughan.

Technical Information Office: Virginia Epperly.

Technical Services: Fred Chalfont, Lester R. Eickmeler, William S. Pittman, Laurence M. Christ-

Secretary Group Invites NASA Girls To Participate

The Houston Chapter of the National Secretaries Association (International), in cooperation with The University of Houston, will sponsor its 9th Annual Seminar for Secretaries on Saturday, March 17, at the Rice Hotel in Houston. All MSC secretaries and stenographers are invited to attend.

Registration begins at 8 a.m., and the program will continue until 4 p.m. Registration Fee (which includes luncheon) is \$6 and should be mailed to Miss Doris Cate, c/o Continental Oil Company, P. O. Box 2197, Houston 1, Texas.

For further details or a copy of the program, contact Silvie Kelahek, Farnsworth Chambers Building (MI 4-1771, Ext. 5206).

man, Thomas A. Gallagher, Ian Paton, Walter D. Slayer, Glenn A. Shewmake, William R. Whipkey.

Welcome Aboard

Fifty-one persons joined the Manned Spacecraft Center staff during Feb. 13-26. Preflight Operations and Systems Evaluation and Development led the list with 10 and eight new people respectively. This list does not include some new employees who entered at Houston, Tex. during this period.

Apollo: Paul E. Fitzgerald and David D. Few.

Budget and Finance Office: Marian L. Vancey.

Administrative Services Office: Homer Scott, Dorothy M. Smith, Loretta D. Orlando, Greta P. Sutherland and Raymond J. Brueneau.

Flight Operations: John W. McKee, Rufus E. Martin, Richard H. Heetderks and Richard R. Neressian.

Life Systems Division: William J. Young, Robert E. Smylie, Burrell O. French and Joan C. Hagen.

Mercury Project Office: Charles A. Buckel.

Personnel Office — Steno Services: Phyllis E. Dewey, Virginia M. Thompson, Mary A. Harold, and Evelyn J. Lopez.

Preflight Operations: Myrick S.

Hilsman, John S. Hines, Wilbur K. Martindale, Wiley E. Williams, Glenn B. Roberts, Mario I. Guerrero, Robert L. Osborne, Albert L. Branscomb, Alfred E. Lightsey and James C. Cerven.

Procurement and Supply Office: Beatrice K. Herrera.

Public Affairs Office: Anne T. Corey and Albert M. Chop.

Security Office: Raymond E. Kilgallen.

Astronauts Extend Sympathy

The seven astronauts had breakfast together Friday morning at John H. Glenn's suite in the Waldorf Astoria Hotel in New York City. They discussed the work schedule and future plans.

One of the topics that came up was the tragic air crash the day before of an American airliner, claiming 95 passengers and crew.

The seven astronauts sent a joint telegram, signed by each, to the president of American Airlines, asking that sympathy be extended on their behalf to the families of the passengers and crewmen who died in the crash.



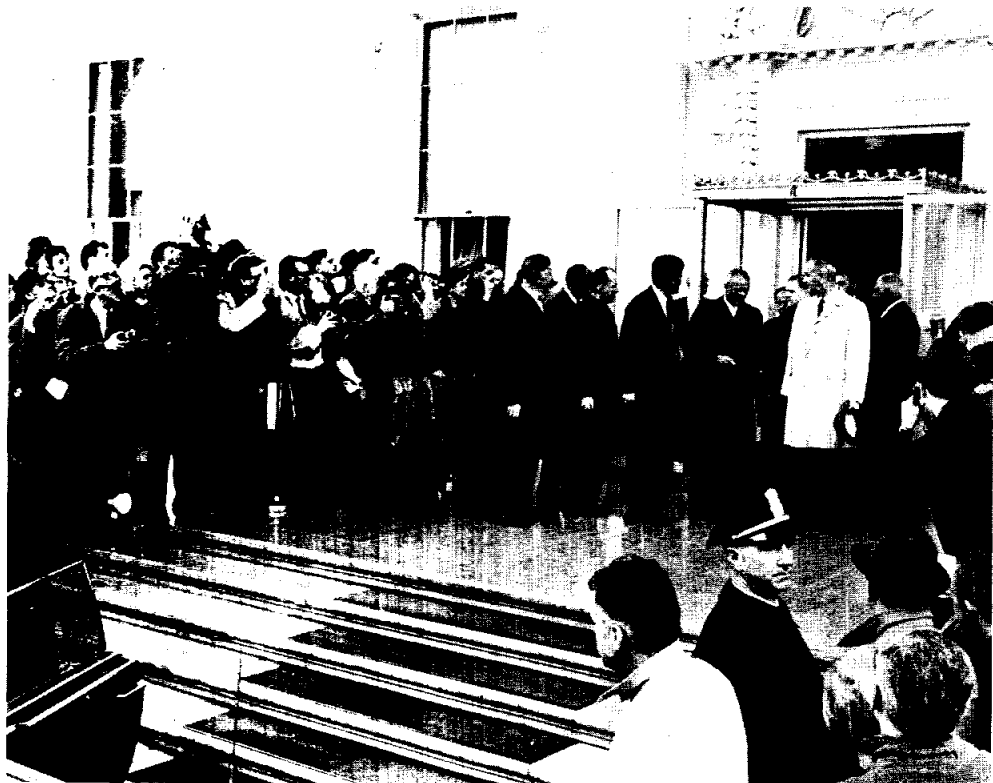
The Robert R. Gilruths arrive at the White House.



