

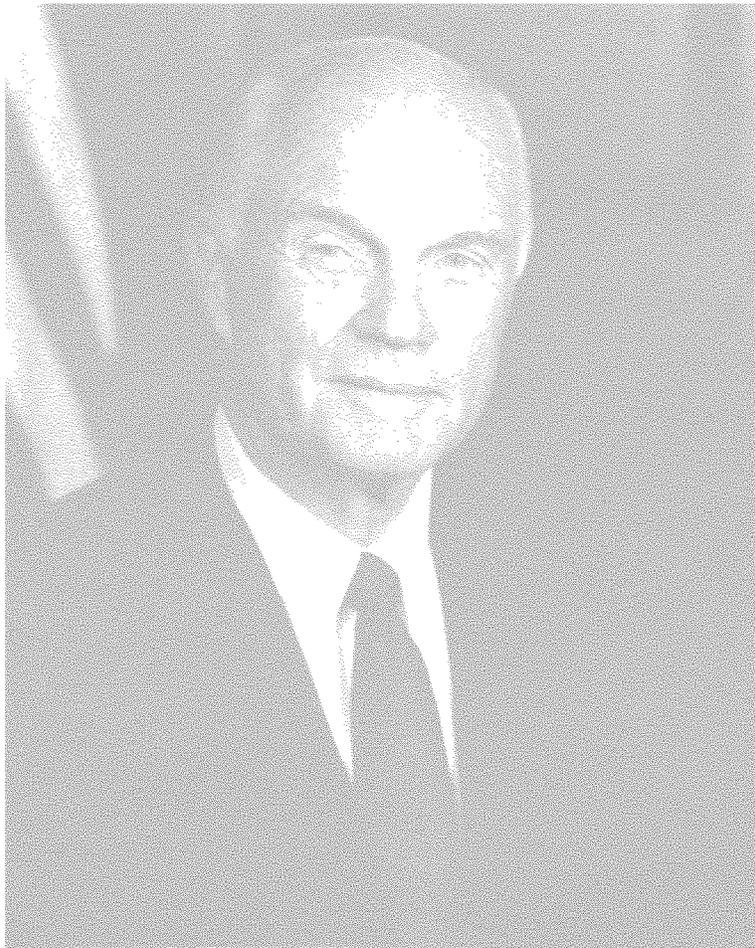
John Glenn

U.S. SENATOR FROM OHIO

TRIBUTES

IN THE CONGRESS OF
THE UNITED STATES





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Tributes
Delivered in Congress

John Glenn
United States Senator
1974-1998



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CONTENTS

	Page
Biography	vii
Proceedings in the Senate:	
Tributes by Senators:	
Bond, Christopher S., of Missouri	6
Boxer, Barbara, of California	41
Burns, Conrad, of Montana	20
Byrd, Robert C., of West Virginia	6
Daschle, Tom, of South Dakota	26
DeWine, Mike, of Ohio	4, 31
Staff letter	31
Dodd, Christopher J., of Connecticut	38
Domenici, Pete V., of New Mexico	25
Feingold, Russell D., of Wisconsin	32
Ford, Wendell, of Kentucky	24
Grams, Rod, of Minnesota	1
Johnson, Tim, of South Dakota	19
Kempthorne, Dirk, of Idaho	22
Lautenberg, Frank R., of New Jersey	19
Leahy, Patrick J., of Vermont	10
Glenn Counts Down to Launch With Complete Support From Wife and Colleagues—Senator Set to Repeat History, <i>Roll Call</i>	13
Levin, Carl, of Michigan	1, 17
Lott, Trent, of Mississippi	33
Sessions, Jeff, of Alabama	4
Thurmond, Strom, of South Carolina	16
Order for printing of individual Senate documents	43
Proceedings in the House:	
Tributes by Representatives:	
Hall, Tony P., of Ohio	45
Ney, Robert W., of Ohio	45
Articles and Editorials:	
‘A Genuine American Hero’ Says He’ll Retire; Glenn Announce- ment Made on Anniversary of Historic Mission, <i>Plain Dealer</i> ..	51
Age Keeps Glenn From 1998 Run, <i>Columbus Dispatch</i>	53
Seniority Bites, <i>Roll Call</i>	55
Sunday Profile: John Glenn; Return to Glory, <i>Atlanta Journal and Constitution</i>	56
John Glenn’s Mission of Discovery, <i>Cincinnati Enquirer</i>	61
Back to the Future, <i>Time Magazine</i>	66
The Last Heroes; John Glenn Flies Us Back to the Age of Innocence, <i>Life Magazine</i>	72
Glenn Returns to Space: The Overview, <i>New York Times</i>	75
Glenn To Slip Bonds of Age in Space, <i>New York Times</i>	77

BIOGRAPHY

For JOHN GLENN, the opportunity to represent Ohioans in the U.S. Senate marks the summit of a distinguished career that has included military service, the U.S. space program, corporate management and national politics.

As Senator, JOHN GLENN has worked to build a legislative record that reflects the changing needs and growing concerns of the Nation. In the 105th Congress, he is the ranking minority member of both the Governmental Affairs Committee and the subcommittee on AirLand Forces in the Senate Armed Services Committee. He also serves on the Select Committee on Intelligence and the special Committee on Aging.

He is considered one of the Senate's leading experts on technical and scientific matters, and is widely respected for his work to prevent the spread of weapons of mass destruction. He has used his position on the Governmental Affairs Committee to root out waste in government and to clean up the Nation's nuclear materials production plants.

JOHN HERSCHEL GLENN, Jr. was born on July 18, 1921, in Cambridge, OH. Shortly after his birth, his family moved to nearby New Concord where he later attended New Concord High School. After graduation he enrolled in Muskingum College, and began learning to fly at the New Philadelphia airfield. Directly after Pearl Harbor he enlisted in the Naval Aviation Cadet Program. He was commissioned in the Marine Corps in 1943 and served in combat in the South Pacific and the Korean conflict.

GLENN served several years as a test pilot, setting a trans-continental speed record in 1957 for the first flight to average supersonic speeds from Los Angeles to New York.

In 1959 JOHN GLENN was selected to be one of the first seven NASA astronauts in the U.S. space program. Three years later, on February 20, 1962, he made history as the first American to orbit the Earth, completing three orbits in a 5-hour flight. Throughout both his wartime and peacetime service he received many honors, including the Distinguished Flying Cross (6 occasions), the Air Medal with 18 clusters, and the Space congressional Medal of Honor.

After 23 years of distinguished service to his country, GLENN retired from the Marine Corps in 1965. He took an active part in politics and early environmental protection efforts in Ohio while pursuing a career as an executive with Royal Crown International. He won his Senate seat in 1974, carrying all 88 counties of Ohio, and was reelected in 1980 with the largest margin in Ohio history. Ohioans returned him to the Senate for a third term in 1986, and in 1992 he again made history by being the first popularly elected Senator from Ohio to win four consecutive terms. In 1997 JOHN GLENN returned to Muskingum College in New Concord, OH, to announce he would retire from the Senate upon the completion of his fourth term.

JOHN GLENN and Anna Margaret Castor were married in 1943. They have a son, Dave, and a daughter, Lyn, and two grandchildren. Annie and JOHN GLENN have homes in Columbus, OH, and Washington, DC.

TRIBUTES
TO
JOHN GLENN

Proceedings in the Senate

Thursday, *May 14, 1998.*

Mr. LEVIN. Mr. President, this is also the final defense authorization bill for three other members of our committee—Senators GLENN, Coats and Kempthorne. They will be leaving us this year, also through their choice. We will miss them keenly. They have all made tremendous contributions to the work of the Armed Services Committee and to the national security of our country. Sometimes their ways were similar and sometimes they were different, but we are grateful for their contributions. I wanted to note that as we get to work on the defense authorization bill.

MONDAY, *July 20, 1998.*

Mr. GRAMS. Minnesotans were there at the dawn of the Space Age, and I look forward to the role our State will play as the next chapter of America's space history, the era of the International Space Station, is written.

I believe the Nation's space programs, such as the International Space Station, represent important investments in America's future. The scientific and technological benefits of this ambitious initiative are impressive and will produce a high rate of return on the American taxpayers' investment in aeronautical and space programs. Among these benefits, the space station will provide new insight into industrial research for air and water purification, waste management and recycling, computer technology, and environmental engineering. Most notable is the progress being made in the biomedical field.

The promise of a long-term, zero gravity environment has scientists poised to conduct research into the development of cures for diabetes, cancer, emphysema, and immune system disorders. Moreover, the study and eventual findings of why astronauts who spend extended periods of time in space often experience weakening of their hearts and blood vessels

may lead to the diagnosis and treatment of heart disease. It should also be noted that the International Space Station is supported by many of this Nation's most prominent medical and research organizations, including the American Medical Association, the Multiple Sclerosis Association of America, the American Medical Woman's Association, Bristol-Myers Squibb, and Mount Sinai Medical Center. Clearly, the space station promises to make significant contributions to the study of medicine.

Mr. President, the International Space Station will help to maintain U.S. leadership in space while promoting international cooperation. This international laboratory in orbit will bring American, Russian, European, Japanese, and Canadian astronauts together in search of a common goal: to develop further advances in science and technology that will benefit future generations.

More importantly for the young people of America, the space station will inspire greater interest in our Nation's space programs. With this in mind, I would like to commend some of the colleges and universities in my home State of Minnesota for their commitment to encouraging the involvement of our country's future leaders in our aeronautical and space industry.

Mr. President, since 1989, NASA has administered the "Space Grant" program to enhance aerospace research and education in the United States. This program is an effective partnership among universities, the aerospace industry, and Federal, State, and local governments that assists in the recruitment and training of professionals in aerospace science, engineering, and technology.

In my home State, the Minnesota Space Grant Consortium is comprised of nine academic institutions along with the Minnesota Department of Transportation. Those nine institutions are: Augsburg College, Bemidji State University, Bethel College, College of St. Catherine, Fond du Lac Tribal and Community College, Macalester College, Normandale Community College, the University of Minnesota-Twin Cities, and the University of St. Thomas.

For the last several years, these institutions have worked effectively together to promote aerospace science through fellowships and scholarships, the development of new courses in Physics and Geology, the establishment of a new Space Studies minor among the consortia members, and public lectures relating to space science and engineering.

I met recently with Emily Eelkema, a native of Minneapolis and a senior at the University of Minnesota studying Aerospace Engineering. Emily is a participant in the NASA Academy on Aeronautics at the Dryden Flight Research Center in California, and was initially selected for this honor through the Minnesota Space Grant Consortium.

Those selected for the NASA Academy are among the brightest students in the country and have expressed a deep interest in NASA aeronautical space research. I was extremely impressed by Emily's grasp of Dryden's flight research program and her life-long interest in aeronautics and space activities. I am encouraged to learn of her goals of becoming an astronaut and playing an important role in the design of a manned Mars mission. Her commitment to a career in this exciting field makes me optimistic about the future of our space program.

Mr. President, the commemoration of "Space Week" would not be complete without paying tribute to a true American hero, our colleague Senator JOHN GLENN. On October 29, Senator GLENN will embark on a second journey into space, this time aboard the space shuttle Discovery, as a payload specialist responsible for conducting space-based research on aging. His work may lead to further understanding by scientists about the process of aging, and help reduce the number of individuals requiring long-term medical care in their later years.

Many deserving accolades have been placed upon Senator GLENN for his accomplishments throughout his career as a marine, the first American to orbit the Earth, and a U.S. Senator. I believe no commendation has captured the essence of JOHN GLENN's commitment to public service than that bestowed upon him more than 35 years ago by President Kennedy during a visit to Cape Canaveral, FL.

Upon presentation of NASA's Distinguished Service Medal to Lieutenant Colonel GLENN, President Kennedy spoke of GLENN's historic orbital flight when he said, "His performance was marked by his great professional knowledge, his skill as a test pilot, his unflinching courage, and his extraordinary ability to perform the most difficult tasks under conditions of great physical stress and personal danger. His performance in fulfillment of this most dangerous assignment reflects the highest credit upon himself and the United States."

Mr. President, I encourage all Americans to reflect upon the benefits of our Nation's space programs during this

Space Week. As we approach the 21st century, Americans can share a sense of national pride as we move forward in our epic journey—a journey filled with uncertainty, yet with great promise—into the space frontier.

THURSDAY, *October 1, 1998.*

Mr. SESSIONS. Mr. President, I thank the Senator from Texas. We both share a keen interest in space. I will also be speaking on the topic of the 40th anniversary of NASA, which is today.

Mr. President, next month, from launch pad 39B at Cape Canaveral, the space shuttle's main engines will fire up, the solid rocket motors will ignite, and the crew of seven will be sent off into orbit around our home planet. One of those seven will be the distinguished Senator from Ohio. More than 36 years after his first flight, JOHN GLENN will again orbit the Earth in a United States spacecraft.

I have here a picture of Senator GLENN taken 36 years ago with Dr. Wernher von Braun in Huntsville, AL, my home State. They are shown here discussing a proposed lunar landing craft. What an imagination, what a vision, what an exploring capacity they had. Shortly after that first orbital flight, they were already planning a trip to the Moon—a vision that many thought could never be achieved and was achieved so successfully.

Senator GLENN's remarkable story is a subplot to the remarkable story of the National Aeronautics and Space Administration. On October 1, 1958, just 6 months before the distinguished Senator from Ohio was named as one of the original Mercury astronauts, NASA was born. Today, NASA marks its 40th anniversary of service to this Nation.

THURSDAY, *October 8, 1998.*

Mr. DEWINE. I thank my colleague.

Mr. President, I rise today to discuss two important provisions in this bill—provisions that honor two distinguished Ohioans who are retiring from public service this year—Lou Stokes and JOHN GLENN.

Mr. President, the bill before us would name the Veterans Administration Medical Center in Cleveland, OH, the Louis

Stokes VA Medical Center. That is a fitting tribute for a number of reasons.

First, Lou Stokes is a veteran, serving our country in the U.S. Army during the Second World War.

Second, as ranking member of the House Appropriations Subcommittee on Veterans' Affairs, Lou Stokes has demonstrated that he is a true champion on behalf of his fellow veterans.

Third, Lou Stokes in recent years has dedicated his attention to improving the quality of care at the facility that will bear his name. He has been working tirelessly with me to provide funds to improve this facility for our veterans in northeast Ohio. This bill in fact contains \$20.8 million to improve the ambulatory care unit at the Stokes Medical Center. This is the latest of a lifetime of examples of how Lou Stokes has made a difference—a difference for veterans and for all his constituents.

I also am pleased and proud that the bill before us contains a provision that, in my view, represents the deepest feelings of the people of Ohio regarding our senior Senator JOHN GLENN.

Mr. President, it would be fair to say that the imagination of Ohio, and indeed of all America, has been captured by Senator GLENN's impending space voyage. It is an inspiring odyssey. It is exciting—it reminds us of the spirit of American possibility we all thrilled to when JOHN GLENN made his first orbit back in 1962.

Senator GLENN's return to space as a member of the crew of the space shuttle Discovery marks the culmination of an incredible public career.

This is a man who flew 149 heroic combat missions as a marine pilot in World War II and the Korean war—facing death from enemy fighters and anti-aircraft fire.

And none of us who were alive back in 1962 can forget his historic space flight. I was in Mr. Ed Wingard's science class, at Yellow Springs High School in Yellow Springs, OH—we were glued to the TV. Our hearts, and the hearts of all Americans, were with him that day.

JOHN GLENN reassured us all that America didn't just have a place in space. At the height of the cold war, he reassured us that we have a place—in the future.

And that, Mr. President, brings me to the purpose of the legislation I am introducing. Even as we speak, in Cleveland, OH, there are some hardworking men and women of science who are keeping America strong, who are keeping us on the

frontier of the human adventure. They are the brilliant, persevering, and dedicated workers of the NASA-Lewis Space Research Center.

People who understand aviation know how crucially important the cutting-edge work of the NASA-Lewis scientists is, for America's economic and technological future.

Mr. President, what more fitting tribute could there be to our distinguished colleague, Senator GLENN, than to rename this facility—in his honor.

That, Mr. President, is the purpose of this legislation. It recognizes not just a man's physical accomplishments—but his spirit. It inspired us in 1962. It inspires us this year. And it will remain strong in the work of all those who expand America's frontiers.

The facility would be renamed the National Aeronautics and Space Administration John H. Glenn Research Center at Lewis Field—to honor our distinguished colleague, and also the aviation pioneer for whom it is currently named. George Lewis became Director of Aeronautical Research at the precursor to NASA in 1919. It was then called the National Advisory Committee on Aeronautics, or NACA.

Lewis visited Germany prior to World War II. When he saw their commitment to aeronautic research, he championed American investment in aeronautic improvements—and created the center which eventually bore his name.

He and JOHN GLENN are pioneers on the same American odyssey. Ohio looks to both of them with pride—and with immense gratitude for their leadership.

And I am proud, today, that we were able to include this in the bill. I thank my colleagues for that, and I also want to thank our good friend, Louis Stokes, who has been instrumental in shepherding this measure honoring Senator GLENN in the other body.