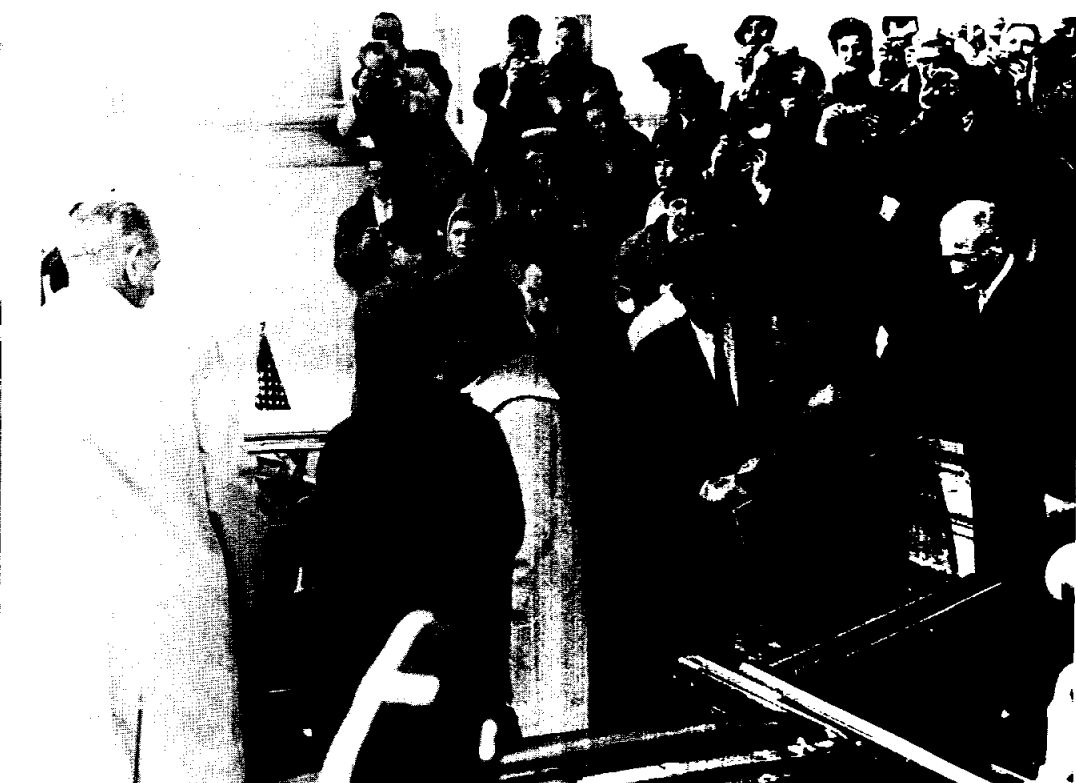
Two famous grins.



Senior Glenns arrive at White House.



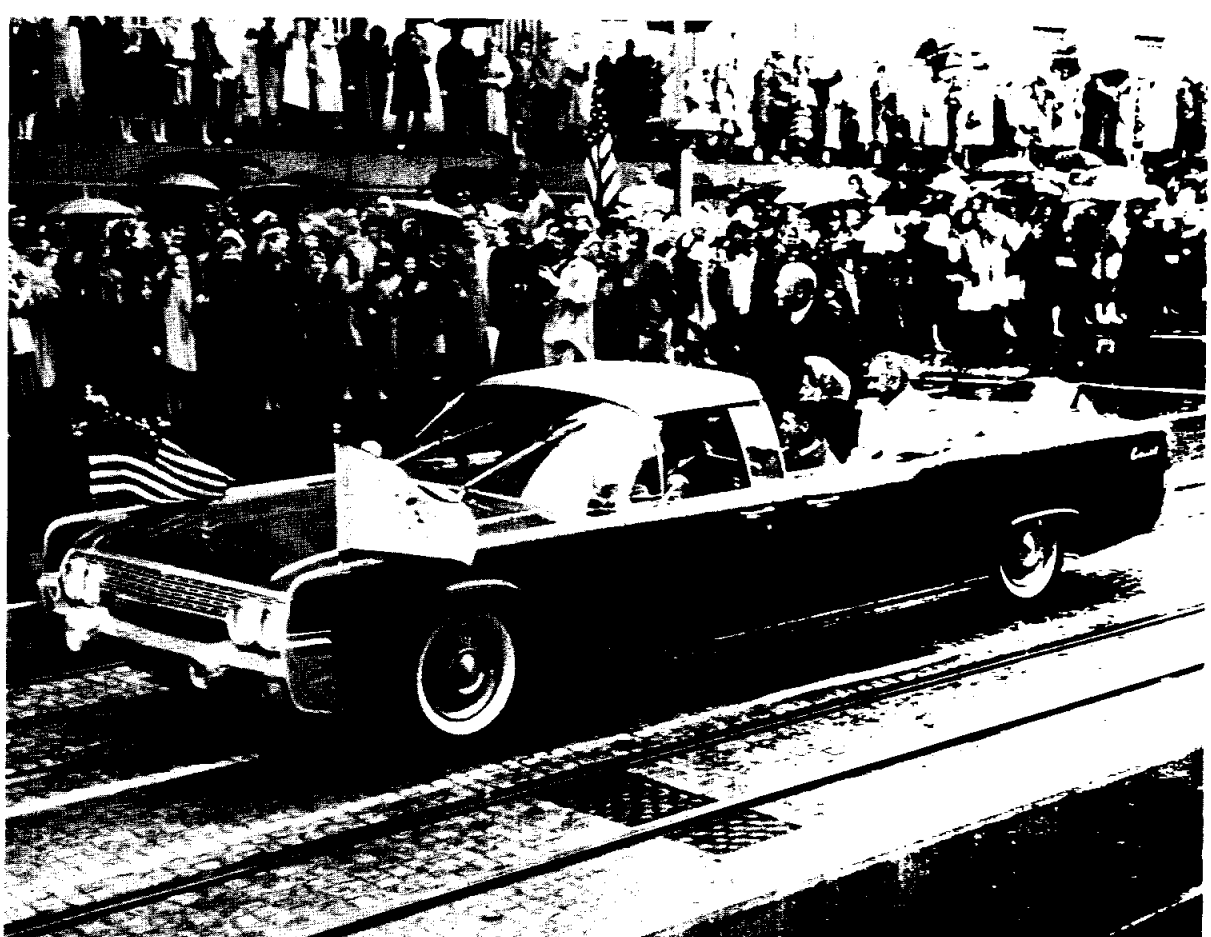
Guests leave White House after Presidential Reception.



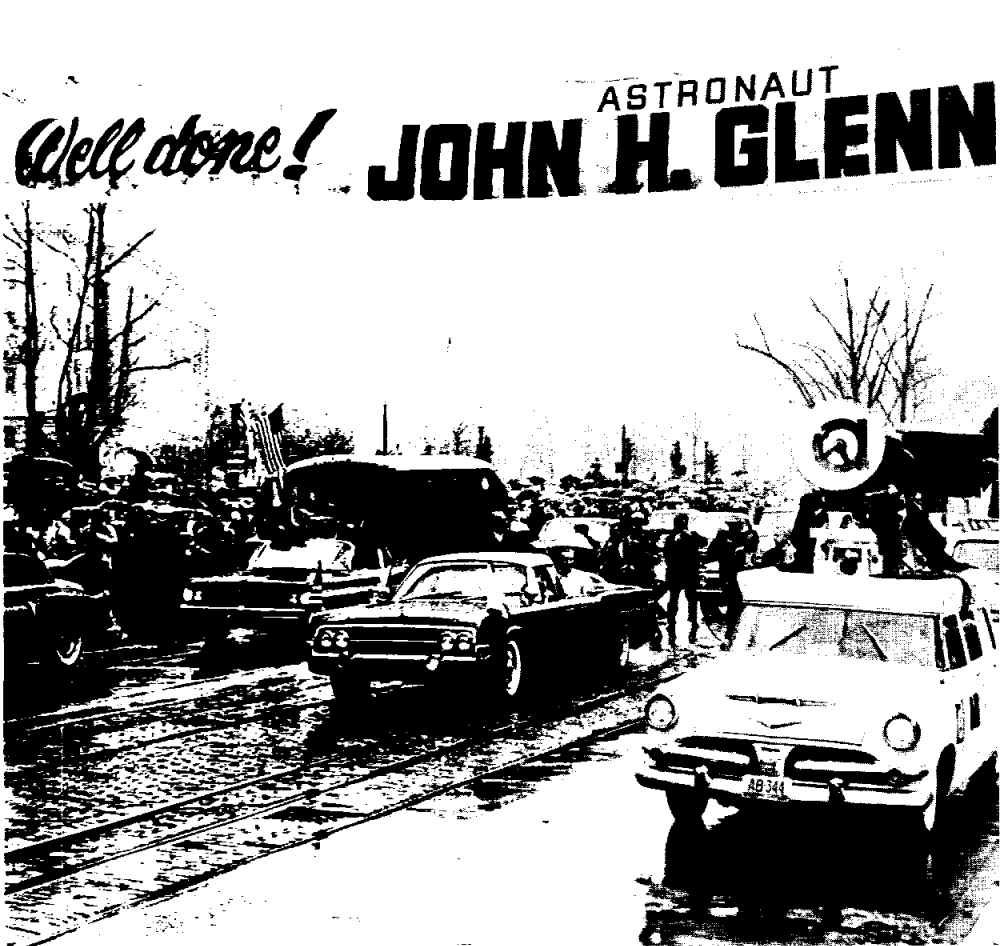
Mr. President says goodbye to Mr. David Glenn.



The wave — the rain.



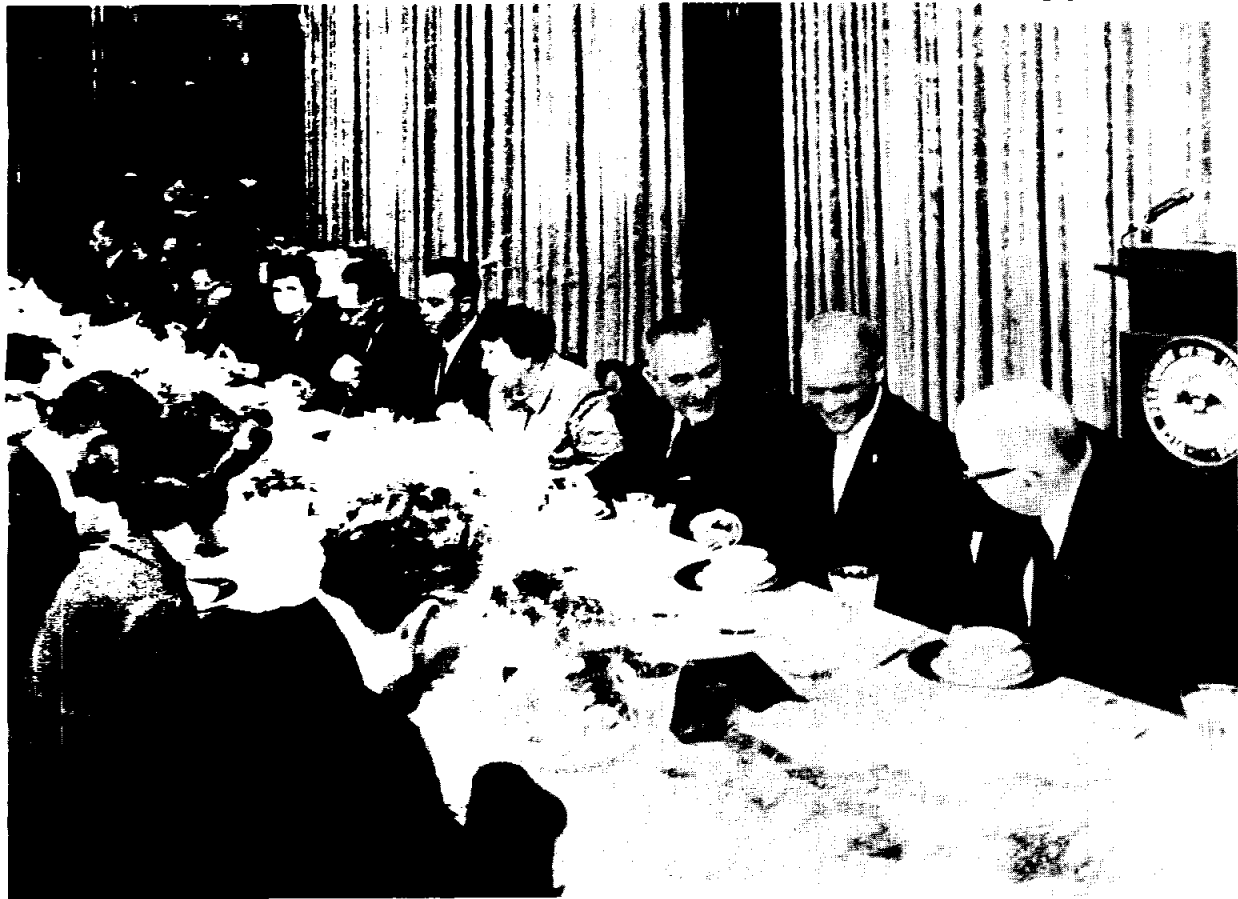
Umbrellas and cheers.