Mr. BOND. Mr. President, I thank my colleague from Ohio.

I, too, join with him in expressing appreciation for the services of our colleague, Senator GLENN, and our colleague on the House side, Congressman Stokes. I believe it is very important that we recognize them in this bill. I thank him for his comments.

Mr. BYRD. Mr. President, the Random House College Dictionary defines the term "hero" first as "a man of distinguished courage or ability, admired for his brave deeds and

noble qualities,” and second as “a small loaf of Italian bread.”

There is, of course, a wide disparity in these two definitions. I think I shall appropriately use the initial definition to describe the hero of whom I am about to speak, Senator JOHN HERSCHEL GLENN, Jr. I have had the honor of serving with him in the Senate for the last 24 years.

He is a gentleman. He is a great public servant to all the Ohioans whose beliefs and values he has so ably represented in this body.

As Senator GLENN prepares to officially retire from the Senate and take up his wings of flight once again, I shall take a few minutes to thank this distinguished Senator from Ohio for all that he has done for our Republic as a U.S. Senator and as a hero.

I thank him for his achievements as a Senator. I thank him for his dedication to the Senate Governmental Affairs Committee, on which he has served since 1975.

Following his personal motto: “You Keep Climbing,” Senator GLENN has moved up in the ranks.

From 1987 to 1995 he served as the chairman of the committee, and then as the ranking Democratic Member until the present time.

As a member of the committee, Senator GLENN has worked to protect our Nation and its people, using his expert knowledge to combat the issue of nuclear proliferation, to protect our fellow Americans from all the environmental dangers that are associated with the byproducts of nuclear weapons, and is making the Government more accountable for waste and fraud.

As a member of the Senate Committee on Armed Services, on which I am pleased to serve with him, Senator GLENN has worked to ensure that the United States military remained ready and strong in the perilous aftermath of the cold war.

He has shared a concern over the dangers of chemical weapons. He has joined with others of us in attempting to ensure that our military has absorbed the lessons of the gulf war and is prepared to protect our troops from low levels of chemical weapons.

On these two committees, Senator GLENN has served as a voice of reason and common sense.

Senator GLENN is a hero for all of us to emulate as a result of his honor and dedication to his country, his family, and his own high standards.

I have asked this question in the Senate before: "Where have all the heroes gone?"

To this question I have no definitive answer, but I do know where this hero is going to go * * * again.

Senator JOHN GLENN is a steam engine in britches; he is atomic energy in the flesh.

The senior Senator from Ohio has been a daredevil virtually all of his life.

Not one to know when to slow down, Senator GLENN has risked life and limb, both on the Earth's surface and in the vastness of space which encompasses it, for one thing, and one thing only—the United States of America.

JOHN GLENN has been uniquely blessed to have had the opportunity to soar above this Earth of ours, soar like an eagle, surveying the beauty of creation that is God's Green Earth.

To quote William Shakespeare in "twelfth night,"

Some are born great, some achieve greatness, and some have greatness thrust upon them.

Senator GLENN is one who has achieved greatness through his service to his country; he is truly a great American hero.

Not only a veteran of World War II, having served in combat in the South Pacific after he was commissioned in the Marine Corps in 1943, JOHN GLENN is also a veteran of the Korean war.

Having survived 149 combat missions as a marine, our hero—our hero, my hero, your hero—our hero wanted to move on to a more challenging career as a test pilot of fighter and attack aircraft for the Navy and Marine Corps. And then, looking for new and extreme ways to test his mortality, on February 20, 1962, Astronaut JOHN GLENN gently squeezed his body into the Friendship 7 rocket and became the first American to orbit the Earth at almost 18,000 miles per hour.

Think of that. When I was young, I read a book by Jules Verne titled, "Around the World in 80 Days." JOHN GLENN went around the world in 89 minutes.

This may well have been the pinnacle of JOHN GLENN's life and career.

On that fateful Tuesday in 1962, not only was America waiting with nervously clenched fists for news on Lieutenant Colonel. JOHN GLENN's condition after his return to Earth, but the whole world was watching.

People from all nations prayed for the safe return of this brave man.

Mr. President, I quote from an article entitled “Man’s ‘Finest Hour.’ ” I have been saving this article, now, for almost 37 years—“Man’s ‘Finest Hour,’” by the late David Lawrence, which was originally published in the March 5, 1962, edition of U.S. News and World Report:

Miracles do happen when the world shows its humility in prayer.

The voices that besought Almighty God to save the life of Colonel GLENN can speak again, as even more of us petition him to save humanity from nuclear war.

For those prolonged minutes of prayer on Tuesday, February 20, constituted man’s “finest hour”.

Now, if the Good Lord is willing, on October 29, our friend and colleague—and hero—JOHN GLENN, still brimming with vital energy, will be leaving the relative comfort of Mother Earth far behind.

It is always a melancholy time when the institution of the U.S. Senate has one of its finest Members move on. But it is a glad time when one of its Members moves on to something greater.

“Excelsior, ever upward.” That is the motto of JOHN GLENN. He has bigger fish to fry, so he is ready to get away from Washington, DC—far, far away.

Senator GLENN’s return to space aboard shuttle Discovery will add another significant page to the annals of history.

The capacity in which Senator GLENN will be operating on the Discovery is representative of the way in which he had lived the last three decades of his life, despite his global fame—modestly and without great fanfare.

I am certain that he will perform his mission on Discovery with the same diligence and sense of duty that he has shown in serving his great State of Ohio in the U.S. Senate.

The world in 1998 is a lot different from that world of 1962, when JOHN GLENN was first catapulted into space. Similarly, the space shuttle Discovery is about as close in design to the Friendship 7 rocket as an old Oliver typewriter—I was trying to remember the name of an old typewriter I had around the house when I was a boy—about as close in design to the Friendship 7 rocket as an old Oliver typewriter is to a home computer.

The one thing that shall remain constant in this most recent launch is that the world will once again be watching, gripping chairs, biting fingernails, and saying its prayers for the Glenn family. For JOHN GLENN, and for all the crew members of Discovery, and for Annie, that sweet little wife of JOHN’s.

It is hard to relate, to those Americans who were not yet born in 1962, the thoughts and emotions of the world on Tuesday, February 20, of that year.

Technology has become so advanced that flights into space are routine.

Men and women are able to live for months at a time in floating space stations.

America tends to take for granted the risks that our Nation's astronauts take to perform scientific experiments, carefully placing communications satellites into orbit, and repairing important instruments of observation—all of which make life on Earth much more enjoyable.

In 1962, the risks were greater and there were many unknown factors that experience has now brought to light and revealed and smoothed over.

Senator GLENN's return to space brings that all back, and reminds us of the tremendous changes wrought by Americans within the career of one man.

So, this evening I take this opportunity to wish the best of luck to JOHN GLENN and to Annie and to others of his family.

I anxiously anticipate Discovery's safe return to Earth, and I extend my best wishes, and those of my wife Erma, to Senator GLENN and to Annie for many years of health and happiness after he returns to Earth and leaves the Halls of the Capitol behind.

Thank you, thank you, thank you, Senator GLENN.

FRIDAY, *October 9, 1998.*

Mr. LEAHY. Mr. President, it is a time when Senators say goodbye to Senators who are leaving, and I was privileged, in 1974, to be elected with a very special class of Senators, a very large class of Senators—nearly a dozen—who came to this body. We developed personal friendships. Of that class, there are only four left: The distinguished senior Senator from Ohio, Mr. GLENN; the distinguished senior Senator from Kentucky, Mr. Ford; the distinguished senior Senator from Arkansas, Mr. Bumpers; and myself. Each of the other three have announced their plans to retire this year. In some ways I feel like the lonely person who is given the chore to turn out the lights after everybody else leaves, because I will be the last of the class of 1974.

I am going to speak of each of them, but I wish to speak now and to give tribute to a great statesman, a person who is recognized as a true American hero and a very good friend of mine, JOHN HERSHEL GLENN, Jr.

As I said, we both arrived in the Senate at the same time in 1974. There was a big difference, however. I came here as a 34-year-old unknown county prosecutor from rural Vermont. JOHN GLENN arrived here as a living American legend. We have served together now for 24 years and it is with the fondest memories that I recollect his time here. I remember the very first day I met him. The two of us had gone over to see the legendary Jim Eastland, President pro tempore of the Senate. That is probably the only time, then or since, I have ever seen JOHN GLENN look at all nervous, was going in to see Senator Eastland. Senator GLENN was nervous. I was terrified. There is a big difference.

But JOHN GLENN will be remembered here in the Senate as a man who advocated a role for Government in daily life, but he never stopped trying to make Government more efficient. He is one of our leading experts on science and technology. He has always been a tireless advocate for government-sponsored scientific and health research. He brought tremendous intellect and dedication to the task of preventing the spread of weapons of mass destruction. I remember when the United States and the Soviet Union were locked in a wasteful nuclear arms race, JOHN GLENN was a voice of reason and moderation.

He has used his seat on the Armed Services Committee to advocate for our men and women in uniform, while at the same time looking out for wasteful spending. I remember, when I and others began to have doubts about the costly B-2 bomber—\$2 billion a plane—that I read papers and memos about it. JOHN GLENN went out and flew it, then came back and said its cost outweighed its benefits. I credit him for saving the taxpayers a lot of money.

He used his position in the Governmental Affairs Committee to expose waste in Government and to clean up the Nation's nuclear materials production plants.

In his conduct here in the Senate, JOHN has always been nonpartisan, polite, accommodating, but always true to his beliefs. His personality reminds me of Longfellow's words, "A tender heart; a will inflexible."

It is hard for us to think of JOHN GLENN before he was a national hero, but not so long ago he was a smalltown boy like many of us. He was born on July 18, 1921, in Cam-

bridge, OH. He grew up in the tiny town of New Concord, OH. But, like millions of Americans, his life was forever changed by World War II.

Many of us know the details of what makes JOHN GLENN a hero, but I want to repeat them for my colleagues. Shortly after Pearl Harbor, he was commissioned in the Marines Corps. He served as a fighter pilot in the South Pacific. He stayed in the marines, and when the Korean war started, JOHN GLENN requested combat duty. He ended up flying 149 combat missions in both wars. How good a pilot is our colleague from Ohio? In the last 9 days of fighting in Korea, he downed three Chinese MiG fighters in combat along the Yalu River.

In July 1957, he set a speed record from Los Angeles to New York, the first transcontinental flight to average supersonic speed.

An avid pilot to this day, JOHN has over 9,000 hours of flight time in a variety of aircraft. To put that statistic in perspective, to equal that mark you would have to fly 8 hours a day, every day of the year, for 3 years.

Probably the flight that I remember the best, the one I enjoyed as much as any, was when JOHN GLENN and I flew to the northeast kingdom of Vermont in a small float plane at the height of glorious fall foliage. JOHN and Annie GLENN were staying with Marcelle and I at our farm in Middlesex, VT. JOHN had borrowed the plane from a friend of mine in Vermont. We flew up and set down in one of those little Vermont ponds with the fall foliage around it. There happened to be a trapper's convention there. Some of the people there were calling him Colonel GLENN, not Senator GLENN. They kind of put up with me being there, but he was the hero.

Of course I do remember also the look on JOHN and Marcelle's and Annie's faces when we landed in Montpelier Airport in a heavy crosswind. JOHN turned to me after he taxied up and said, "You know, I have never been so frightened landing anything in my life," which almost stopped my heart to hear him tell it. But when we got out of the plane, JOHN was wearing—this is accurate now—a skunk-skin cap which the trappers had given him.

He stepped out of the airplane with me shaking and quivering behind him. Annie turned to Marcelle and says, "Marcelle, I told you we never should have let those boys go off by themselves."

We all know what happened in a far more dramatic time when JOHN strapped himself into a tiny capsule on top a gi-

gantic tube of volatile fuel on February 20, 1962. When he landed 4 hours 55 minutes later, JOHN GLENN not only became the first American to orbit the Earth, but he boosted the psyche of our Nation in a way not seen equaled before or since.

Cicero said a man of courage is also full of faith. It should be said that JOHN GLENN is a man who puts all his faith in God.

All his accomplishments here in the Senate, in the cockpit, in the capsule, all pale before the one true constant in JOHN GLENN's life, and that is the love he shares with his beautiful wife Annie. They are truly a couple for the ages and role models for all of us. Married for 55 years, they have two wonderful children, John David and Carolyn Ann, whom we all know as Lyn.

When the space shuttle Discovery surges into space later this month, the cabin will be cramped with the seven astronauts aboard. But sitting with JOHN in spirit, as she has for so many years, will be Annie. They are truly inseparable. No matter how fast or far he travels, she is always with him.

Mr. President, later this month the eyes of the Nation and the world will focus on Cape Canaveral, FL. We will watch as a marvelous machine, built by Americans, flown by an international crew, roars into the heavens in the name of science, and on board will be our colleague from Ohio, a great Senator, an expert pilot and extraordinary American hero, my friend, JOHN GLENN. I intend to be there to cheer him on.

Once again, as he has done in so many ways over the years, JOHN GLENN will make us turn our eyes toward the heavens, and like all who will be there, I will say, "God-speed, JOHN GLENN, and thank you."

Mr. President, I ask unanimous consent that an article from Roll Call about Senator GLENN be printed in the Record.

There being no objection, the article was ordered to be printed in the Record, as follows:

[From Roll Call, October 5, 1998]

GLENN COUNTS DOWN TO LAUNCH WITH COMPLETE SUPPORT FROM WIFE
AND COLLEAGUES—SENATOR SET TO REPEAT HISTORY

(By Ed Henry)

He's survived 149 combat missions as a marine, orbited the Earth three times at 17,544 miles per hour as an astronaut and endured 24 years of partisan battles as a Senator.

But JOHN GLENN says that one of the toughest missions of his life came as a husband: convincing his wife, Annie, that it was a good idea for him to be shot into space again at the end of this month.

“Let’s say she was a little cool with this whole idea to begin with—that’s the understatement,” GLENN said in an interview about the October 29 space mission. “She didn’t react too kindly when I first started talking about this some time ago.”

The 77-year-old Ohio Democrat said that while the couple’s two children were not excited about the Discovery launch either, “Annie was the main one to convince.”

Slipping into the lingo of an old marine, GLENN noted that based on all of the dangers he’s already faced, he could have gotten “bagged” long ago.

“There were lots of times that things could have gone a little bit different way, but they didn’t,” he said. “But I think all my life, I guess, you don’t look back and think what might have been or where you might have gotten bagged or whatever. You look forward. There are risks in everything you do.”

Senator Patrick Leahy (D-VT), one of the couple’s closest friends, said Annie was “apprehensive” about the fact that her husband was heading into space so close to his retirement from the Senate.

“She had some reluctance because he was coming to a time in his life when they were going to have more time together,” said Leahy. “They are an extraordinarily close couple—they’re sort of the role model for all of us in our own marriages.”

Nobody underestimates the strength of Annie Glenn, who toughed her way through her husband’s February 20, 1962, Mercury mission, when he flirted with death in the 36-cubic-foot Friendship 7. She also had the guts to stand up to then-Vice President Lyndon Johnson by refusing to let him come into her home for a photo-op, out of fear for how her stutter would look in front of Johnson and so many network TV correspondents.

She was sitting up in the House gallery on that day in 1962 when GLENN jubilantly told a joint session of Congress, “I want you to meet my wife, Annie * * *. Annie * * * the rock!”

And GLENN was there for Annie, Leahy recalled, when she conquered her stuttering problem 20 years ago. “We don’t think of them as JOHN or Annie,” he said. “We think of them as JOHNandAnnie—it’s just one word.”

In finally deciding to hop aboard for this mission, Annie thought back to a vow her husband had made on the day they wed 55 years ago.

“One thing that she’s reminded me of is that on our wedding day, along with the vows, one of the things I told her that day or that night sometime was that I would pledge to her I would try to do everything I could to keep life from ever being boring,” said the Senator.

Then he added with a laugh, “And she’s reminded me of that several times in the past, and this time, too, that she’d just as soon have things be a little bit more boring.”

Since critics have said the upcoming 9-day mission is merely a joy ride, GLENN has done his homework. With great specificity, he can recount how the research about how a senior citizen is affected in space will do a great deal for the 34 million seniors in America.

“She gradually over a period of time became an enthusiast for this,” he said. “She’s changed her view on this, as has my whole family, so she’s excited about it.”

Senator Dale Bumpers (D-AR) said he spoke to Annie last week and she revealed that NASA will be providing a laptop so she can communicate with her husband in space.

“I said, ‘Annie, aren’t you apprehensive at all about this flight?’ ” recalled Bumpers. “ ‘She said, ‘I’m never apprehensive about anything JOHN really wants to do.’ ”

Annie Glenn will not be the only person close to the Senator lending her support at Cape Canaveral. A bipartisan delegation of Senators will be heading down to Florida on an official CODEL authorized by Majority Leader Trent Lott (R-MS) and Minority Leader Tom Daschle (D-SD).

Daschle plans to be there for the launch, even though he faces reelection back in South Dakota less than a week later. Because Lott has a scheduling conflict, he will be sending Senate Appropriations Chairman Ted Stevens (R-AK)—who helped come up with the idea of a trip—to lead the Republican side.

“Senators have a way of coming together when another is involved,” Lott said in an interview.

The office of Senate Sergeant-at-Arms Greg Casey, who is organizing the trip, does not have a complete list of Senators attending yet. The trip will originate from Andrews Air Force Base on the morning of the launch.

“We have a lot of interest from Senators,” said Secretary of the Senate Gary Sisco, who will also attend.

GLENN said that while colleagues have not discussed the launch with him, he’s heard whispers about it and feels gratified.

“It’s a good feeling to know that there are going to be people there that you have worked with all these years—that they think enough about it to be down there,” he said.

Another person who was supposed to be at the Cape was Alan Shepard, his onetime rival in the Mercury program, who recently died. GLENN admits that Shepard’s death reminded him of his own mortality, but the Senator insists he’s not worried about his safety.

“I’ve always been very aware of my own mortality anyway,” said GLENN. “I got over that teenage immortality bit a long time ago.”

GLENN suggested he is at peace with his decision. “I have a deep religious faith and I have all my life,” he said. “I don’t believe in calling on your religion like a fire engine, you know, ‘Oh God, get me out of this mess I’ve gotten myself into and I’ll be so good even you won’t believe it.’ ”

He added, “But I think * * * we should all live so that if something like that happens to us it won’t be a big shock. It’s a shock. It would be a shock, of course. Nothing can be 100 percent safe. Everyone knows that. But I think the safety record NASA has had through the manned space program has been absolutely amazing.”

Besides his combat missions in Korea and World War II, GLENN faced danger in 1962.

“Some of the ophthalmologists predicted your eyes might change shape,” he said. “It was serious enough that if you look at the Friendship 7 over there in the Air and Space Museum now, up on top of the instrument panel there’s still a little eye chart that I was to read every 20 minutes to see if my eyes were changing.”

When asked why he took such risks, without so much as a blink GLENN responds, “I thought it was valuable for the country.”

Colleagues say it is this modesty—as well as GLENN’s relationship with his wife—that they will remember most.

“He’s one of my favorite people in the whole world because he wears his heroism with such extraordinary modesty,” said Senator Carl Levin (D–MI).

Senators like 51-year-old Tim Johnson (D–SD) seem awed by getting the chance to serve with GLENN.

“It’s like serving with a legend,” said Johnson. “The fact that I served with JOHN GLENN is something I’ll tell my grandkids.”

As a young Navy pilot, Senator John McCain (R–AZ) revered GLENN and says the upcoming mission will remind everyone of that.

“I know it will just affirm in people’s minds that we’re privileged to have known a great American hero,” he said. “I am honored to be in his company. I am serious. I am honored to be in his company.”

Senator Richard Bryan (D–NV) said he will try to be in Florida, partially because of a simple expression of love he saw when Bonnie Bryan and Annie Glenn recently traveled together to Saudi Arabia. From across the globe, Mrs. Glenn placed a phone call to her husband in the Senate cloakroom.

Bryan recalled, “He was very excited and came up to me and said, ‘I’ve got Annie on the line, would you like to talk to Bonnie?’ JOHN and Annie have this very special relationship—you can sense that.”

Leahy recalled riding in the back seat one time as the Glenns kept teasing and poking fun at one another in the front seat.

“The two of them are like a pair of teenagers,” he said.

But a much sadder occasion reminded Leahy of his affection for the couple. When Leahy’s mother died last year, he found out that the Glenns had been trying to lift her spirits during her illness.

“One of the things I found on her bed stand was a handwritten note from JOHN and Annie,” said Leahy. “They both had written a couple of paragraphs in the letter. These are very special people.”

For GLENN, his frequent trips to Houston for training seem to have been a sort of fountain of youth.

Every time GLENN returns from Houston, said Senator Richard Lugar (R–IN), he’s been updated about the status of the mission. “It’s wonderful to see someone so engaged and lit up with enthusiasm,” he said.

It has also reminded GLENN about the differences between his two careers.

“Here of course, the political lines are drawn and you have confrontation and you have to put everything through a political sieve to know what’s real and what isn’t in people’s minds,” he said.

“Back when I was in the Mercury program or in the program down there now, it’s such a pleasure to work in that program because everything is so focused on one objective that everybody’s agreed on.”

The similarities between the two jobs, he concluded, are limited.

“Both fields take a lot of dedication to accomplish anything. That would be a big similarity, dedication to country and dedication to what you’re doing. But that’s about where the similarities end.”

Mr. THURMOND. Mr. President, though the 105th Congress will soon come to a close, and each of us will return home to meet with constituents, or take fact finding trips throughout the Nation or the world, one of our colleagues has not only already left town, but is headed for a most unusual destination, that of outer space. I speak, of course, of our friend, JOHN GLENN who is ending his career in the U.S. Senate.

Like most people, I first learned of JOHN GLENN in 1962 when he orbited the Earth, but when the people of Ohio elected him to this body in 1974, I had the opportunity to come to know him personally. In the subsequent years, we worked closely together on a number of issues, especially those related to national security as we served together on the Senate Committee on the Armed Forces. Naturally, his experiences as a Marine Corps officer gave Senator GLENN valuable insight into defense matters and he played an important role on the Committee and in working to help provide for a military adequately capable of protecting the United States.

The same qualities that made JOHN GLENN a successful marine and astronaut, served him well here in the U.S. Senate. Without question, he is a determined man who has earned our respect for his honor, ability, and dedication. His desire to serve our Nation is an inspiration, and in keeping with the highest traditions of public service. Without question, he has set an excellent example for others to follow and it is my hope that more people, from Ohio and throughout the United States, will follow his lead and find a way to make a difference in their communities and to our Nation.

Mr. President, the U.S. Senate will just not be quite the same place without the presence of Senator JOHN GLENN. We appreciate the many ways in which he has served so admirably and wish both he and his lovely wife Annie health, happiness, and success in the years ahead.

Mr. LEVIN. Mr. President, when the 105th Congress adjourns sine die in the next few days, the Senate will lose one of our Nation's true heroes, and one of my personal heroes, Senator JOHN H. GLENN, Jr. of Ohio. I rise today to pay tribute to this great American, a man I feel genuinely honored to call my friend.

All of us old enough to remember JOHN GLENN's flight into orbit around the Earth on February 20, 1967 aboard Friendship 7 stand in awe of his courage and strength of character. But this enormous accomplishment followed on a distinguished record of heroism in battle as a marine officer and pilot. He served his country in the Marine Corps for 23 years, including his heroic service in both World War II and the Korean conflict. And, in turn, his remarkable accomplishment in the history of space flight has been followed by an extraordinary Senate career over the past 24 years, as the only Ohio Senator in history to serve four consecutive terms.

For the 20 years that I have been in the Senate, I have served side by side with JOHN GLENN in both the Governmental Affairs Committee which he chaired for many years and now serves as ranking minority member and the Armed Services Committee where he serves as the ranking minority member of the Subcommittee on Airland Forces. More recently, I have served with JOHN GLENN on the Senate Select Committee on Intelligence. This has given me a front row seat to watch one of the giants of the modern day U.S. Senate do the hard, grinding work of legislative accomplishment.

Over the years, JOHN GLENN has led the fight for efficiency in government, for giving the American people more bang for that tax "buck". He was the author of the Paperwork Reduction Act. He has worked to streamline Federal purchasing procedures, and led the fight to create independent inspectors general in Federal agencies. He was the point man in the Senate for the Clinton Administration's battle to reduce the size of the Federal workforce to the lowest levels since the Kennedy Administration. He and I have fought side by side to block extreme efforts to gut regulatory safeguards in the name of reform and for the passage of a sensible approach to regulatory reform to restore confidence in government regulations. Throughout his career, JOHN GLENN has made himself an enemy of wasteful spending and bureaucracy, yet a friend of the dedicated Federal worker.

JOHN GLENN has steadfastly served as a powerful advocate for veterans. He led the effort to bring the Veterans Administration up to cabinet-level and to provide benefits to veterans of the Persian Gulf conflict.

On the Armed Services Committee, JOHN GLENN has brought his enormous credibility to bear time and again both in that Committee and on the Intelligence Committee on the side of needed programs and weapons and against wasteful and unnecessary ones like the B-2 bomber.

Perhaps JOHN GLENN's most important role, however, has been as the author of the Nuclear Non-Proliferation Act and as the Senate's leader in fighting the proliferation of nuclear weapons around the world. In this area, the Senate will sorely miss his clear vision, eloquent voice and consistent leadership.

Mr. President, JOHN GLENN, of course, has remained the strongest and most effective voice in the Senate for the Nation's space program. Many of us will be on hand to watch the launch of his second NASA mission later this month, 31 years after the first. At age 77, JOHN GLENN has volunteered

to go back into space to test the effects of weightlessness on the aging process, and once again inspires our Nation and sets an example for us all—an example of courage, character, sense of purpose, and, yes, adventure.

No person I've known or know of has worn his heroism with greater humility. JOHN GLENN is, to use a Yiddish word, a true mensch, a good and decent man.

JOHN GLENN and his beloved wife, Annie, are simply wonderful people. They, their children and grandchildren are the All-American family. My wife Barbara and I will keenly miss JOHN and Annie GLENN as they leave the Senate family.

Mr. JOHNSON. Mr. President, I rise today to pay tribute to a special colleague and a true American hero, JOHN GLENN of Ohio.

During his distinguished career, Senator GLENN has used his boundless energy and expertise to work for effective and efficient government and world peace. He is one of our most beloved national figures and a role model to people of all ages and all backgrounds from all over the world.

I was a teenager when the Nation watched in awe as JOHN GLENN became the first American to orbit the Earth. I never would have guessed during those spectacular early days of the space program that someday I would have an office next to his in the U.S. Senate. It has been my great privilege to serve with him and to know him as both a friend and a colleague.

Today, he is at Cape Canaveral preparing to visit space again. I know my colleagues share in my admiration and pride for Senator GLENN as he boldly goes once more into space. I wish him an exciting journey, a safe return and wonderful retirement.

SATURDAY, *October 10, 1998.*

Mr. LAUTENBERG. Mr. President, I rise today to bid farewell to an American hero, a great Senator and a wonderful friend—Senator JOHN GLENN. Senator GLENN is retiring after serving the people of Ohio for four terms.

But his service to our country did not begin in the Senate, nor will it end here. Senator GLENN served in the Marine Corps during World War II and fought in combat in the South Pacific. He also fought with valor in the Korean conflict and ended up flying 149 missions in both wars. He has

received numerous honors including six Distinguished Flying Cross and the Air Medal with 18 clusters.

He later became a test pilot and set a transcontinental speed record in 1957 for this first flight to average supersonic speed from Los Angeles to New York. In 1959, he was selected to be one of seven astronauts in the space program. Three years later, he made history as the first American to orbit the Earth, completing a 5 hour, three orbit flight.

His heroism inspired me and all of the American people. He received the Space congressional Medal of Honor for his service.

After 23 years in military service, he retired in 1965 and went into the private sector. Despite his outstanding service to his country, it was not enough for JOHN GLENN. He ran for the Senate in 1974 and is now completing his 24th year.

Despite his fame, Senator GLENN was a workhorse, not a showhorse in the Senate. He took on complicated issues like nuclear proliferation, troop readiness, government ethics, civil service reform and campaign finance reform. He did his work with great diligence and thoroughness, with his eye on accomplishment not partisanship.

If you add his 23 years of military service to his 24 years of service to the people of Ohio, that is 47 years of dedication to our Nation.

But even this is not enough for JOHN GLENN. On October 29th of this year, he will return to space on a shuttle mission. He will be the oldest person ever to travel in space but even then his journey will not be over.

He will continue to represent the best of the American spirit and be an informal Ambassador for scientific exploration.

I wish him, his wife Annie, his children and grandchildren the very best for the future.

Mr. BURNS. Mr. President, five Senators will move on at the closing of this session of the 105th Congress. And they are Senators that have, with the exception of one, been here ever since I joined this body back in 1989.

Dirk Kempthorne from Idaho was elected after I was. And now after one term he has elected to go back to his home State of Idaho.

It seems like it becomes more and more difficult, as time goes by, to attract men and women to public service, and especially to public service when there are elections.

He brought a certain quality to this Senate. On his work on the Environment and Public Works Committee, he was

sensitive to the environment and all the public infrastructure that we enjoy across this country. It just seemed to fit, because he had come here after being the mayor of Boise, ID. And his very first objective was to tackle this business of unfunded mandates. He took that issue on and provided the leadership, and finally we passed a law that unfunded mandates must be adhered to whenever we tell local government, State government that it is going to take some of your money to comply with the laws as passed by the Federal Government.

He, like me, had come out of local government. He knew the stresses and the pains of city councilmen and mayors and county commissioners every time they struggle with their budget in order to provide the services for their people, when it comes to schools and roads and public safety—all the demands that we enjoy down to our neighborhoods.

We shall miss him in this body.

To my friend, JOHN GLENN of Ohio, who has already made his mark in history that shall live forever, he has left his tracks in this body. And not many know—and maybe not even him—but I was a lowly corporal in the U.S. Marine Corps when he was flying in the Marine Corps. So my memory of JOHN GLENN goes back more than 40 years to El Toro Marine Corps Air Station in Santa Anna, CA.

As he goes into space again at the end of this month, we wish him Godspeed. He gave this country pride as he lifted off and became the first American to orbit the Earth. And he carried with him all of the wishes of the American people.

To Dan Coats of Indiana, a classmate, we came to this body together in 1989. Our routes were a little different, but yet almost the same—he coming from the House of Representatives and me coming from local government.

He is a living example of a person dedicated to public service. But it never affected his solid core values. He has not changed one iota since I first met him back in 1989.

The other principal is on the floor today. It is Wendell Ford of Kentucky. I was fortunate to serve on two of the most fascinating and hard-working committees in the U.S. Senate with Senator Ford: the Commerce Committee and the Energy Committee. Those committees, folks, touch every life in America every day.

We flip on our lights at home or in our businesses. We pick up the telephone, listen to our radio, watch our televisions, move ourselves from point A to point B, no matter what the mode—whether it is auto, train or plane. Yes, all of the great

scientific advances this country has made, and research and the improvement of everyday life and, yes, even our venture into space comes under the auspices of the Commerce, Science and Transportation Committee and the Energy Committee. Those two committees play such a major role in the everyday workings of America.

Wendell Ford was one great champion and one of the true principals in formulating policies that we enjoy today. He played a major role in each and every one of them.

Again, it was my good fortune to work with Senator Bumpers on two committees: the Small Business Committee and the Energy Committee. There is no one in this body that has been more true to his deeply held beliefs than Senator Bumpers. Our views did not always mesh—and that is true with Senator Ford. It was their wisdom and the way they dealt with their fellow Senators that we worked our way through difficult issues and hard times with a sense of humor. I always say if you come from Arkansas you have to have a pretty good sense of humor. My roots go back to Missouri; I know we had to develop humor very early. Nonetheless, it was the integrity and the honesty that allowed us to settle our differences, even though we were 180 degrees off plumb.

I think I have taken from them much more than I have given back to them. This body has gained more than it can repay. This Nation is a better Nation for all of them serving in the U.S. Senate.

In our country we don't say goodbye, we just say so long. But we say so long to these Senators from our everyday activities on the floor of the U.S. Senate. I am sure our trails will cross many times in the future. Should they not, I will be the most disappointed of all.

Mr. KEMPTHORNE. Mr. President, I appreciate you presiding as you do in such a class fashion. I would like to make a few comments here. I have been touched and impressed by the fact of colleagues coming to the floor and paying tribute to those Members who are departing. I have listened because, as one of those Members who are departing, I know personally how much it means to hear those kind comments that are made.

Senator Ford, who just spoke, is leaving after a very illustrious career. I remember when the Republican Party took over the majority 4 years ago and I was new to the position of Presiding Officer, it was not unusual for Wendell Ford, who knows many of the ropes around here, to come and pull

me aside and give me a few of the tips of how I could be effective as a Presiding Officer. I think probably one of the highest tributes you can pay to an individual is the fact that you see their family and the success they have had. I remember when Wendell Ford's grandson, Clay, was a page here. I think Clay is probably one of the greatest tributes paid to a grandfather.

Dale Bumpers, often mentioned here on the floor about his great sense of humor, is an outstanding gentleman. He is someone whom I remember before I ever became involved in politics. I watched him as a Governor of Arkansas and thought, there is a man who has great integrity, someone you can look up to. And then to have the opportunity to serve with him has been a great honor.

JOHN GLENN. Whenever any of the astronauts—the original seven—would blast off into space, my mother would get all the boys up so we could watch them. I remember when JOHN GLENN blasted off into space. Again, the idea that somehow a kid would end up here and would serve with JOHN GLENN is just something I never could dream of at the time. In fact, JOHN GLENN became a partner in our efforts to stop unfunded Federal mandates. You could not ask for a better partner.