Under the sign on Pennsylvania Ave.



Washington rain—no respecter of heroes—falls on cars, spectators and the Glenns.



State Department dinner.



Mercury ice cream for dessert.



Veterans of Congress and space meet (Congressman Fred Vinson with Glenn).



Time out to greet NASA employees.

Air Tragedy Fails To Dampen New York City's Admiration

Astronaut John Glenn, his family, and his fellow astronauts literally took New York City by storm. Landing at the Marine Terminal at LaGuardia Field less than an hour after the greatest tragedy ever encountered by the aviation industry in the United States, Glenn and party were greeted by thousands. From the airport to the Triboro Bridge, the parade route was lined solidly on both sides with cheering admirers waving Glenn banners.

Just before turning into the ride to downtown New York there was a beautiful rainbow effect evident from the salute of one of the many fireboats.

From the time the party reached Bowling Green the crowd got deeper and deeper—every window seemed to be filled to capacity in addition to the crowd on the streets (an extremely good humored and well behaved crowd) which had long before gone past the original police lines and had all but closed off the parade route to see America's new hero and his teammates.

As the procession slowly crept along, it was obvious that there were literally thousands of people at every cross street with no hope of actually getting close enough for a look at the Glenn party, for the people were packed solidly for blocks on either side of the parade route. Police later estimated the crowd at more than 4,000,000.

After stopping at City Hall for ceremonies there, Glenn spoke to the estimated 70,000 who had waited for hours for this brief moment and told them that he, his astronaut teammates and all the members of the Project Mercury team represented them in this project, which has now reached international as well as national proportions. He termed the reception and the ticker parade as "over-

whelming." The New York City Sanitation Department revealed later that 3,474 tons of paper were rained on the procession, topping the previous high for General Douglas MacArthur—3,249 tons. At times the deluge of ticker tape, confetti, and even portions of phone books was so thick that it was almost impossible to see more than a block ahead on the bright, though extremely cold, day.

Other highlights of the Glenn visit to New York included the official city luncheon, attended by more than 2,000; his visit to 1,200 scouts and scout officials; a number of awards including the "City of New York Medal of Honor," and a red leather bound Bible; his visit and short speech to an informal session of the United Nations; evening visits to several theaters and subsequent chats with the casts; and the ceremony at Newark Airport Saturday morning where he was greeted by thousands of chilled admirers and Governor Richard J. Hughes presented him with a plaque making him an honorary citizen of New Jersey. Glenn told the crowd that he thought "the people of New Jersey had better sense than to come out on a morning like this," and said that he was "overwhelmed again. This has happened several times in the last few days," he said.



Tape by the ton.



Lynn takes a last look at the city that most impressed her—New York.



The world's tallest building must seem pretty short to him.



Flanked by Vice President Lyndon Johnson and New York City Mayor Robert Wagner, Glenn makes speech at City Hall.



Four Glenns and The (Gen.) MacArthur.



MSC director Robert Gilruth signs autographs after receiving New York City Medal of Honor.



Photographers crowd around Glenn for closeups of his Medal of Honor.



Sir Harry Howard, Lord Mayor of Perth (without the light bill).



The New York City skyline stands tall in the background as the first of tons of confetti starts raining down on the approaching motorcade.



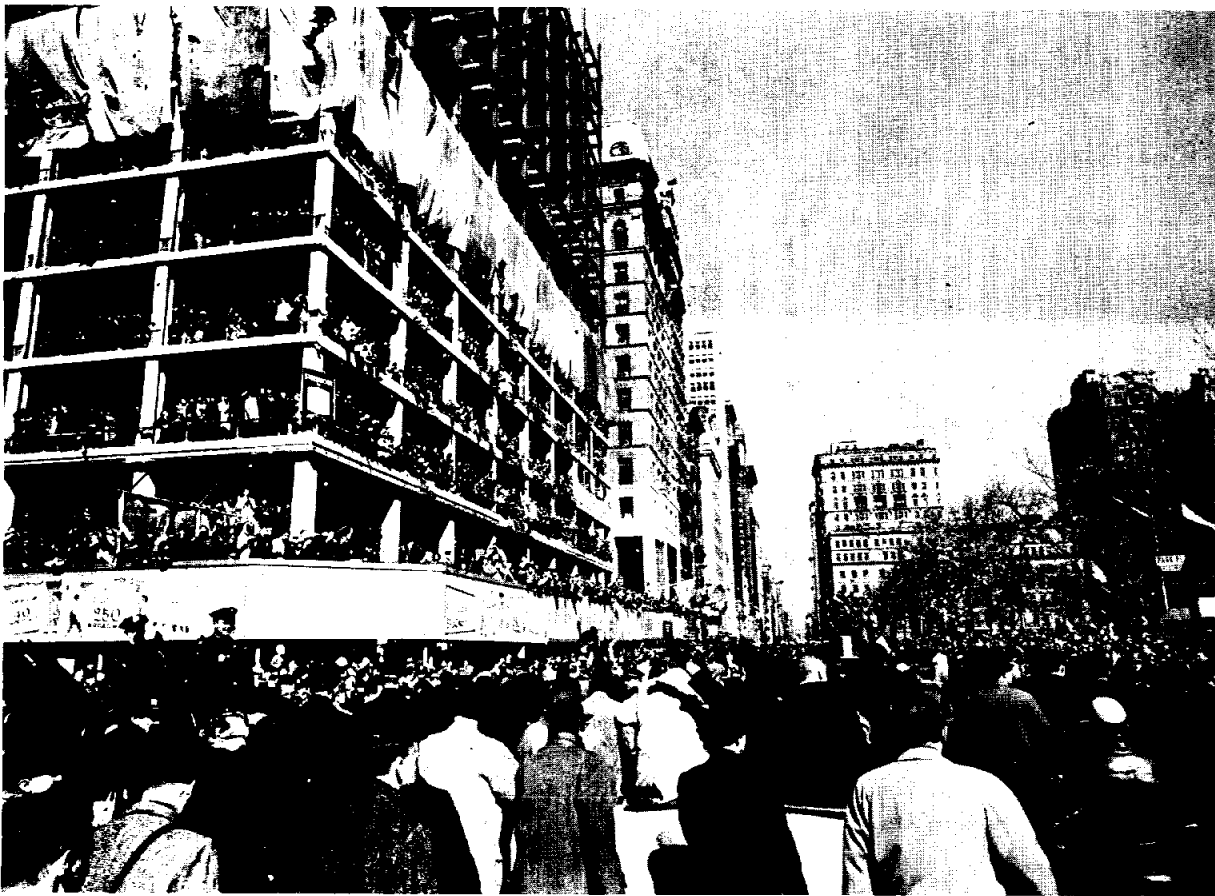
Shepard and Grissom wave to the crowd.