Speaking of partners, he could not have a better partner than Annie. I had the great joy of traveling with them approximately a year ago when we went to Asia. That is when you get to know these people as couples. I remember that we happened to be flying over an ocean when it was the Marine Corps' birthday. On the airplane we had a cake and brought it out, to the surprise of JOHN GLENN. But you could see the emotion in his eyes. I know the Presiding Officer is a former U.S. Marine, so he knows what we are talking about.

Dan Coats. There is no more genuine a person than Dan—not only in the Senate but on the face of the Earth. He is a man of great sincerity, a man who can articulate his position so extremely well. He is a man who, when you look into his eyes, you know he is listening to you and he is going to do right by you and by the people of his State of Indiana, and he has done right by the people of the United States. He is a man who has great faith, a man to whom I think a number of us have looked for guidance.

When you look at the Senate through the eyes of a camera, you see just one dimension. But on the floor of the Senate we are just people. A lot of times we don't get home to our wives and kids and sometimes to the ball games or back-to-

school nights. There are times when some of the issues don't go as we would like, and it gets tough. At these times, we hurt. There are people like Dan Coats to whom you can turn, who has said, "Buddy, I have been there and I am with you now." So, again, he is an outstanding individual.

MONDAY, *October 12, 1998.*

Mr. FORD. Mr. President, as the 105th Congress comes to a close, I want to take a moment to say thank you to my fellow colleagues who, like me, will be retiring this year.

I came to the Senate in 1974 with Senators GLENN and Bumpers. It was a different time, when campaigns were still won by going door to door, when the Senate itself was much more open to compromise and bipartisanship.

Despite the changes in the Senate, Senator Bumpers has continued to be a voice for his State, never giving up the fight for something in which he believed. And when the Senate itself began to listen, they began to respond. In fact, after fighting 19 years to reform the National Parks concessions operations, he finally won approval of the legislation on last Thursday.

And while it's true the Senate long ago lost its reputation as a place of eloquent debate, my colleague from Arkansas has proven time and again the power of words with his skillful oratory, whether the issue was arms control, education or balancing the budget. In all my years here in Washington, I was never so moved as I was by a speech he gave on preserving the Manassas, VA, Civil War Battlefield. He not only changed votes, but he reminded his colleagues and the American people that our greatest strength lies in our ability to give voice to our beliefs and to our constituent's concerns.

Like Mark Twain who came into this world with Halley's comet and left this world with the return, Senator GLENN came into the public eye with his historic orbit around the Earth and he will close out his public career with another historic flight into space. In between, he's demonstrated over and over that he's truly made of the "right stuff."

As the "Almanac of American Politics" wrote, he is "the embodiment of the small town virtues of family, God-fearing religion, duty, patriotism and hard work * * *". And over the years, he has brought the same fight and determination that made him a brilliant fighter pilot to his efforts to expand educational opportunities, increase funding for sci-

entific research, to clean up nuclear waste sites, promote civil rights and to make our government more efficient.

Despite their long list of contributions in the Senate, perhaps their greatest contributions to this Nation are still to come. Senator Bumpers has talked about going back to Arkansas to teach and Senator GLENN has said once he gets back down to Earth, he'll work to steer young people toward public service. I can't think of a greater honor than to say I've served alongside these two men and shared their vision of a better America.

I also want to thank my two retiring colleagues on the other side of the aisle. We may not have always agreed on which road to take, but I believe we always shared a deep commitment to our country and its betterment. Whether you agree or not with Senator Coats' position on the issues, everyone in this Chamber will agree he's willing to roll up his sleeves and do the hard work necessary to accomplish his goals. He's brought the same tenacity to the Senate that found him at 3 percent in the polls when he began his first congressional bid and had him winning by 58 percent on election day. He got that win the old-fashioned way, organizing block by block and pressing his case one-on-one.

Senator Kempthorne has only been a part of this institution for just one term, but he has already proven that he can work with his colleagues to pass laws, like the unfunded mandates bill, in a place where it's often easier to move mountains than a piece of legislation. The Safe Drinking Water Act of 1996 was a perfect example of his ability to bring together scientists, activists on both sides of the issue, and public health experts to craft legislation that each one had a stake in seeing succeed. So while he may have spent just a short while in these halls, he demonstrated that it is only through compromise that we can achieve solutions in the best interest of the Nation.

So Mr. President, let me tell my fellow retirees what a privilege it has been to serve with you over the years and how grateful I am for your commitment to public service and the American people.

Mr. DOMENICI. Mr. President, I would like to pay tribute on my behalf, and on behalf of the people of New Mexico, to a true American patriot, Senator JOHN GLENN. It has indeed been a privilege to serve in this Chamber for 24 years with a man of such honor and distinction.

Although I only served with Senator GLENN on the Senate Governmental Affairs Committee for a brief time, I have

been able to witness firsthand JOHN GLENN's legendary fairness and leadership. I doubt there has ever been a Senator who could match his dogged determination. He worked tirelessly for many years to cut government waste and improve the efficiency of government, and I applaud his efforts.

Since his arrival in 1974, JOHN GLENN has championed the cause of space exploration and research, an area of particular interest and importance to my home State of New Mexico. He has long understood, and I strongly concur with him, that the United States has a unique opportunity and obligation to the pursuit of knowledge and exploration of the heavens. Thanks to Senator GLENN's continuing sense of duty and service to his country, we will expand our understanding of space and its effects on the human body.

The success of our space program has enabled our children to dream of different worlds, our scientists to explore the nature of matter and the origins of time, and us to be able to look up into the night sky and to understand what we see. JOHN GLENN played a crucial role in achieving this success. His flight on Friendship 7 was one of the first indications of the greatness of America's space program. His flight on Discovery will be a continuation of the greatness JOHN GLENN helped established—and a confirmation of the contributions senior Americans can, and do, make in our society.

JOHN GLENN's life as a military hero, space pioneer, and statesman is the stuff of legends. Although his time here in the Senate draws to a close, he assures us that the legend will grow when he takes off on the shuttle Discovery later this month. It truly has been a pleasure to work with the distinguished Senator from Ohio. Good luck, JOHN GLENN, and God Bless.

Mr. DASCHLE. Mr. President, on Saturday, I had a chance to talk about our good friend, Dale Bumpers. I'd like to take a few minutes to talk about four other friends who will be leaving us at the end of this Congress.

Shortly after he left the White House, Calvin Coolidge was called on to fill out a standard form. After filling in his name and address, he came to a line marked "occupation." He wrote "retired." When he came to the next line, labeled "remarks," he wrote "Glad of it." I suspect that our colleagues who are retiring at the end of this Congress are also "glad of it"—at least in some small measure. But, in addition to relief, I hope they also feel a sense of pride—both for what they have accomplished here, and the dignity with which they have served.

In a short time here, Dirk Kempthorne has made all of our lives a little better. Thanks in large part to him, the Safe Drinking Water Act is now the law. Senator Kempthorne has also reminded us of the importance of State and local involvement in our decisions. We will all miss him.

I had the good fortune to travel with Senator Kempthorne to the Far East. As most of our colleagues know, as we travel we get to know one another even better. I know him and I admire him and I wish him well in his life after the Senate. I also applaud him for the nature with which he has continued to work with all of us. He has a very conciliatory, very thoughtful, a very civil way with which to deal with colleagues on issues. If we would all follow Dirk Kempthorne's example, in my view, we would be a lot better off in this body. His manner, his leadership, his character, his personality is one that we are going to miss greatly here in the U.S. Senate.

We will also miss Dan Coats. With his thoughtful approach and uncompromising principles, Senator Coats has followed his heart above all else. And, as a result of his support of the Family and Medical Leave Act, millions of Americans are able to follow their hearts, too, and spend more time with their families when they need them most.

When Senator Coats announced his retirement in 1996, he said, "I want to leave (politics) when I am young enough to contribute somewhere else * * * I want to leave when there is still a chance to follow God's leading to something new." Wherever Senator Coats and Senator Kempthorne are led, we wish them both the best. I am confident that they will continue to contribute much to their country and to their fellow citizens.

And we will surely miss our own three departing Senators.

Dale Bumpers, Wendell Ford and JOHN GLENN are three of the sturdiest pillars in this institution. They have much in common. They came here—all three of them—in 1974. For nearly a quarter-century, they have worked to restore Americans' faith in their government.

Their names have been called with the roll of every important question of our time. And they have answered that call with integrity and dignity.

They are sons of small town America who still believe in the values they learned back in Charlestown, AR; Owensboro, KY; and New Concord, OH. They are also modest men.

Perhaps because they had already accomplished so much before they came to the Senate, they have never worried about grabbing headlines here. Instead, they have been content to work quietly, but diligently—often with colleagues from across the aisle—to solve problems as comprehensively as they can. They have been willing to take on the “nuts and bolts” work of the Senate—what JOHN GLENN once called “the grunt work” of making the Government run more efficiently.

They were all elected to the Senate by wide margins, and reelected by even wider margins. And they all would have been reelected this year, I have no doubt, had they chosen to run again.

What I will remember most about each of them, though, is not how much they are like each other they are, but how unlike anyone else they are. Each of them is an American original.

As I said, I’ve already shared my thoughts about Dale Bumpers. No Senator has ever had more courage than Dale Bumpers.

And no Senate leader has ever had the benefit of a better teacher than Wendell Ford.

No leader has ever enjoyed such a loyal partnership as I have. No leader has ever had a better friend and counselor.

For the past 4 years, Senator Ford has been my right hand and much more. He is as skilled a political mind, and as warm a human being, as this Senate has ever known.

Carved inside the drawer of the desk in which Wendell sits is the name of another Kentucky Senator, “the Great Compromisor,” Henry Clay. It is a fitting match.

Like Henry Clay, Wendell Ford believes that compromise is honorable and necessary in a democracy. But he also understands that compromise is, as Clay said, “negotiated hurt.”

I suspect that is why he has always preferred to try to work out disagreements behind the scenes. It allows both sides to bend, and still keep their dignity.

In 1991, Wendell’s quiet, bipartisan style convinced a Senator from across the aisle, Mark Hatfield, to join him in sponsoring the “Motor Voter” bill. Working together, they convinced the Senate to pass that legislation. To this day, it remains the most ambitious effort Congress has made since the Voting Rights Act to open up the voting booth to more Americans.

Wendell Ford has served the Bluegrass State as a State senator, Lieutenant Governor, Governor and U.S. Senator. His love for his fellow Kentuckians is obvious, and it is reciprocated.

In his 1980 Senate race, Wendell Ford became the first opposed candidate in Kentucky history to carry all 120 counties. In 1992, he received the highest number of votes ever cast for any candidate in his State.

Throughout his years in the Senate, Senator Ford has also been a tenacious fighter for the people of Kentucky. He has also been a leader on aviation issues, a determined foe of government waste and duplication, a champion of campaign finance reform, and—something we are especially grateful for on this side of the aisle—a tireless leader for the Democratic Party.

He chaired the Democratic Senate Campaign Committee for three Congresses, from 1976 through 1982. And, in 1990, Democratic Senators elected him unanimously to be our party whip, our second-in-command, in the Senate—a position he still holds today.

We will miss his raspy and unmistakable voice, his good humor and wise counsel.

Finally, there is JOHN GLENN. What can one say about JOHN GLENN that has not already been said?

In all these 24 years, as hard as he tried to blend in with the rest of us, as hard as he tried to be just a colleague among colleagues, it never quite worked, did it?

I used to think that maybe I was the only one here who still felt awed in his presence. Two years ago, on a flight from China with JOHN and a handful of other Senators and our spouses, I learned that wasn't so.

During the flight, we were able to persuade JOHN to recollect that incredible mission aboard Friendship 7, when he became the first American to orbit the Earth. He told us about losing all radio communication during reentry, about having to guide his spacecraft manually during the most critical point in reentry, about seeing pieces of his fiberglass heat panel bursting into flames and flying off his space capsule, knowing that at any moment, he could be incinerated.

We all huddled around him with our eyes wide open. No one moved. No one said a word.

Listening to him, I felt the same awe I had felt when I was 14 years old, sitting in a classroom in Aberdeen, SD, watching TV accounts of that flight. Then I looked around me, and realized everyone else there was feeling the same thing.

I saw that same sense of awe in other Senators' faces in June, when we had a dinner for JOHN at the National Air and Space Museum. Before dinner, we were invited to have our photographs taken with JOHN in front of the Friendship 7 capsule. I don't think I've ever seen so many Senators waiting so patiently for anything as we did for that one picture.

A lot of people tend to think of two JOHN GLENNs: Colonel JOHN GLENN, the astronaut-hero; and Senator JOHN GLENN. The truth is, there is only JOHN GLENN—the patriot.

Love for his country is what sent JOHN into space. It's what brought him to Washington, and compelled him to work so diligently all these years in the Senate.

People who have been there say you see the world differently from space. You see the "big picture." You see how small and interconnected our planet is.

Perhaps it's because he came to the Senate with that perspective that JOHN has fought so hard against nuclear proliferation and other weapons of mass destruction.

Maybe because he'd had enough glamour and tickertape parades by the time he came here, JOHN chose to immerse himself in some decidedly unglamorous causes.

He immersed himself in the scientific and the technical. He looked at government with the eyes of an engineer, and tried to imagine ways it could work better and more efficiently.

As early as 1978, he called for Congress to live by the same workplace rules it sets for everyone else. More recently, he spearheaded the overhaul of the Federal Government procurement system, enabling the Government to buy products faster, and save money at the same time.

In 1974, the year he was elected to the Senate, JOHN GLENN carried all 88 counties in Ohio. In 1980, he was reelected with the largest margin in his State's history. The last time he ran, in 1992, he became the first Ohio Senator ever to win four terms.

As I said, I'm sure he would have been reelected had he chosen to run again. But, as we all know, he has other plans.

For 36 years, JOHN GLENN has wanted to go back into space. On October 29, he will finally get his chance. At 77 years old, he will become the oldest human being ever to orbit the Earth—by 16 years.

Many of us will be in Houston to see JOHN and his Discovery crew mates blast off. If history is any indication, I suspect we will be wide-eyed once again.

In closing, let me say, Godspeed, JOHN GLENN and Dale Bumpers, Wendell Ford, Dirk Kempthorne and Dan Coats. You have served this Senate well. You are all “Senators’ Senators,” and we will miss you dearly.

TUESDAY, *October 13, 1998.*

Mr. DeWINE. Mr. President, as my colleagues well know, my distinguished colleague from Ohio, JOHN GLENN, is busily preparing for his extraordinary and inspirational return to space. As our best wishes are with him and his wife Annie as they begin the next chapter in their wonderful lives, I would like to take a moment to read a fine tribute to Senator GLENN by those who also dedicated their lives to public service—as members of JOHN GLENN’s staff. I am honored to read the following letter addressed to him:

October 9, 1998.

The Hon. JOHN GLENN,
U.S. Senator, Washington, DC.

DEAR SENATOR: As your four terms in the U.S. Senate come to a close and as you prepare to return to space for the first time since your historic 1962 orbital flight, those who have had the honor and the privilege to serve as members of your Senate staff would like to express our gratitude to you.

Although there have been many staff changes over the years, you have allowed us to pursue extraordinary careers in government and experience opportunities that few can ever know. Some of us have been on your staff since 1975 and many more have served well beyond the average tenure. Beyond our professional careers, you and Annie have made us feel welcome. You generously shared your time with us as our families and children have grown. Your commitment to family is evident in your 55 years of marriage to Annie and that example must have contributed to the eight office marriages in which both spouses first met as staff members.

We have always been proud to assist a public servant who is held in such high regard. We witnessed that admiration and respect firsthand as we accompanied you in your travels throughout the country and around the world and when we see the many people who come to your offices to conduct business.

Your patriotic service in war and peace, in space and in the Senate is an inspiration to us. While you remind us that there may be no cure for the common birthday, you have proven time and again that with determination and hard work dreams do come true.

Thank you for helping our dreams come true, too. Godspeed JOHN GLENN.

Mary Jane Veno, 1975; Christine S. McCreary, 1975; Patricia J. Buckheit, 1975; Ernestine J. Hunter, 1975; Barbara Perry, 1975; Diane Lifsey, 1975; Kathy Connolly, 1975; Linda K. Dillon, 1977; Dale Butland, 1980; Peggy McCauley, 1980.

Ron Grimes, 1984; Kathleen Long, 1984; Don Mitchell, 1984; Michael Slater, 1985; Rosemary Matthews, 1985; Peter McAlister, 1987; Jack Sparks, 1989; Nicole C. Dauray, 1989; Shannon L. Watson, 1989; Tonya McKirgan, 1990.
Suzanne McKenna, 1990; Sebastian O'Kelly, 1990; Vicki Butland, 1991; Nathan Coffman, 1992; Holly Koerber, 1993; Mike Entinghe, 1993; Vickie Eckard, 1993; Bryce Level, 1993; J.P. Stevens, 1994.
Kevin Cooper, 1995; Alberta Easter, 1995; Holly Kinnamon, 1996; Jan Papez, 1995; Ayris Price, 1996; David McCain, 1997; Yolanda Brock, 1997; Jill Jacobs, 1997; Dan Emerine, 1997.
Marc Saint Louis, 1997; Coleen Mason, 1997; Rochelle Sturtevant, 1997; Elizabeth Stein, 1997; John Hctor, 1997; Rob Mosher, 1997; Mary Goldberg, 1998; Maggie Diaz, 1998; Christopher Davis, 1998.