It gets hard to tell where the parade ends and the spectators begin.



Nearing the end of the long parade, the Glenns wave to the flag-waving crowds.



Spectators in "tears" couldn't wait for this building to be finished.



A real "Explorer Scout" greets 1200 Boy Scouts and officials.



At United Nations, Acting Secretary General U Thant shakes hands with the nation's hero.



Eyebrows rise as Glenn and Adlai Stevenson, among others, inspect modern symbolism.



Glenn and UN Ambassador Stevenson on the way out of the building.

The People Speak

Western Union had one of its biggest booms in history last week as telegrams—thousands of them—poured in to Lt. Col. John H. Glenn. They came from teachers and from students, from servicemen and civilians, from ministers and church groups, from Senator Jacob Javits, Mayor Robert Wagner of New York, and a fellow named Enos, from the Campfire Girls, from the staff of a service club, from American Legion and V.F.W. posts, from commercial companies—and from just plain people.

The following examples are taken from a handful picked up at random during one of Col. Glenn's brief stops between parades.

From the Huntington, L. I. district clerk:

"In honor of John Glenn, Union Free School district, Rt. 1 Huntington, Long Island has named its High school under construction the John H. Glenn High School . . ."

From a policewoman in Stamford, Conn.:

"Congratulations. God was good to you and to us. May I have the pleasure of meeting the future president of the United States."

From Ireland:

"Congratulations from 32 countries in Eire."

From Concord, Mass.:

"The people of old historic Concord, Mass., where on April 19, 1775, was fired the first shot heard around the world, wish to congratulate you Col. John Glenn of new historic Concord, Ohio, who has made another shot heard around the world."

From the 780 school children of Jackson, Mich. (and signed by all 780 over a 14-page telegram):

"We, the school children of Jackson, Vandercook Lake and Michigan Center, Mich. wish to send our most sincere congratulations on your orbital flight. We

wish you and your fellow astronauts continued success in America's space program."

School children, singularly and in groups, formed a large section of the telegraphic messages:

"Welcome to Ohio. We are proud of you and your wonderful family. (Signed) Your little Buckeye first grade friends."

And Glenn, like many another hero, got his share of weird telegrams.

Like the one from a newborn baby:

"Mother in orbit with you. I arrived at 10 o'clock Feb. 20. (Signed) GLENNDA Lee Gray."

And one with the pun (there's one in every crowd):

"Congratulations. Hear you are good in music. Judy Garland, foretelling the future, sings a song. The last six word are: 'Why, Glenn, oh why can't I? Name the song?'"

And the one from a public relations man at a New York night club:

"Would a visit to New York be complete without sampling the twist? It's an experience second only to Freedom 7."

And the lady who thought she might be missed in a crowd of only 4,000,000 people:

"Welcome to New York. Sorry work kept me away."

Mrs. Glenn got her share of telegrams, too, saying things like, "God be with you. Our confidence in your husband's success."

Maybe the best summation of the nation's feeling was the one from a court clerk in Philadelphia:

"May I be permitted to respectfully congratulate you on the vision to see, the faith to believe, and the courage to do, that your heroic action will strengthen the weak and poorly informed citizens to the extent that there will always be a United States of America."



Re-entry Problem

New York Mirror

EDITORIAL PAGE



LETTERS TO EDITORS

To the Washington Star:
Manhattan: Let's always remember that wonderful feat of Lt. Col. John Glenn. The most important thing about it was that it united all America. Gone for that day were all prejudices and differences; we all were just Americans, and proud of it.

—EDDIE McMULLEN.

Englewood, N.J.: It would be more beneficial to have Lt. Col. John H. Glenn, 40-year-old astronaut, visit employment centers and personnel managers in business and industry, rather than exhibit him abroad. The feat of "old man" Glenn should revise our nation's thinking as to standards of fitness and employability.

—KEGAN SARKISIAN.

Queens: While we rejoice with and give thanks to John Glenn and the scientists responsible for our conquest of space, let us not forget the unsung heroes, the U. S. taxpayers whose financial sacrifices made it all possible.

—JOSEPH MODUGNO.

To the New York World Telegram:

Manhattan: Premier Khrushchev congratulated the United States on Col. Glenn's historic flight. He expressed hope for joint scientific achievements in outer space to "benefit man and not to be used for cold war purposes and the arms race."

—CHARLES RUBINSTEIN.

In the interest of genuine peaceful co-existence, it is suggested that a team of American and Russian astronauts plan a joint flight around the world. The feat would electrify all humanity!

To the New York Herald Tribune:

London: I thought you might like to know how we in Britain followed Col. John Glenn's progress on the great day. It was covered on BBC-TV and we were able to hear the American commentary at various stages. Commentators Cliff Michelmore, Richard Dumbledy and Dr. Tom Margerson had been giving us commentary from lunchtime until 6:50 p. m., but it was when someone from your side said that no one had seen the large parachute open that emotions were shown.