Mr. President, all of us share the sentiments expressed in this heart-warming tribute. It is a reminder of how fortunate we are to have the opportunity to work with dedicated staff who share our pride in representing our fellow citizens in the U.S. Senate.

WEDNESDAY, *October 14, 1998.*

Mr. FEINGOLD. Mr. President, today I want to take this opportunity to thank Senator JOHN GLENN for his long and distinguished service in the U.S. Senate. He has served this body with great dignity, and with an unparalleled commitment to our country.

Of course, Senator GLENN is known for a great deal more than his Senate service, as the first man to orbit the Earth and a hero in both World War II and the Korean war. But his contributions here in the Senate, all by themselves, have made for Senator GLENN the legacy of an American hero.

I worked with Senator GLENN in 1993 on an amendment to the Clean Water Act, which was just one of his many efforts to focus environmental protection efforts on the Great Lakes region. The Great Lakes States owe a great debt to Senator GLENN for his work in this area, which has included chairing the Senate's Great Lakes Task Force and helping to get Great Lakes regional offices for the Environmental Protection Agency and the Fish and Wildlife Service.

As the chair and ranking member of the Senate Governmental Affairs Committee, Senator GLENN has been fair-minded and provided outstanding leadership on the committee, in particular during the recent hearings into campaign finance violations. During those hearings, Senator GLENN showed his keen understanding of the flaws in the current system and his commitment to its reform. As someone who

cares deeply about campaign finance issues, I was grateful for his leadership.

Senator GLENN has also worked tirelessly on nuclear proliferation issues, and been a valued member of the Armed Services Committee, the Select Committee on Intelligence, and the Special Committee on Aging.

Now Senator GLENN is moving on to his newest challenge, and, as usual, making history. At the age of 77, he will again launch into space, this time for a 9-day ride on the shuttle Discovery. Most of us would be content being the first man to orbit the Earth, flying 149 combat missions, and breaking a transcontinental flight speed record in a Navy jet. But then JOHN GLENN has more determination, more talent and more courage than most of us can imagine. He must know that he is not just respected and famous, he must know that he holds a special place in the hearts of his fellow Americans and in American culture, yet there is no humbler man in the Senate. We admire him for that, we thank him for his dedicated service to the U.S. Senate, to the people of Ohio and to America. We wish him every success on his next mission, and wish him all the best in his retirement.

WEDNESDAY, *October 21, 1998.*

Mr. LOTT. Mr. President, in this last day of the 105th Congress, I think it is appropriate that we take a little more time to express our appreciation and our admiration for our retiring Senators. I look down the list: Senator Bumpers of Arkansas; Senator Coats of Indiana; Senator Ford, the Democratic whip, of Kentucky; Senator GLENN, who will soon be taking another historic flight into space; and Senator Kempthorne, who I believe is also going to be taking flight into a new position of leadership and honor. This is a distinguished group of men who have been outstanding Senators, who have left their mark on this institution. I believe you could say in each case they have left the Senate a better place than it was when they came.

Have we had our disagreements along the way? Sure, within parties and across party aisles. I have to take a moment to express my appreciation to each of these Senators. I especially want to thank Senator Ford for his cooperation in his position as whip. We worked together for a year and a half as the whip on our respective side of the aisle and we always had a very good relationship. Of course, I have al-

ready expressed my very close relationship for Senator Coats and for Senator Kempthorne.

To all of these Senators, I want to extend my fondest farewell.

As majority leader, I feel a responsibility to speak for all of us in bidding an official farewell to our five colleagues who are retiring this year.

It was 1974 when Dale Bumpers left the Governorship of Arkansas to take the Senate seat that had long been held by Senator Fulbright. There are several Senators in this Chamber today who, in 1974, were still in high school.

Four terms in the Senate of the United States can be a very long time—but that span of nearly a quarter-century has not in the least diminished Senator Bumpers' enthusiasm for his issues and energy in advancing them.

He has been a formidable debater, fighting for his causes with a tenacity and vigor that deserves the title of Razorback.

It is a memorable experience to be on the receiving end of his opposition—whether the subject was the space station or, year after year, mining on public lands.

Arkansas and Mississippi are neighbors, sharing many of the same problems. From personal experience, I know how Senator Bumpers has been an assiduous and effective advocate for his State and region.

No one expects retirement from the Senate to mean inactivity for Senator Bumpers, whose convictions run too deep to be set aside with his formal legislative duties.

All of us who know the sacrifices an entire family makes when a spouse or parent is in the Congress can rejoice for him, for Betty, and for their family, in the prospect of more time together in a well earned future.

Senator Dan Coats and I have a bond in common which most Members of the Senate do not share. We both began our careers on Capitol Hill, not as Members, but as staffers.

I worked for the venerable William Colmer of Mississippi, chairman of the House Rules Committee, who left office in 1972 at the age of 82. Senator Coats worked for Dan Quayle, who came to Congress at the age of 27.

Despite the differences in our situations back then, we both learned the congressional ropes from the bottom up.

Which may be why we both have such respect for the twists and turns of the legislative process, not to mention an attentive ear to the views and concerns of our constituents.

Now and then, a Senator becomes nationally known for his leadership on a major issue. Senator Coats has had several such issues.

One was the constitutional amendment for a balanced budget. Another was New Jersey's garbage, and whether it would be dumped along the banks of the Wabash.

The garbage issue is still unresolved, but on other matters, his success has been the Nation's profit.

He has championed the American family, improved Head Start, kept child care free of government control, and helped prevent a Federal takeover of health care.

His crusade to give low-income families school choice has made him the most important education reformer since Horace Mann. His passionate defense of children before birth has been, to use an overworked phrase, a profile in courage.

Senator Coats does have a secret vice. He is a baseball addict. On their honeymoon, he took Marcia to a Cubs game. And when he was a Member of the House, he missed the vote on flag-burning to keep a promise to his son to see the Cubs in the playoffs.

To Dan, a commitment is a commitment. That is why he is national president of Big Brothers. And why, a few years ago, he kept a very important audience waiting for his arrival at a meeting here on the Hill.

He had, en route, come across a homeless man, and spent a half-hour urging him to come with him to the Gospel Rescue Mission.

Here in the Congress, we must always be in a hurry. But Senator Coats and his wife, Marcia, have known what is worth waiting for.

They have been a blessing to our Senate family, and they will always remain a part of it.

Senator Wendell Ford stands twelfth in seniority in the Senate, with the resignation of his predecessor, Senator Marlow Cook, giving him a 6-day advantage over his departing colleague, Senator Bumpers.

He came to Washington with a full decade of hands-on governmental experience in his native Kentucky. He had been a State senator, Lieutenant Governor, and Governor. With that background, he needed little time to make his mark in the Senate.

In that regard, he reminds me of another Kentuckian who make a lasting mark on the Senate.

Last month, I traveled to Ashland, the home of Henry Clay, to receive a medallion named after the man once

known as Harry of the West. Senator Ford was a prior recipient of that award, and appropriately so.

Henry Clay was a shrewd legislator, a tough bargainer, who did not suffer fools lightly. That description sounds familiar to anyone who has worked with Senator Ford.

He can be a remarkably effective partisan. I can attest to that. There is a good reason why he has long been his party's second-in-command in the Senate.

At the same time, he has maintained a personal autonomy that is the mark of a true Senator. He has been outspoken about his wish that his party follow the more moderate path to which he has long adhered.

Senator Ford's influence has been enormous in areas like energy policy and commerce. Contemporary politics may be dependent upon quotable sound-bites and telegenic posturing, but he has held to an older and, in my opinion, a higher standard.

One of the least sought-after responsibilities in the Senate is service on the Rules Committee.

It can be a real headache. But it is crucial to the stature of the Senate. We all owe Senator Ford our personal gratitude for his long years of work on that Committee.

His decisions there would not always have been my decisions; that is the nature of our system. But his work there has set a standard for meticulousness and gravity.

All of us who treasure the traditions, the decorum, and the comity of the Senate will miss him.

We wish him and Jean the happiness of finally being able to set their own hours, enjoy their grandchildren, and never again missing dinner at home because of a late-night session on the Senate floor.

There are many ways to depart the Senate. Our colleague from Ohio, Senator JOHN GLENN, will be leaving us in a unique fashion, renewing the mission to space which he helped to begin in 1962.

In the weeks ahead, he will probably be the focus of more publicity, here and around the world, than the entire Senate has been all year long.

It will be well deserved attention, and I know he accepts it, not for himself, but for America's space program.

For decades now, he has been, not only its champion, but in a way, its embodiment.

That is understandable, but to a certain extent, unfair. For his astronaut image tends to overshadow the accomplishments of a long legislative career.

In particular, his work on the Armed Services Committee, the Commerce Committee, and our Special Committee on Aging has been a more far-reaching achievement than orbiting the Earth.

With the proper support and training, others might have done that, but Senator GLENN's accomplishments here in the Senate are not so easily replicated.

This year's hit film, "Saving Private Ryan," has had a tremendous impact on young audiences by bringing home to them the sacrifice and the suffering of those who fought America's wars.

I think Senator GLENN has another lesson to teach them. For the man who will soon blast off from Cape Canaveral, as part of America's peaceful conquest of space—is the same marine who, more than a half century ago, saw combat in World War II, and again in Korea.

His mission may have changed, but courage and idealism endure.

In a few days, along with Annie and the rest of his family, we will be cheering him again, as he again makes us proud of our country, proud of our space program, and proud to call him our friend and colleague.

Senator Dirk Kempthorne came to us from Idaho only 6 years ago. He now returns amid the nearly universal expectation that he will be his State's next Governor. It will be a wise choice.

None of us are surprised by his enormous popularity back home. We have come to know him, not just as a consummate politician, but as a thoughtful, decent, and caring man.

This is a man who took the time to learn the names of the men and women who work here in the Capitol and in the Senate office buildings.

In fact, his staff allots extra time for him to get to the Senate floor to vote because they know he will stop and talk to people on the way.

During the memorial ceremony in the Capitol Rotunda for our two officers who lost their lives protecting this building, Senator Kempthorne noticed that the son of one of the officers, overwhelmed by emotion, suddenly left the room.

Dirk followed him, and spent a half-hour alone with him, away from the cameras. The public doesn't see those things, but that's the kind of concern we expect from him.

His willingness to share credit gave us our Unfunded Mandates Act and Reauthorization of the Safe Drinking Water Law. And his eye for detail and pride in his own home State

led to the transformation of that long, sterile corridor between the Capitol and the Dirksen and Hart office buildings.

Now, as tourists ride the space-age mechanized subway, they enjoy the display of State flags and seals that form a patriotic parade. It delights the eye and lifts the spirit.

If you've ever visited Idaho, known its people, and seen its scenic wonders, you don't have to wonder why he's leaving us early.

You wonder, instead, why he ever left.

Years ago, he explained his future this way: That he would know when it was time to leave the Senate when he stopped asking "why" and started saying "because."

We're going to miss him and Patricia, and no one needs to ask "why." Even so, we know the Governor will be a forceful spokesman on the Hill for all the Governors.

They could not have a better representative. The Senate could not have a better exemplar. We could not have a better friend.

Mr. DODD. Mr. President, I've been fortunate to be a Member of the U.S. Senate for nearly 18 years, and I have seen a lot of Members come and go. But I must admit that I have never seen anyone make a more dramatic exit than our colleague from Ohio. Then again, who in this Chamber would expect anything less?

JOHN GLENN is a man who has served his Nation as a marine fighter pilot in World War II and Korea, flying a total of 149 combat missions.

He has served as a test pilot in the first era of supersonic jets—an occupation where attending a colleague's funeral was as common as a new speed record.

Then of course, JOHN GLENN became a part of our national consciousness when he was chosen to be one of the seven Mercury Astronauts. As much as any event since World War II, his historic flight aboard Friendship 7 on February 20, 1962 united this Nation and made us believe that there are no limits on what we as humans and as Americans can accomplish.

For the past 24 years, JOHN GLENN has served the people of Ohio and this country as a U.S. Senator. He has performed his duties with an uncommon grace and dignity. He is a credit to this institution and I am proud to call him a friend.

And now, on October 29th, in perhaps his last act as a U.S. Senator, JOHN GLENN will return to the heavens aboard

the space shuttle Discovery, becoming the oldest man to ever travel in outer space.

It is very common in this body to feel emotions of deep admiration and respect for one's colleagues, but JOHN GLENN is the rare Senator who inspires feelings of sheer awe.

I was trying to think of what would be an appropriate way to pay tribute to my friend from Ohio, and to put into perspective how remarkable and inspiring is his impending voyage aboard Discovery. And I was reminded of the famous farewell of another American hero to whom Senator GLENN is linked historically.

I'm sure all of my colleagues remember Ted Williams—and those of us from New England remember him quite fondly. The Boston Red Sox left-fielder is considered by many to be the greatest hitter who ever lived. The last man to ever hit .400 and the winner of two Triple Crowns, Ted Williams' ability to hit for both power and average has never been matched.

One fact most people don't know about Ted Williams is that he served in the same squadron with JOHN GLENN during the Korean war. Our friend from Ohio was the squadron commander, and the Mr. Williams was his wing-man. People talk about Ruth and Gehrig as the best one-two punch in history, but JOHN GLENN and Ted Williams isn't half bad.

As the story is told, when Ted Williams went to Korea, he knew he would be going into combat. Therefore, he was going to pick the best person to fly alongside him. He had been told that JOHN GLENN was one of the best test pilots in the world, so he sought out our colleague in the reception center before shipping out. And while Ted Williams sought out JOHN GLENN, in tapping Ted Williams to be his wing-man, JOHN GLENN was saying that Williams was the best and sharpest pilot he had in his squadron.

Ted Williams had many great moments on the baseball diamond, but no moment more perfectly encapsulates his career than his last major league at-bat on September 28, 1960. And as JOHN GLENN prepares for his Discovery mission, I cannot help but be reminded of that crisp autumn afternoon at Fenway Park.

The game was meaningless in the standings, with the Red Sox limping to the end of their worst season in 27 years. But the day was significant for it was the last time that Hub fans would ever get a glimpse of Number Nine's classic swing. After going 0 for 2 with two fly outs and a walk, Ted Williams came to the plate in the bottom of the eighth in-

ning for what was sure to be his last at-bat. Writer John Updike was at the game, and his accounts of that day are considered scripture by baseball fans everywhere.

As Updike wrote: "Understand that we were a crowd of rational people. We knew that a home run cannot be produced at will; the right pitch must be perfectly met and luck must ride with the ball. Three innings before, we had seen a brave effort fail. The air was soggy, the season was exhausted. Nevertheless, there will always lurk, around the corner in a pocket of our knowledge of the odds, an indefensible hope, and this was one of the times, which you now and then find in sports, when a density of expectation hangs in the air and plucks an event out of the future."

As many of my colleagues already know, Ted Williams did not disappoint. In his final swing, he hit a one-one pitch that soared majestically through the air before disappearing into the right-field bullpen.

As John Updike wrote, "Ted Williams' last word had been so exquisitely chosen, such a perfect fusion of expectation, intention, and execution." Well, I feel that Senator JOHN GLENN's final word has been just as exquisitely chosen.

Here is a man whose career of service to this country is unparalleled. Taken separately, his service as a marine pilot, as an astronaut, and as a Senator are extraordinary. Put together, they are mythic.

Thirty-six years ago, JOHN GLENN convinced a nation that there are no limits to human potential. At the end of this month, he will once more extend the envelope of human accomplishment. JOHN GLENN's mission on the Discovery is his home run in his last at bat. I only wish that they could find a seat on the Discovery for John Updike.

Ted Williams' last home run reminds me of JOHN GLENN, not simply because it shows that both men know how to go out in style. It does so because the emotions that were stirred in this fabled at-bat are the very same emotions that have made JOHN GLENN an American hero.

It is that feeling of indefensible hope, our desire to believe in something that is bigger than ourselves. Simply put, it is our belief in heroes.

Life will always be full of disappointment and tribulations. But it helps us to conquer the everyday battles in our own lives when we see someone whom we admire accomplish great things. And we cheer for those persons, because in them, we see the best in ourselves. By believing in them, we believe in ourselves.

When you read John Updike's description of the mood in Fenway Park before that last at bat, it could just as easily be a description of the mood in the Grandstands watching Senator GLENN's launch from Cape Canaveral later this month, or in every American living room when JOHN GLENN boarded Friendship 7 thirty-six years ago.

Reason insists that we be practical. That we accept our limitations. Yet we hold out hope that we can achieve things once unimaginable, that we can do better. And JOHN GLENN has shown us time and again, as an astronaut, as a test pilot, as a marine, and as a Senator that we can do better.

Surprisingly, the fact that JOHN GLENN and Ted Williams served together in Korea remained largely a secret until 10 years ago, when Senator GLENN appeared at a reception to honor Ted Williams on his 70th birthday. At the end of the evening, Ted Williams, a man not known for lavishing praise on others, spoke about his former commander. He said, and I quote: "I was so happy and proud of the fact that I knew him. JOHN GLENN is an extraordinarily talented, brave hero. He's a hell of a man. It's just too bad that he's a Democrat."

When Ted Williams is singing your praises, you must be doing something right, and aside from his comments about Senator GLENN's politics, I couldn't agree more with Mr. Williams' statement.

What we seem to forget about Senator GLENN's departure is that, while he is going into space at the end of the month, he is also coming back. I understand that he plans to set up an institute at Ohio State to encourage young people to become involved in politics and public service. In today's climate, it may be harder to turn young people on to politics than it was to put a man into orbit in 1962. But as a public servant, I cannot imagine a better advocate for the profession of public service than JOHN GLENN. He reminds all of us, young and old, that there is honor in service to others and to your country.

While I am certain that he will keep busy, I hope that he and Annie will have a chance to relax and enjoy his retirement. They have certainly earned it.

So as I bid my friend farewell and good luck in his future years, and in particular his mission, I will repeat those words made famous by Scott Carpenter 37 years ago: "God-speed, JOHN GLENN."

Mrs. BOXER. Mr. President, in 1962, a few weeks before becoming the first American to orbit the Earth, JOHN GLENN appeared on the cover of Life magazine under the header,

“Making of a Brave Man.” JOHN GLENN is indeed a brave man, but to those of us who have served with him in the U.S. Senate, he is much more. He is a skilled legislator, a good friend, and an honorable and decent person.

For the generation who remembers JOHN GLENN’s historic trip to space 36 years ago, his return this month aboard the space shuttle is truly special. At that time, the United States was in the midst of the cold war with the Soviet Union. The Soviets could boast many achievements in space, including the launching of the first satellite. It was a tense time, and ours hopes as a nation were with JOHN GLENN and the U.S. space program.

On February 20, 1962, America held it’s collective breath as GLENN’s Friendship 7 capsule circled the Earth three times. During this mission, JOHN GLENN showed us why he was our hero. When a faulty signal erroneously warned that the capsule’s heat shields might come loose, he remained calm and cool, even as he watched fiery bits of spacecraft flash past him during reentry into the Earth’s atmosphere. The entire country beamed with pride at this heroic accomplishment.

President Kennedy called space “a new ocean”, and JOHN GLENN will go down in history as one of it’s first and most important explorers. His flight opened the door to future missions, such as the Mercury program, Gemini program, and eventually the Apollo program that put man on the Moon.

In a few weeks, America will once again beam with pride when JOHN GLENN lifts off from Kennedy Space Center aboard the space shuttle Discovery. As opposed to his first mission, which lasted 5 hours, this mission is scheduled to last 9 days. During that time, Senator GLENN will participate in a number of experiments designed to find parallels between the physical stress of space flight and the natural aging process.

Scientists are hopeful of finding out why astronauts and the elderly suffer from similar ailments, such as bone and muscle loss, balance disorders and sleep disturbances. Understanding these physiological characteristics may open the door to new and innovated treatments. I am sure Senator GLENN is as excited about these potential breakthroughs as he is about his return to space.

As a Senator, JOHN GLENN has been a wonderful advocate on many important issues. Along with his hard work on space, technology and science issues, Senator GLENN has also

been a strong voice on the need for his country to increase its investment in education. So many times, I have seen Senator GLENN with school children in the Hart Senate Office Building, and I know that he inspires our next generation of leaders as he does us.

So as Senator GLENN leaves the Senate, I want to give him my thanks for all that he has done for this country. Like all Americans, my thoughts and prayers will be with him as he makes history yet again. I wish him well on this and all his future missions.



ORDER FOR PRINTING OF INDIVIDUAL SENATE DOCUMENTS

Mr. LOTT. Mr. President, I ask unanimous consent that there be printed as individual Senate documents a compilation of materials from the Congressional Record in tribute to Senators Dan Coats of Indiana, Dirk Kempthorne of Idaho, Dale Bumpers of Arkansas, Wendell Ford of Kentucky, and JOHN GLENN of Ohio.

The PRESIDING OFFICER (Mr. Craig). Without objection, it is so ordered.

Mr. LOTT. These clearly are five great Senators who have served their States and their country so well. And I am sure they will continue to do so, albeit in a different arena. Of course, I have said here, Dan Coats has been one of my closest friends for the past 20 years. I will miss him here but I will be with him in other areas.

And, of course, JOHN GLENN makes history once again flying off into space. And many Senators and their spouses will be there to see that event.

Proceedings in the House

FRIDAY, *October 9, 1998.*

Mr. NEY. Mr. Speaker, my colleagues and I rise today to pay tribute to an American and Ohio hero. More than 35 years ago, JOHN GLENN made history as the first American to orbit the Earth. On October 29, he will once again make history as the oldest man to travel into space. On behalf of the people of Ohio and the country, along with the rest of the members of the Ohio delegation, I would like to thank Senator GLENN for his dedicated service to our country and wish him the best of luck on his upcoming mission.

JOHN HERSCHEL GLENN, Jr., is a true American hero. He has served his country honorably in the Marine Corps, in the U.S. Space Program and as a Member of the U.S. Senate. On February 20, 1962, he became a national figure after becoming the first American to orbit the Earth. Senator GLENN, a native of Ohio, has represented the working families of Ohio as their Senator since 1974. His upcoming shuttle mission and retirement at the end of this Congress will punctuate the end of a remarkable stretch of public service that will leave an indelible mark on our society.

October 29, 1998, marks a triumphant day for our Nation when Senator GLENN returns to space aboard the space shuttle Discovery. Nearly 37 years after his initial trip into space, he will again represent his country and our State as a member of Discovery Mission STS-95. As he prepares for his upcoming mission, the members of the Ohio delegation wish to salute the Senator from Ohio. As he prepares for the upcoming mission, we salute the Senator and native of New Concord, OH. Godspeed, JOHN GLENN.

THURSDAY, *October 15, 1998.*

Mr. HALL of Ohio. Mr. Speaker, I rise to pay tribute to a friend and fellow Ohioan, who will very soon be embarking upon two great adventures. I am speaking, of course, of Sen-

ator JOHN GLENN. In a few days, he will be returning to space aboard the space shuttle Discovery. Shortly thereafter, Senator GLENN will be ending his long and distinguished service in the other body of this Congress.

Senator GLENN has served our country in an astonishing number of ways. He fought in the Pacific in the Second World War, and served in Korea. He has been awarded the Distinguished Flying Cross on six occasions, and holds the Air Medal with 18 clusters. In 1959, he was chosen by NASA as a Project Mercury astronaut. Three years later, on February 20, 1962, he became the first American to orbit the Earth.

In 1974, after a few years in the private sector, Senator GLENN was elected to his current position as a U.S. Senator from Ohio. During his 24 years of service in the Senate, he has devoted enormous energy toward ensuring the security of our country and people, and he has worked to build a responsible and responsive Federal Government. He is an acknowledged expert and leader in nuclear non-proliferation efforts, and has tirelessly worked to better the lot of working-class families and to protect the environment.

Now, as Senator GLENN prepares for retirement, he has agreed to serve our Nation yet again, returning to space in order to add to the body of human knowledge. I am very pleased and proud that Senator GLENN, a true legend and a hero, will again be a very visible example to our Nation—an example of service to our country and service to all humanity.

A new generation of Americans will watch the launch of Discovery later this month, and hear from their parents and grandparents the many stories of how JOHN GLENN served his country. They will hear of his bravery in wartime, his skill in the development and piloting of experimental aircraft, and his calm handling of the exceedingly dangerous, ground breaking orbits aboard Friendship 7. They will also hear that he spent 24 years as a Senator from Ohio, working in innumerable ways to better our Nation. That he has set this example for all Americans may be his most lasting contribution. Who can judge the effect of such an example of personal sacrifice upon the children of our country, and upon all Americans?

For these years of service and untiring dedication, I would like to thank Senator GLENN. And, on the occasion of his return to space, I congratulate him and wish him a fruitful flight and a safe return. I will miss his leadership here in

Congress, as will all Ohioans. However, I will always remember him as an example of what a true American should be.

ARTICLES AND EDITORIALS

[From the Plain Dealer, February 21, 1997]

'A GENUINE AMERICAN HERO' SAYS HE'LL RETIRE; GLENN ANNOUNCEMENT
MADE ON ANNIVERSARY OF HISTORIC MISSION

(By Joe Hallett)

On the 35th anniversary of his historic space flight, Senator JOHN GLENN returned home to complete another mission, announcing yesterday that he would retire from the Senate when his fourth term ends in 1998.

Saying "there is still no cure for the common birthday," GLENN cited his age, 75, as the reason for his retirement. He acknowledged, however, that he did not relish quitting the Senate. "Although my health remains excellent, and my passion for the job burns as brightly as ever, another term in the Senate would take me to the age of 83," GLENN told an overflow crowd in the quaint Brown Chapel at Muskingum College, where he and his wife, Annie, graduated more than 50 years ago.

GLENN pledged to be "one of the hardest-working Senators in Washington" for the next 2 years and to spend his time afterward teaching and challenging young people.

His low-keyed, yet impassioned, 45-minute speech to a largely student audience mixed remembrances from a remarkable career with a sermonette about the danger to democracy posed by the "blemishes of apathy and cynicism."

And it spun into motion the inevitable jockeying within the Democratic Party to replace GLENN—a seemingly daunting prospect with popular Republican Governor George V. Voinovich poised to seek his party's Senate nomination in 1998 and already sitting on \$1.3 million for the race.

Former Cuyahoga County Commissioner Mary O. Boyle, on hand for GLENN's speech, and widely identified as an early front-runner for the Democratic Senate nomination, held off announcing her candidacy, saying: "It's JOHN GLENN's day."

Republicans acknowledged as much, graciously bowing to Ohio's senior Senator by pocketing the harsh commentary that surely would have accompanied a re-election announcement and instead praising GLENN. Voinovich called GLENN "a genuine American hero," adding that "JOHN GLENN's place in our Nation's history is secure."

President Clinton agreed. He issued a statement saying: "Senator GLENN is a patriot and hero. His lifetime devotion to public service as a veteran, an astronaut and a U.S. Senator has earned him the deep respect of all Americans."

Clinton added, "I will sincerely miss Senator GLENN's advice and leadership on Capitol Hill. Ohio and the Nation owe him much thanks for his dedication and spirit."

Nowhere has GLENN secured a greater place in the hearts of his constituency than here, a town of just over 3,000 nestled in the hills 70 miles east of Columbus. At the high school bearing his name, students know of his orbital flight only from their history books and parents' teaching, yet they readily express a personal connection.

"A lot of people when they get famous forget where they came from, but not him," said Jeff Connell, a 17-year-old senior.

"He's not like a stereotypical celebrity," said senior Traci Bates, 17. "I think he comes back here because he likes to."

English teacher Mary Ann DeVold, 45, remembers when GLENN came to the high school in 1984 to launch his failed bid for the presidency, saying community pride in their hometown hero has never waned.

“It’s an American dream story,” DeVold said. “For a teacher, it’s inspiring to be able to point to JOHN GLENN and tell your students that you can be whoever you want to be.”

Yet, even here, few argued with GLENN’s decision to retire.

“After 75 years,” said tow truck operator John Smith, “let somebody younger get in there with new ideas.”

Said James Pohlman, a Columbus lawyer and long-time GLENN friend who wiped away tears as he left Brown Chapel: “JOHN has served with great distinction, but as he said it is time to close the door on a career.”

The obvious personal affection that oozes from this community for its favorite son has not always translated into political support. While handily defeating Republican Mike DeWine statewide in 1992, GLENN lost his overwhelmingly Republican home county of Muskingum by 4,384 votes.

Aide Dale Butland said GLENN wrestled with the question of retirement, deciding just “within the last few days” not to seek re-election. But once made, there was no doubt about where and when GLENN would announce his decision.

With 77-year-old Annie, his wife of 54 years, their son and daughter and two grandchildren on hand, GLENN told the tale of his life, starting with December 7, 1941, the day Annie, his high school sweetheart, was to give an organ recital in the very chapel where he stood. En route, GLENN heard on the car radio that the Japanese had bombed Pearl Harbor—“news that completely changed the direction of our lives.”

A few days later, GLENN volunteered for the Marine Corps and eventually flew 149 combat missions in World War II and Korea as a fighter pilot. After a stint as a test pilot, he entered the space program, becoming the first American to orbit the earth. Nary a day passes that he is not asked about the historic 1962 mission, GLENN told the chapel audience, adding that he has a ready answer to the question, “How did you feel?”

Said GLENN: “I felt exactly how you would feel if you were getting ready to launch and knew you were sitting on top of 2 million parts—all built by the lowest bidder on a government contract!”

GLENN is Ohio’s longest-serving elected U.S. Senator—Republican John Sherman served 32 years in two stints from 1861–97, when the Ohio General Assembly appointed Senators—and said he was proud of his career. He noted he had cast 8,894 Senate votes on behalf of Ohioans and cited his work to diminish the threat of nuclear weapons and to make the Federal Government more efficient.

But GLENN aimed the brunt of his speech at students, imploring them to take responsibility for their lives, to reject the enemies of democracy—“cynicism, apathy, selfishness, hostility toward government, and incivility toward one another.”

GLENN told the students that people are happiest and most fulfilled when they devote themselves “to something bigger and more profound than merely their own self-interest.”

[From the Columbus Dispatch, February 21, 1997]

AGE KEEPS GLENN FROM 1998 RUN

(By Alan Johnson)

In a place where his life changed and on the anniversary of the historic day that launched his career, JOHN GLENN yesterday announced that he won't seek a fifth term in the U.S. Senate.

GLENN, 75, said his age—not his health, boredom, or the “poisonous atmosphere” of public life—prompted his decision.

“Although my health remains excellent and my passion for the job burns as brightly as ever, another term in the Senate would take me to the age of 83,” GLENN said. “There is still no cure for the common birthday.” The Senator started the day with a Washington, DC, ceremony marking the anniversary of the 1962 flight in which he became the first man to orbit Earth as one of the original Mercury 7 astronauts.

Several hours later, at almost precisely the hour he splashed down 35 years ago, GLENN began his countdown to retirement by addressing a packed audience in his hometown of New Concord.

Speaking to about 500 people—including family members, longtime friends, politicians, and students—at Brown Chapel at Muskingum College, GLENN said he will work during his retirement on educational programs with young people nationwide “to teach and to challenge.”

His decision to retire was disappointing to many political supporters of the four-term Democrat but was welcomed by Tom Miller, a retired three-star Marine General and GLENN's friend of 55 years.

“I'm delighted,” said Miller, who met GLENN in 1942 at flight training school. “He's served his country long enough.”

The two men from small-town, disciplined families—one from Ohio, the other from Texas—became fast friends and roommates, flying side by side in the Pacific in World War II and later as test pilots.

GLENN went on to become an astronaut; Miller rose through the ranks and retired as head of Marine aviation.

In 1962, Miller was a military aide to President Kennedy, assigned to the GLENN family during the space shot.

“I've been pounding on him even before the last term that he could be a far more powerful spokesman to the youth of this country in another position,” Miller said. “I think it's been hard for him to be a good politician with his kind of moral integrity.”

GLENN chose Brown Chapel for his announcement because he was headed there December 7, 1941, for an organ recital by his future wife, Annie Castor, when he heard over the car radio that the Japanese had attacked Pearl Harbor, signaling the United States' entry into the war.

The news prompted GLENN to postpone his marriage plans and enroll in the Marines—a move that propelled him to a career in aviation and later the space program.

During a Senate career dating from 1974, GLENN took a leadership role in several legislative initiatives, including nuclear non-proliferation agreements, the creation of inspector general watchdogs in Federal agencies, and the cleanup of contaminated nuclear weapons sites in Ohio.

GLENN used his 45-minute speech to outline his strong feelings about an apathy he feels has seized America and to urge young people to do something about it.

“Personally, I feel sorry for those who seem to measure their patriotism by how often and how viciously they can criticize our government,” GLENN said.

“We didn’t win our world leadership by bemoaning our fate, by over-emphasizing our shortcomings, by carping about what was bad—but by building on what was good.

“For me, politics is not and has never been a dirty word,” GLENN said. “For me, public service remains what people of religious faith refer to as a ‘calling.’”

Democrats must now scramble to find a candidate to replace GLENN in the 1998 Senate race. Governor George V. Voinovich, a Republican, has announced his plans to seek the office.

“There’s no way we’re going to replace JOHN GLENN,” said David J. Leland, chairman of the Ohio Democratic Party.

“We’ve been fortunate to have him representing Ohio this long.”

Among the pool of Democrats likely to seek the position, Mary O. Boyle’s name is mentioned most often. The Cuyahoga County commissioner attended GLENN’s announcement yesterday but refused to disclose her plans.

“This is JOHN GLENN’s day,” Boyle said.

Voinovich issued a statement praising Ohio’s senior Senator as “a genuine American hero.”

“His service began long before that historic flight into space 35 years ago and continues to this day. JOHN GLENN’s place in our Nation’s history is secure.”