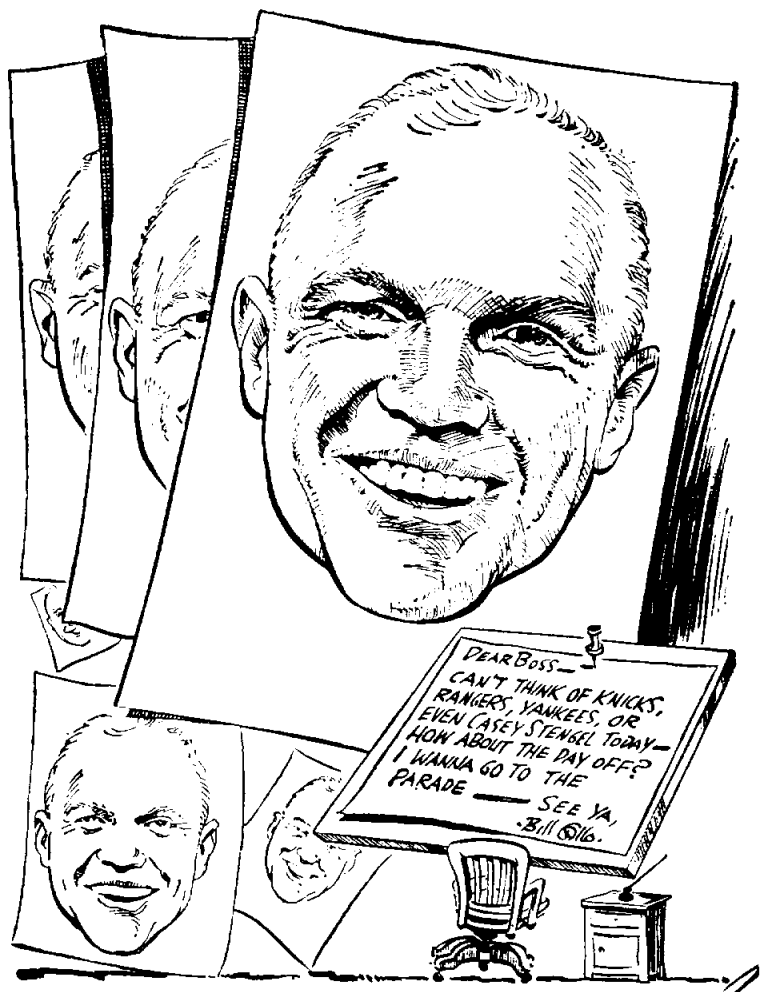
Cliff Michelmore started to nibble the knuckles of his left hand, Richard Dumbledy and Dr. Margerson leaned their heads on one hand and tried to look unmoved, but we knew that they were deeply moved.

My husband and I were in our suburban home—fire blazing and curtains drawn against the cold night. We were both asking God aloud to let the Colonel land safely and we were as concerned for his safety as though he were the chap next door.

Then, when your commentator said the Colonel might land some miles off the intended course, my husband said, "Oh God, they'll never find him in the dark!" You see it seemed more terrifying to us because it was night time here. However, the Tonight program, which appears at 6:50 p. m. to 7:29 p. m., took us to the final moment when we knew he had made a safe landing, although it had to overrun by eighteen minutes, which proves, I hope, to you all how we in Britain were taking part in your hours of suspense and eventual triumph.

—EDNA WEIGHTMAN

Go! New York Daily News —By Gallo



On The Lighter Side

During the past 10 days of hectic activity, as John Glenn returned to Cocoa Beach, met the President, went to Washington, D. C., to New York City, and his hometown of New Concord, Ohio, there have been many items which have helped to maintain the equilibrium.

Like Caroline Kennedy, who after meeting Glenn at West Palm Beach, looked up and asked him, "Where's the monkey?" And his remark, "and I never even got a banana pellet."

Like Glenn's quip to the Armed Services Committee when the question as to the advisability of sending a 40-year-old man into space was asked, "Space life begins at 40."

Like the chances people took to get a look at their hero during the New York parade—the man standing on the rail of the Triboro Bridge; the man perched in the top branches of a tree on FDR Drive; the people perched on ledges on Broadway who had their troubles getting down; the boy who shinnied up a light pole to procure an "Astronauts Way" street sign and who, before he was able to retrieve it and get down, lost both gloves, his hat and his scarf, much to the amusement of three mounted policemen and a few of the millions of spectators.

Like the look on the foot-patrolman's face when one of the police horses gingerly placed his hoof on the policeman's ample brogan.

Like the look of utter disgust on the face of a Department of Sanitation employee as he leaned on his broom near City Hall and watched thousands of pounds of paper swirl by, made several futile passes at it, and watched the wind catch it up and scatter it again.

Like the press buses getting separated from the motorcade after leaving City Hall and the brave driver who blasted along at about 40 miles an hour, leaning on his air horn to give warning as the sea of uniformed police and spectators scattered during a wild 40-block chase in an effort to catch up to the party—then finally stopping to let part of the motorcade pass.

Like the enthusiasm of the metropolitan photographers (all equipped with at least 10 elbows according to reports) as each insisted that he alone had to get the most important picture of all, which resulted in at least one case in a flurry of fists and cameras as one attempted to steal a supposedly choice picture from another.

Like Glenn saying at the luncheon at the Waldorf Astoria that he was a little worried when he saw the Lord Mayor of Perth, Australia, present. "I was afraid he might have brought the light bill."

EDITORIAL EXCERPTS

NEW YORK CITY
HERALD TRIBUNE
March 2, 1952

IN TRIUMPH AND TRAGEDY, THE COURSE OF MAN IS PROGRESS

Man reaches for the stars, but he stands upon the earth. And his fallibility and failings go hand in hand with his capability and achievements. Yesterday this city honored a space hero—even while stunned by a great air disaster. Today it still feels the thrill of pride in John Glenn — and it mourns the ninety-five who died at Idlewild.

It was supremely ironic that the two events should happen not only on the same day but almost at the same hour—that even as Glenn and his fellow astronauts were preparing for their triumphal procession through the city's heart, along its fringes an air line pilot was struggling desperately—and vainly—to keep his plane in the air.

Man's skill and science were enough to carry him safely 150 miles into space and three times around the earth. But at least in this one tragic instance they were not enough to carry him to safety and to life only a few hundred feet above the shallow waters of Jamaica Bay.