At the Washington event, GLENN commemorated the anniversary of his orbital flight by announcing plans for a nationwide Space Day on May 22.

Speaking to students at the Challenger Learning Center at an inner-city junior high school, GLENN said Space Day will allow schools and communities to celebrate achievements in science and math evolving from the space program.

After hearing about GLENN’s decision, colleagues in Washington lauded him.

GOP Senator Mike DeWine, who unsuccessfully challenged GLENN in 1992, said GLENN has put service to his country above all else.

“From his military service in World War II and as a fighter pilot in Korea to his historic spaceflight that galvanized the attention of the entire world, JOHN GLENN is truly a modern American pioneer,” DeWine said. “His sense of duty and honor to his State—and to his Nation—has continued in the U.S. Senate, where his presence is legendary.”

“Every once in a great while, someone comes along who is an inspiration for a generation,” Senate Minority Leader Tom Daschle said. “JOHN GLENN has been an inspiration for two generations. He is a genuine American hero.”

Daschle, of South Dakota, said he was “disappointed but not surprised” by GLENN’s decision to retire. “The Senate will miss him, and I will miss him personally,” he said.

White House press secretary Michael McCurry, who worked on GLENN’s presidential campaign, called GLENN “a true patriot.”

Paul Johnson, executive director of the Democratic Senatorial Campaign Committee, said GLENN is taking a well-deserved rest after a distinguished career as a war hero, an astronaut, and a Senator.

“JOHN GLENN answered his country’s call,” Johnson said, “and we join the Nation with our thanks.”

[From Roll Call, January 26, 1998]

SENIORITY BITES

MEMBERS WITH COLLECTIVE 437 YEARS OF SERVICE IN THE HOUSE AND SENATE ARE LEAVING POLITICAL OFFICE, TAKING WITH THEM SOME COLORFUL MEMORIES, MAJOR LEGISLATIVE ACHIEVEMENTS, AND POLITICAL LESSONS

(By Francesca Contiguglia)

When Representative Lee Hamilton (D-IN) first came to Congress in 1965, septuagenarian House Speaker John McCormack (D-MA) had trouble remembering the freshman's name.

All that changed on the eve of a Caucus vote for Speaker, when McCormack called for Hamilton's vote. Hamilton said he would not be supporting the Speaker.

"From that day on, McCormack remembered my name," said Hamilton.

That's just one of the dozens of lessons learned over the years by Hamilton and the 17 other Members retiring at the end of this year. But even after a collective 390 years of service, 437 including resigning Members, some of these Members have regrets about not mastering those lessons sooner.

"I only wish I had known in 1975 what I know now," said Senator Dale Bumpers (D-AR), who is retiring after four terms in the Senate. "I would have been a more effective Senator."

"You must live through the battles and develop an institutional memory," said Bumpers. He counsels newcomers to remember that "you only have so many battles in you," so pick them carefully.

Bumpers has picked plenty of battles, having been known as an unabashed liberal who is an adamant supporter of arms control. He once accused Reagan of not wanting "to spend money on anything that does not explode." Bumpers, who is also known as a passionate orator, tells newcomers to remember that the life of a legislator can be frustrating.

"My goal from the time I was 12 years old was to come to Congress," he said.

"But it's not long till you realize you're just one of the hundred," a sobering realization, he said.

Other Senate retirees include GLENN and Senators Wendell Ford (D-KY) and Dan Coats (R-IN). "There's never been three finer men serve in the U.S. Senate than those three," said Bumpers.

Although GLENN is a national hero, he has had his share of disappointments.

He dropped out of the 1984 presidential race after a surprisingly weak showing.

He later was dragged through the mud during the Keating Five affair, even though the Senate Ethics Committee cleared him of any wrongdoing.

"One of the greatest miscarriages of justice was GLENN being brought into the Keating Five hearings," said Bumpers. "You couldn't hold a gun on me and make me think JOHN had done anything wrong, ever in his whole life." GLENN's clean-cut image was also scarred a bit by his role as ranking member in the Senate Governmental Affairs campaign finance investigation last year.

Republicans accused GLENN of being a defense attorney for the Clinton administration and said he muffed a golden opportunity to make a bipartisan case for reform on the eve of his retirement—a charge that GLENN vociferously denied.

Ford, who came to the Senate in 1974 along with Bumpers and GLENN, has distinguished himself as a fierce defender of the institution both as chairman of the Rules and Administration Committee and as Democratic Whip for 7 years.

Known as a plain-spoken man from Kentucky, Ford has looked out for one of his State's top industries: tobacco. With an ever-present cigarette in his mouth—either during congressional hearings or in the hallways of power—Ford has made sure that Senate rules allow individuals to smoke on his side of the Capitol.

Now 73, Ford is not slowing down. He gave a speech in September 1996 for a departing colleague, Senator James Exon (D-NE), and said, "I hope you live to be 105 and I'm one of your pallbearers." Coats has spent less time in the Senate than his retiring colleagues, but he has made his mark for being upbeat and humorous, making his staff "more like a family," according to his press secretary of 9 years, Tim Goeglein.

Goeglein recalled Coats's first day in the Senate. The staff was unpacking the office when a squirrel snuck in through an open window and ran about wreaking havoc. Coats ran off a list of puns and jokes about having a small rodent running around a Senate office.

One of Coats's larger causes was the line-item veto, which passed in the 104th Congress. But he has also been devoted to family causes. Among other things, he supported the Family Leave Act and sponsored a law allowing parents to block dial-a-porn numbers.

Outside of politics, Coats is an enormous Chicago Cubs fan and has said if he weren't a Senator, he'd want to be the shortstop for the team. His wish almost came true on his 50th birthday, when he was called from the stands at Wrigley Field to throw out the first pitch, a surprise arranged by his staff.



[From the Atlanta Journal and Constitution, July 19, 1998]

SUNDAY PROFILE: JOHN GLENN; RETURN TO GLORY

THE ASTRONAUT-TURNED-SENATOR FROM OHIO TRAINS TO SOAR THROUGH SPACE AND HISTORY AGAIN, TO PROVE THAT SENIOR CITIZENS CAN STILL HAVE THE RIGHT STUFF

(By Scott Montgomery)

A carnival-sized crowd in blue suits and neckties abruptly pulled up stakes at the end of the speech, and the carpeted warehouse in which NASA keeps its biggest space training equipment ebbed into a hush. The departure of the President can do that to a room, even one this big and industrial: drain it of people so quickly it feels like the air has left, too. Spectators, security officers, television cameras with their clacking bird legs, all suddenly gone. Out. But not everyone split with President Clinton after his tour of the Johnson Space Center on this hot April afternoon. The seven bright crew members of the space shuttle Discovery still kicked around on NASA's royal blue carpet, buzzing a bit from the VIP glow. With one exception. Payload specialist JOHN GLENN was not high on the thrill of having been with the President, something the Senator does now and then in his day job. Instead he gloried in something more precious: hanging out with his space ship crew. Away from the glare, off camera, GLENN reveled in the camaraderie of being JOHN rather than Senator GLENN, dribbling out M&Ms to all

hands, swapping tastes of the space food that was sampled by Clinton. Biting a steaming fork of rehydrated shrimp cocktail offered by a crew mate who declared it “the Cadillac of space food.” “Oh, this is great!” GLENN said, mouth open, chewing, hot. “May have shrimp for breakfast, lunch, and dinner, I don’t know. I found out one thing in tasting it: Stir it up a little bit. If you get down to the corner (of the plastic bag) where that horseradish is concentrated, ohhhhhh!” America is waiting for JOHN GLENN’s return to glory with the shuttle launch in October, but GLENN himself is not. For him the glory is already back. He is tenacious yet patient in the pursuit of any mission, and those traits have served him well. That’s why he broke the coast-to-coast flight record in 1957. Why, in 1962, he became the first American in orbit. And that is why, come October 29, at 77 he’ll be the oldest human to fly in space. The mission is already under way. It means endless training on shuttle systems and poring over experiment manuals. It’s dangling down the side of a life-sized shuttle trainer and mastering—at long last since he’s been so slow warming to the new computers in his Senate office—the high-powered laptops that run science experiments aboard the shuttle. “I’m enjoying every minute of it,” GLENN said that day in Houston, “want to spend all the time here I can getting ready.” Believe that.

By the time Lieutenant Colonel GLENN rocketed through a clearing sky above Cape Canaveral on that late February morning in 1962, he already knew something about fame. Before the ticker tape parades and the presidential medals, GLENN, a native son of small-town Ohio, had introduced his face to America. He teamed with youngster Eddie Hodges, who went on to a brief Broadway career, to win about \$25,000 on the television game show “Name That Tune” in October 1957. A former glee club member and a life-long devotee to a good barbershop quartet, GLENN made big money by quickly recognizing such tunes as “Far Away Places.” “Some gal just walked up to him * * *,” remembers GLENN’s longest, closest friend, retired Marine Corps Lieutenant General Tom Miller, 75. “She didn’t recognize him or anything, said, ‘How’d you like to be on a show?’” Recognize him? Yeah, GLENN was famous even before that. Months before this CBS talent scout spotted him shopping in New York, GLENN made headlines by setting an across-country speed record flying the F8U jet at supersonic speeds from Los Angeles to New York.

GLENN made the trip faster than if he’d ridden a bullet fired from a .45-caliber gun.

Anyone who saw him make that speed record his personal mission knew GLENN would be a guy who didn’t just beat the odds, he’d wear them down. “He always starts from behind and winds up in the front ranks,” said retired Admiral James Stockdale, who was in GLENN’s class at test pilot school. Stockdale became famous as Ross Perot’s running mate in the presidential election of 1992, but before his late-in-life political debut he was a fighter pilot, Vietnam prisoner of war and Congressional Medal of Honor winner. He tutored GLENN in physics and calculus at the test pilot school in Patuxant River, MD, in early 1954 because GLENN had left college before graduating to fly in World War II. In exchange, GLENN taught the Naval Academy grad to fly jets. “He knew within himself that he had the capacity to learn fast enough to keep up with almost any academic experience,” Stockdale said. By launch day in October, GLENN will have spent nearly 500 hours in training for the mission. He will know the essentials of living in orbit from sleeping to using the bathroom (the toilet is vacuum sealed with spring-loaded clamps that hold the astronaut in place). He’ll understand the rudiments of the shuttle life support systems and radio operations, and he’s

been put in charge of the flight's still and video photography. When he's done GLENN still won't be schooled in how to fly the shuttle, but he'll qualify for a job as a television news cameraman. "When the Senator's down here we try to keep him busy because we do have him for a limited period of time and we want him to be as prepared with all the orbiter systems as we can," said Curt Brown, GLENN's shuttle flight commander. "Plus, he has a whole suite of life science experiments that he has started." He returns to Washington saddled with reading material. "Not only do we load him up," "but he loads himself up * * *," said Steve Williams, training manager for GLENN's flight. Industriousness is not something GLENN developed for NASA. Or the Marines for that matter. Growing up in New Concord, a pretty Presbyterian town about 70 miles east of Columbus, GLENN got a car only when he made a clunker on his dad's Chevy lot run. That old Chevy was a convertible. Its top had long ago rotted away, so GLENN drilled holes in the floor to drain the rain, and has had ragtops ever since. Yes, even today.

And he only got money as a boy by harvesting and selling rhubarb from the family garden. "I was the rhubarb king of New Concord," he boasts.

Flying was something GLENN took to as soon as he could. Muskingum College, right there in New Concord, offered flying lessons for physics credit. The class was taught on a grass field 50 miles away, but that didn't deter GLENN. No surprise there, he just drove. A second chance. To this day, GLENN insists the whole space shuttle thing began accidentally. He swears he wasn't fishing for a way back into the astronaut program, to get that second space shot he was denied during Project Mercury. President John F. Kennedy reportedly had decided GLENN was too popular to risk his life with another rocket flight. GLENN was preparing for NASA's budget hearings in the summer of 1996. He stumbled across a medical chart that listed the physiological reactions the human body has to prolonged weightlessness: muscle atrophy and cardiovascular shifts, sleeplessness, and weakening of the immune system. Brittling of the bones. Dozens of changes to the body that astronauts endure in weightlessness before recovering fully soon after returning to the gentle pull of Earth's gravity. GLENN had a thought. He snatched a medical book on geriatrics, and found another chart listing the many painful effects of normal human aging. Muscle atrophy and cardiovascular shifts, sleeplessness, and weakening of the immune system. Brittling of the bones. As a man in his 70's, GLENN was becoming familiar with some of these conditions, though he has been stalling them as best he could with a diet of perpetual moderation and a devotion to brisk 2-mile walks four or five times a week. NASA already was working with the National Institute of Aging, a part of the National Institutes of Health, on some of these same issues but experts there hadn't yet proposed sending an elderly person into space to see if an aged body would react differently than younger astronaut bodies do. "I got into this thing and developed what I thought was a rationale for somebody (in his age group) going," GLENN said, "to look into these particular areas. And if I could do it, why, fine." But GLENN admits it wasn't really that casual for him. What GLENN saw in those medical books was a mission. Within months he was on the floor of the Senate taking it to the public. "I wish I could have the very personal attention of every person in this country who is 60 years of age or older," GLENN said from the floor. "One thing that has happened in the look into the life and biosciences in the NASA program has been that we find some notable parallels between what happens to astronauts in space and what happens to the elderly right here on Earth. "And if we can find what triggers some of these similarities, perhaps we will have a whole new handle

on approaching difficulties that people have right here on Earth.” Before that, he’d gone to see NASA Administrator Dan Goldin, a President Bush appointee who found himself being asked to approve sending into space a man born not many years after the Wright Brothers triumphed at Kitty Hawk. But, of course, the issue was more than age because this was not just any fit-as-a-fiddle grandfather. JOHN GLENN is a national icon, a cold war and real war hero, the very personification of America’s pioneering work in space. GLENN didn’t just ride America’s first space capsule into orbit, he designed the instrument panel. It would be like bringing back Henry Ford to race the Indianapolis 500. It was an opportunity of great poetry and great danger. “The space frontier is unforgiving to error,” Goldin said. “It was a very big decision that had to be made.” Nobody wants to be the guy whose decision to send America’s JOHN GLENN back into space accidentally kills him. Goldin made a list of requirements to be met before he’d agree to the flight. The science experiments would have to be legit, GLENN’s health would have to be a certainty, the White House would have to stay out of the process, and GLENN’s wife, Annie, would have to be consulted.

“You know what she said to me? Goldin said of GLENN’s wife since 1943. “This is what JOHN wants to do. I’ve been with him for 55 years, I’m going to support him.” And all the while, GLENN just kept coming.

GLENN told his 52-year-old son David, a physician in California, about all the medical tests he’d undergone and the younger GLENN concluded that NASA had done everything but an autopsy. But GLENN was not content to sit back and wait. He started calling Goldin. To check. How’s it going? What’s cooking on my idea for a shuttle flight? Have you heard anything new? Can I get you any more information? Active man. Not many things make JOHN GLENN squirm. Nerves of steel are part of the legend, part of the hero package. After all, he’s a fighter pilot who flew 149 combat missions in World War II and Korea and collected a host of medals in the process despite losing a friend to anti-aircraft fire in his first combat mission. GLENN has met with world leaders, and even made a hearty but failed attempt to become one, losing his 1984 bid for President. He was in California with Bobby Kennedy the night he was killed, and flew to Boston in the morning to tell the Kennedy children. He’s faced difficult things, and that’s not to say things don’t affect him, but he handles them. Whatever it is, he deals. But something does unnerve GLENN, or at least take him out of his stride, make him less sure-footed than his fighter pilot confidence would like: the whole topic of his flight that doesn’t deal with the specific—the scientific research, the procedures, the quantifiable. Goldin has been up-front in saying that while defensible scientific research made the GLENN flight possible, that’s not all that’s going on. Goldin says he wanted to give GLENN the second space flight he didn’t get before, because such “inspiration is a part of the American psyche.” GLENN might be flattered, but he’s not letting on: “I’ve heard him say that * * * that it goes beyond (science). And I suppose there’s that aspect to it, that someone going up at my age * * * whether it will be an inspiration, I don’t * * *. Define inspiration. “Will it make me an inspiration to older people to be more active or will it affect younger people’s view that the elderly are not people just to be put away in a bin? You know, will there be that aspect to it? I suppose there will. But * * *. We didn’t set out to design it to do that.” Some of GLENN’s reticence may be to deflect the charges of critics who say his flight has little scientific value and is instead a nostalgic adventure. John Pike, director of space policy for the Federation of American Scientists, doesn’t oppose GLENN’s return to space, just the rationale being proffered. “The question you have to ask

is, why are we doing this?" Pike said. "We're doing it because it's JOHN GLENN, we're not doing it because he's a geezer." GLENN, of course, bristles at this idea, pointing out that the National Institute on Aging had a pair of conferences to discuss his flight. "They brought in experts from all over the country," GLENN said. "They thought there was real merit to this thing." "Agreed," says Pike. "The science is not 'completely bogus,' but neither is it essential," he said. The space program would benefit most from GLENN's flight if GLENN would embrace the cultural significance of a space hero returning to orbit. "It's not useful, it's glorious," Pike said. "I wish he would get off this medical stuff and give us some pep talks." GLENN will be involved in two age-related experiments, as both a researcher and a guinea pig. One will study what causes muscle weakening in space. The other will look into sleep patterns by comparing GLENN and others in the crew. For those two studies, GLENN will give blood 12 times in 9 days. Flight engineer Scott Parazynski, who's on his third shuttle mission, will insert a catheter into GLENN's arm so he'll only be stuck with a needle four times. GLENN will talk about the science all day. He can recount from memory the minute details of each shuttle procedure he must know, tossing in extra info like how fast the ship will be traveling when he does this thing or that. He can talk about the crew with him on this flight, effusively respectful of each one of them. But he's never been one to offer details from his heart. Even going back to Project Mercury, America's first space program. GLENN talked longest and soonest in those press conferences with the seven original astronauts, but it was all about the work, not the feeling he got from the work. Example: That first orbital flight concluded with a harrowing period during re-entry into Earth's atmosphere when everyone thought his heat shield might have slipped loose, which would have meant instant incineration of the capsule. America waited long minutes in one of the Nation's first truly unifying television moments to see if the shield was still attached and GLENN was still alive. In retelling that moment, GLENN described his state of mind in the capsule as 'concerned.' And that's not today, looking back on a tough moment 36 years ago, that's back then. On the Navy destroyer that picked him up. So now, faced with the cultural significance of his return to space as an elderly man, the shameless romance of it, the grand potential for it to inspire young and old * * * well, you heard him, that's not part of the mission. "I guess I leave it to other people to make observations about whether they think that's going to occur or not," GLENN said. "If it's going to have that effect, and other people think it will have that effect, well fine, maybe that's a good, maybe that's a good benefit from it."