And so Col. Glenn received the homage of the city, although the city knew, and he knew, the dark shadows that lay over so many families and so many homes. "To everything there is a season," the Bible says, "... A time to weep, and a time to laugh; a time to mourn, and a time to dance." Yesterday was a moment for both: a moment to exult in man's greatness, and to acknowledge his insufficiency.

Progress, we know, is slow, and it often is bought at a bitter price. Col. Glenn warned yesterday, as he has before, that there will be space flights from which no one returns. We may be sure that there will also be other tragedies, from the mines below the earth to the skies above it. But we know, too, that man will persevere and prevail and progress, for he knows no other way.

WASHINGTON, D. C.
EVENING STAR
Feb. 26, 1962

HONORING ALL

It is a fitting thing that the Distinguished Service Medal of the National Aeronautics and Space Administration has been awarded, from the same platform and on the same day, to Robert R. Gilruth as well as to John H. Glenn, Jr. For Mr. Gilruth, as the top director of Project Mercury, has played an inspirational and administrative role of major significance in the project's achievements to date, including Astronaut Glenn's triple orbital flight.

A modest man, who has directed things with quiet but formidable efficiency, Mr. Gilruth himself has been at pains to emphasize that the honor accorded him is really an honor accorded to all who have been a part of the Mercury "team." Colonel Glenn, who owns Washington today, has made the same point. But they have been very definitely part of a great and enormously admirable co-operative American enterprise, and the med-

MSC PERSONALITY

C. W. Frick Heads Apollo Project

Two degrees and more than 21 years of experience in aeronautical engineering brought to Charles W. Frick his appointment as Apollo project officer Feb. 5 of this year. The 48-year-old native of Kansas City, Mo. had been since 1956 with General Dynamics/Convair of San Diego, Cal. first as chief of applied research and later, since 1959, as chief of technical engineering directing the activities of more than 500 engineers, scientists and technicians relative to space projects.

On Jan. 1 of this year he was appointed senior staff scientist with General Dynamics/Astronautics in advanced systems, directing new business activities in the space sciences.

As chief of technical engineering with General Dynamics/Convair, Frick directed his large staff in such programs as the BAMBI space-based anti-missile system, an airbreathing rocket booster system, nuclear rocket study, the advanced ejection seat system for the F-106, studies on re-entry vehicles and the proposed Apollo studies. Assigned to the problem of the 990 airplane performance, he developed an analysis, plan and solution that succeeded, according to results of the latest tests.

For three years prior to that, as chief of applied research, he directed the research covering a budget of two million dollars annually, planning all facilities for research and development on a five-year basis, including forecast research needed to support the company's product policy. New facilities during the period included a million-dollar physics lab, high temperature stress and electronics labs costing a million and a half dollars each and other facilities totaling \$1,350,000.

No stranger to government work, Frick was for some nine years with Ames Research Center at Moffatt Field, Cal. as an engineer for the National Advisory Committee on Aeronautics. From March, 1947, to February, 1956 he was chief of the 6 x 6 foot supersonic wind tunnel heading a group of 70 scientists and engineers in basic and applied research in fluid mechanism of supersonic flows. As such he contributed to the development of the F-106, F-104, B-58, and F-8U aircraft on which John Glenn was one of the test pilots. During this period he toured England and France with the NACA review team on guided missile technology and French aeronautical facilities.

As senior staff aero research scientist at Ames he first did basic research in stability control, aeroelasticity and performance as well as fluid mechanics.

Frick spent a brief period from November, 1946 to the following March as chief aerodynamicist for the Edo Corporation, College Point, Long Island supervising aerodynamic design work in the engineering department.

From his graduation from Stanford University in 1940 until 1946 he was an aeronautical research scientist at Moffett Field, Cal. engaged in research and development

als the President has pinned on their lapels honor, as they have said, not only themselves but all who have contributed to the success of Project Mercury.

in stability control and performance of jet fighters, and chief of a 7 x 10 foot wind tunnel.

Frick graduated from Rockhurst High School, Kansas City, Mo. and attended Rockhurst College for three years before transferring to Kansas State College, where he graduated with a BS in mechanical engineering in 1938. Two more years at Stanford University, where he was an Ethyl Gasoline fellow, brought him a graduate degree in aeronautical engineering.

Living in San Diego, Cal. prior to his move to Houston and NASA, Frick was on the board of directors of the San Diego Hall of Science. He authored many NACA publications and is a member of the National Academy of Sciences, Sigma Xi, and Sigma Tau.

Frick and his wife, Sarah June, have three girls: Anne, 16, Barbara, 15 and Catherine, 10.

Glenn Takes

(Continued from page 1)

far greater than anything expected at the outset. Experimenters with common gray mold little dreamed of the effect their discovery of penicillin would have.

"This story has been told of Disraeli, Prime Minister of England at the time, visiting the laboratory of Faraday, one of the early experimenters of basic electrical principles. After viewing various demonstrations of electrical phenomena, Disraeli asked, 'But of what possible use is it?'

"And Faraday replied: 'Mr. Prime Minister, what good is a baby?'

"That is the stage of development in our program today—in its infancy and it indicates a much broader potential impact, of course, than even the discovery of electricity did.

"We're just probing the surface of the greatest advancement in man's knowledge of his surroundings that has ever been made, I feel.

"... Any major effort such as this results in research by so many different specialities that it's hard to even envision the benefits that will accrue... Knowledge begets knowledge. The more I see, the more impressed I am, not with how much we know but with how tremendous the areas that are as yet unexplored... Progress never stops. We are on the verge of a new era."

"Today I know that I seem to be standing alone on this platform—as I seemed to be in the cockpit of the Friendship 7. But I am not. There were with me then and with me now thousands of American and many hundreds of citizens of many countries around the world who contributed to this undertaking voluntarily and in a spirit of cooperation..."

"On behalf of all those people I would like to express my heartfelt thanks for the honors you have bestowed upon us today."

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Spaceman drives earthcraft.



Hiding behind "The Rock"?



A small portion of 50,000 proud people.



Down the brick streets of New Concord, Ohio's own comes home.

New Concord Turns Out To Welcome Local Boy Who Made Good-For The Town And The Nation

The climax to Astronaut John Glenn's whirlwind tour fittingly was at his hometown, New Concord, Ohio. There, a crowd estimated at 50,000 from Ohio, Pennsylvania, Kentucky, and West Virginia gathered to get a glimpse of Glenn and his family. Shortly before arrival at the Zanesville Airport Glenn took over the controls of NASA Administrator James Webb's Convair aircraft, which had carried the party from Newark, N. J., and circled his hometown twice in an aerial salute. The Ohio town has a normal 2400 population including the students at Muskingum College.

The procession from the Airport to New Concord ended at Kelley Hall where a luncheon was held for the official party and several hundred prominent visitors.

This was followed by a parade highlighted by the ability of a number of the spectators to run the entire parade route—an indication, perhaps, that the citizenry had been following Glenn's physical training routine closely as well as his other activities.

The parade ended at Muskingum College again and the group entered the Physical Education Building for appropriate ceremonies there.

Ohio Governor Michael DiSalle said he felt like he was intruding on an event in history and that the people of Ohio were "extremely proud of the way Colonel Glenn and Mrs. Glenn have conducted themselves before the people of the world." He expressed gratitude for the people of Ohio for Glenn's patriotism and devotion to duty. After presenting the astronaut with

the "First Traveler Award in the Ocean of Space" he announced that Route 40 from Zanesville to Cambridge has been designated as the John H. Glenn, Jr., Highway and presented Glenn with the Governor's Award for Advancement of the Prestige of Ohio. He also announced that he had proclaimed February 2 as John H. Glenn, Jr., Day and said that all future Governors of the State had been asked to recognize the day every year.

Dr. Glenn McConagha, president-elect of Muskingum College, referring to Glenn's remark before Congress that he gets a deep, hard-to-define feeling when the flag goes by, remarked that "America gets a deep, hard-to-define feeling when you go by."

Dr. Robert N. Montgomery, president of Muskingum, thanked NASA officials for timing Glenn's orbital flight "to be the first event of the 125th anniversary of the school."

Among other awards presented during the ceremonies there were the "Key to the Keyhole in the Sky" from the residents of New Concord; the key to the City of

Gainesville; the key to the City of Cambridge; and the naming of the Physical Education Building as the John H. Glenn, Jr., Physical Education Building.

Glenn's wife, "Annie," was also honored as she received the second distinguished merit award ever given by Muskingum. The first award was made to Glenn about three years ago.

Glenn told the crowd to "clean up my gym before you leave," and pinned the Mercury Spacecraft lapel pin he was wearing on his nephew, Billy Pinkston, 11, on behalf of all the young people in the country who have exhibited such an interest in the Mercury program.

He also quipped, "well, we've been on a trip," and said the impact of the mission "finally soaked in" in Washington. He concluded his remarks by saying, "It's great to be an American."

It was typical of the Glenn family's reaction to the entire trip that as the plane touched down in Washington, Glenn, Carolyn and others were harmonizing in the rear section of the plane.



"Clean up my gym before you go."



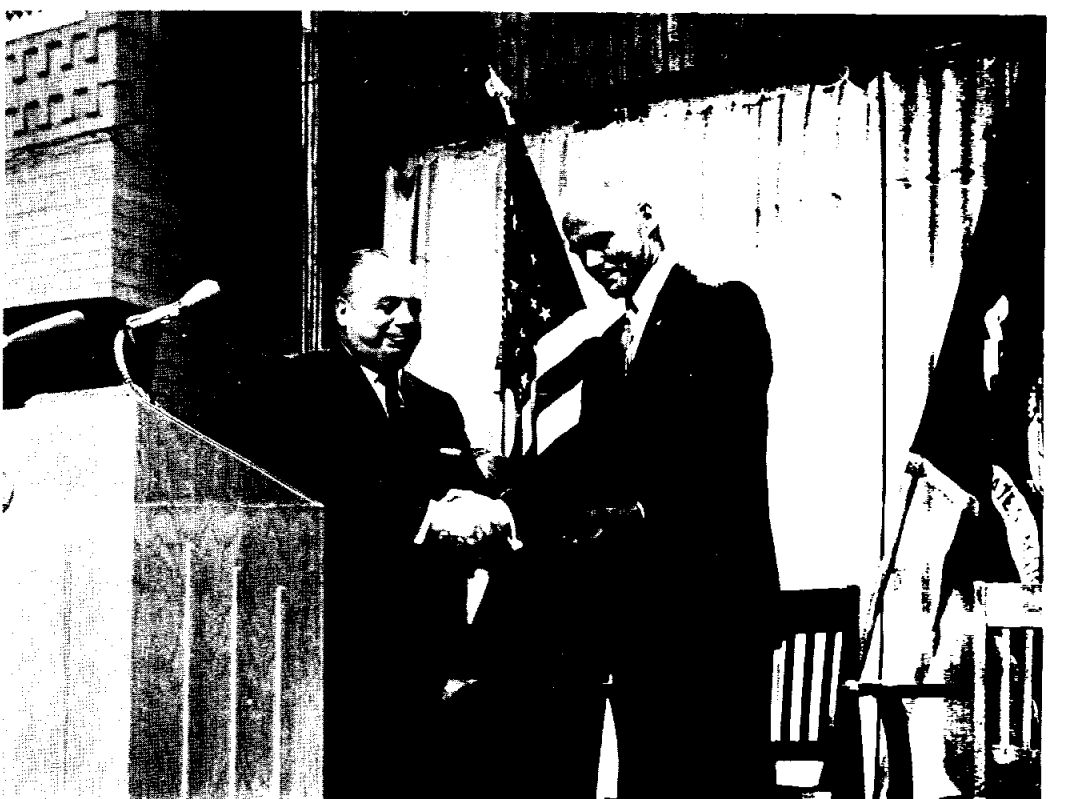
There was more confetti in New Concord.



Guarded by Ohio's Finest.



The familiar "thumbs up" for home folks.



Ohio's Governor Michael DiSalle makes a presentation.



The John H. Glenn Physical Education building threatened to burst its newly-named seams.



Annie looks at a "Glennifferous" pastry creation with Glenn's "hard-to-define feeling" quote on one side and "Welcome Home" on the other.