Although the Glenns concede that the family was at first "cool" to the idea of his return to space, everyone has since climbed aboard. GLENN has had both his children and the two grandchildren out to Houston for a tour of the simulators he'll begin training in shortly. And Annie is with him for most of his sessions at the space center. "I'm very lucky that I can learn what's going to affect him," she said flatly. "And I can watch him in training or attend classes. And he's really so excited. So tickled." But for the science, he wants to make clear. The science. After every question about what it means to him personally, GLENN swings back to the mission like a compass finding true north. "I always wanted to go up again," he'll say, "but that's sort of beside the point." Until finally, in his Washington office with the Senate computer behind him cued to the shuttle Discovery's Web page, he lets a door drift open. Yes, there was something about the first space flight that moved him. And held him. In a rare, fleeting moment, he confesses that much. Behind the cold warrior exulting in the power of American inge-

nulty there was this guy from Ohio who as a kid made model airplanes and as a grown up got to look down on the Earth the way angels do. He agrees, now, that it was spiritual. "Not spiritual in the idea that you expect to run into God or anything like that," he says. "But a spiritual quality in that having such a different vantage point to look at creation, even though you're not that far away from Earth, but to look at it from that new kind of vantage point can't help but give you a greater appreciation for all this creation we live in." But he's squirming. This is clearly off the mission. Tenacity and discipline don't help explain the way a single day in orbit, 4 hours and 55 minutes in a metal can no bigger than a refrigerator, could grip a person's imagination for the rest of his life. "I suppose when you've had an experience like that you're a little different person when you come back," GLENN says, trying. "You've seen things that very few people have ever seen, and that can't help but * * *. I guess it maybe makes you * * * maybe a little more tolerant of life in general or you're not quite so prone to be critical of everything that happens." He shrugs. "Maybe that's a poor way to put it, I don't know."



[From the Cincinnati Enquirer, August 16, 1998]

JOHN GLENN'S MISSION OF DISCOVERY

(By John Johnston)

Just as JOHN GLENN rocketed into history 36 years ago as the first American to orbit Earth, he's poised to make history again as the oldest person ever in space.

Senator JOHN GLENN has letters from critics saying he is too old to be an astronaut.

Send someone younger into space, they say.

The letters, tucked away at his Bethesda, MD, home, were written more than 36 years ago. At the time, Mr. GLENN, the oldest of the seven Mercury astronauts, was training to become the first American to orbit Earth. "I got letters saying, 'You shouldn't go up there. You're going to be almost 41,'" says Mr. GLENN, who turned 77 last month.

It seems absurd now. As ridiculous, maybe, as the psychiatrists who in early 1962 urged NASA to replace Mr. GLENN. After weather and technical problems forced several postponements—in all, his flight aboard Friendship 7 was delayed 11 times before its February 20 launch—some experts worried the stress was too much to bear.

"Which was ludicrous," Mr. GLENN says.

So maybe it's no surprise how relaxed he appears now. Less than 3 months before he is scheduled to fly in space shuttle Discovery and become the oldest human ever in space, he courts a confidence not unlike that which carried him safely through two wars, a stint as a test pilot, and the uncertainty of the early astronaut program.

His casual, unhurried style belies his celebrity status; the accessible Senator looks well-wishers in the eye as he shakes their hands, answers questions, signs autographs.

One of his closest friends, retired Marine Lieutenant General Tom Miller, says Mr. GLENN may be "physically, more tired (from training). But mentally, in my view, he's much more at ease with what's going on. He's back in his own realm."

Since January, he has juggled two full-time jobs: astronaut training in Texas and Florida, Senate work in Washington. Meanwhile, he's tried to cater to a slew of journalists eager to cover the biggest space story in years.

"I keep trying to find JOHN GLENN's breaking point," Mary Jane Veno, his longtime administrative assistant, says half-jokingly, "and I only find my own."

Says Scott Carpenter, his friend and former Mercury astronaut: "He's dedicated and he's busy, and JOHN thrives on that."

On a hot, steamy Thursday in the Nation's capital, Mr. GLENN's packed schedule includes a permanent Subcommittee on Investigations hearing, a Senate Armed Services Committee meeting and a Democratic Policy Committee luncheon.

But he also makes time for a TV reporter and a newspaper writer. A magazine journalist is scheduled to interview him by phone. They all want to talk about space.

And he has several photo opportunities in his office, including one with two 17-year-olds, Jacob Hodesh of Wyoming and Christopher McCracken of Alliance. They're Ohio's representatives to Boys Nation, an American Legion-sponsored program that teaches youths about government. Of course, Mr. GLENN chats about going back to space.

Later, he speaks to a group of Cleveland State University graduate students attending a conference on urban terrorism. Someone dutifully asks a terrorism question; everyone else wants to know about space.

And there are tourists who catch a glimpse of the Senator exiting the Senate subway below the Capitol; their eyes widen as they fumble with their cameras, but he's too fast, he's gone. You can read their lips: "That's JOHN GLENN!" Surely they'd like to hear him talk about space, too.

He is an icon because of space.

When the Soviet Union in 1961 demonstrated its superiority in space by putting man in Earth orbit, a fearful and vulnerable America needed to prove it could compete; some U.S. leaders felt the survival of the free world was at stake.

Enter JOHN GLENN, the red-haired plumber's son from New Concord, OH. He flew 4 hours, 55 minutes aboard tiny Friendship 7 and gave a doubting country a reason to believe in itself. When he landed safely, "tears ran like a river all over America," Tom Wolfe wrote in *The Right Stuff*.

He was showered with ticker tape in New York City and praised by President Kennedy. As an elected official, though, he never came close to matching his astronaut glory.

Much of his 24-year Senate career has been devoted to non-glamorous issues such as nuclear non-proliferation and cutting government waste. But his hero status has endured, despite lingering campaign debts from a failed 1984 presidential bid and a brush with a savings-and-loan scandal in which he was cleared of wrongdoing.

A model of his old spacecraft sits on a display case in his fifth-floor office in the Hart Senate Office Building. Piles of paperwork vie for attention on his desk. A large photo of his wife, Annie, sits near scale models of space shuttles.

"I've always wanted to go up (in space) again, just from a personal experience standpoint," he says. "This time around, there's another purpose to it."

He won't allow any conversation about the shuttle mission to go more than a sentence or two before he injects the "R" word: research.

"We have the opportunity now to get into some areas of research with regard to aging that I think have the potential of being extremely valuable

in the future,” he says. “I feel fortunate to be able to qualify physically to be the one do to the research.”

Mr. GLENN, a payload specialist on the seven-member crew, will be a human test subject in geriatric experiments that examine similarities between the aging process and what occurs to astronauts in weightlessness.

Older people, for example, tend to lose bone and muscle mass, have trouble sleeping, and experience decreased cardiovascular strength. That also happens to astronauts in space, but they soon recover on Earth.

The Senator became aware of such similarities several years ago while reading a book on astronaut physiology. After consulting with experts, in summer 1996, he asked NASA Administrator Daniel Goldin to consider including geriatric studies on a shuttle mission, with Mr. GLENN on board.

While NASA sought experts’ advice, organized scientific conferences, and held the proposal up for peer review, Mr. GLENN kept in touch with Mr. Goldin. Frequently.

“Can you help me with this friend of yours?” the NASA chief said one day in a phone call to Lieutenant General Miller. “He’s driving me out of my gourd.”

The general knows all about Mr. GLENN’s aggressiveness, dating to their days as fighter pilots in World War II and Korea.

In Korea, “He was in a different (fighter) group,” Lieutenant General Miller says. “I knew how he flew. I flew down specifically to give him some hints on things not to do. I should have known he wouldn’t listen to me. On two different flights, they blew his airplane all to pieces.”

Fellow fliers nicknamed him Old Magnet Ass, but Mr. GLENN gave as good as he got, earning five Distinguished Flying Crosses in two wars.

Lieutenant General Miller chuckles about another story, saying the Senator “won’t own up to this.” It harks back to the days when the Millers and Glenns were next-door neighbors in Arlington, VA, and JOHN sought to be named to the Mercury program.

“He was basically 6-foot (tall) by his naval aviation medical records,” the general says. But the maximum height for astronauts was 5 feet 11 inches. So, “every once in a while, he’d have a couple of big books on his head.”

Maybe it was just a joke, the general says. Or maybe not. Regardless, at the January press conference announcing Mr. GLENN’s return to the space program, NASA’s Mr. Goldin described him as “the most tenacious human being on the face of this planet.” His biggest challenge?

“I’m far less facile on computers than my colleagues are. A year or so ago, the staff here almost insisted I get this thing,” he says of the PC at his desk. He chuckles. “I’m up to where I can get my e-mail most of the time.”

A message scrolls across the monitor, installed by his teen-age grandsons during a visit the week before: “JOHN GLENN (Grandpa) is the greatest Senator—grandpa of all time.”

And perhaps one of the most physically fit. In Houston, he has rappelled down the side of the space shuttle and been spun around a centrifuge. The demands of astronaut training haven’t exhausted him, he says.

For years, he’s kept in shape by power walking a couple of miles four or five times a week at home in Bethesda. More recently, he began working out with weights.

“I get aches and pains once in a while like everybody else. But I don’t have any rheumatism or arthritis or anything like that. Never have.”

Ms. Veno, who talks with him several times a week when he trains in Houston, says conversations typically go like this:

Ms. Veno: Is it physically demanding?

Mr. GLENN: Oh, yeah, it's really tough.

Ms. Veno: Are you handling it?

Mr. GLENN: Oh, yeah.

Ms. Veno: Would you tell me if you weren't?

Mr. GLENN: Oh, heck no.

Training has caused him to miss 34 of 212 Senate votes this year. But he says he has not and will not break a vow to be in the Senate whenever his vote could mean the difference on major legislation.

This month, while the Senate is in recess, he's back in Houston.

"I don't think with something like this you can ever say you're satisfied with your level of training," he says. "I always wanted another 3 days before any final exam I ever took."

October 29, he says, will be "the final exam, big time."

Anna "Annie" Glenn, his wife of 55 years, probably would prefer he skip it.

"She didn't really try to talk me out of it," Mr. GLENN says. "But I knew from her attitude toward it that she was really not in favor of this."

Another chuckle.

"She didn't have to say anything. She knew that I always wanted to go back up again. She's known that for 35 years. But certainly neither one of us ever thought it would happen."

Mrs. Glenn, hoping to forestall an onslaught of reporters, declined to be interviewed for this story.

The Senator got permission from mission commander Curt Brown for Mrs. Glenn to attend briefings in Houston. The Glenns' son and daughter, David and Lyn, and David's children, Zach and Daniel—all of whom have voiced concern about Mr. GLENN's upcoming flight—also have been to Houston.

Observing the training firsthand has made family members more comfortable, the Senator says. NASA officials have joked that if for some reason JOHN GLENN cannot fly, 78-year-old Annie will be ready.

Lieutenant General Miller says if tragedy were to occur, the Glenn family "would understand that the sacrifice was done in the interest of helping others. They've accepted that now, and they're all behind him, 100 percent."

Some observers, though, have criticized Mr. GLENN's return to space as a nostalgia trip he earned by defending the Clinton administration during last summer's Senate campaign finance investigation.

"That's the biggest canard we ever had around here," the Senator says. "I never had one conversation with the President or the Vice President or any of the staff in the White House—not one—during that whole thing."

He also brushes aside critics who say little will be learned from sending one aging astronaut into space. "Where on Earth do you start a data base? You start it with one data point and add to it as you go along."

Critics are nowhere to be found this day. A receptionist in the Senator's outer office has a caller from North Carolina on the line. Mr. GLENN is his hero, the caller says. He'd like two autographed photos—of GLENN the astronaut and GLENN the Senator.

Sorry, the receptionist says. "We have so many requests." About 400 a week. Only one autograph per person, she explains. (For the record, requests for autographed astronaut photos are outpacing Senator photos more than 2-to-1.)

Others call or write to say the upcoming mission inspires them. A 76-year-old Tiburon, CA, woman wrote that despite having a leg amputated, she learned to fly a helicopter 3 years ago.

"I'm so glad that you can go up again," her letter says. "GO! GO!"

A flight to inspire?

Even some space experts think Mr. GLENN's flight will have more inspirational than scientific value.

John Pike, director of space policy for the Federation of American Scientists, says he would like to hear Mr. GLENN "talk more about 'the right stuff' and talk less about all this medical research foolishness."

The Senator suppresses that notion like a gyroscope correcting a wobble. He'll only go so far as to say inspiration could be "a good side benefit."

Others have suggested it's much more than that. NASA's Mr. Goldin has said of Mr. GLENN's flight: "Is it just science? No. Inspiration is part of the American psyche."

Says Mr. GLENN: "You don't do these things as a stunt. This isn't like going over Niagara in a barrel or walking a high wire between the World Trade Center buildings. You're doing it because of basic research that may benefit people right here on Earth.

"If people like what we're doing in some way, and admire that, well, so be it. And that's good."

Some observers have speculated Mr. GLENN is reluctant to talk about the inspirational value of his flight because it will give ammunition to those who say he's getting a joy ride.

"I don't think that's it at all," says Ms. Veno, his aide. "I think it's consistent with his reaction to the hero aspect. I think for people like JOHN, it's hard to accept that they have that kind of impact. He probably thinks that's attaching more importance to him than he deserves."

Len Weiss, who has worked with the Senator for 22 years, agrees. He is minority affairs director of the Senate Governmental Affairs Committee. "I don't think a fear of criticism is determining what he says about this flight. He says what he believes. What you see is what you get."

What you see, often, is a man passionate for detail. A technocrat who enjoys poring over official reports that even Mr. GLENN has said would make most people's eyes glaze over.

But Ms. Veno says her boss "really is a pretty emotional person, which a lot of people don't have the privilege of seeing."

You wonder what his emotions were on February 20, 1962. What he was thinking and feeling when he looked out the window of Friendship 7. What he will think on October 29 as he blasts off from Launch Pad 39B.

"This isn't something where you go up there and say, 'Here I am looking back at the world, and this has changed my life forever,'" Mr. GLENN says.

But then he softens a bit. He recalls some astronauts found God in space. Jim Irwin returned from the moon and created an evangelical ministry, High Flight. Charlie Duke became a born-again Christian and president of Duke Ministry for Christ.

"Did I have an experience like that? No," he says. But Mr. GLENN, a life-long Presbyterian, took his faith seriously before he left Earth's gravity. And still does. At home, he and his wife say grace before every meal.

But yes, he was moved, he says.

"When you're up there, you're viewing things from a different vantage point than human beings have ever looked at Earth. You get a new appreciation for the fragile little existence we have here.

"You fly over the Middle East, and you look down, not a cloud in the sky, and you think of all the problems through the centuries that have come out of that area, and it's so beautiful, looking down on it. You think, with all these manmade problems we've got there, why can't we solve some of these things. You can't help but think a few things like that."

He is not thinking about research now.

“Ever since I was a kid, I’ve thought sunrises and sunsets were particularly beautiful. Up there, you see a sunrise or sunset occurring at 18 times normal speed. Up there, you see the colors of the rainbow right across the whole spectrum: red, orange, yellow, green, blue, indigo, violet.”

Photos can’t quite capture that luminous quality in the way the human eye can, he says.

“It gives you a new appreciation for God’s creation, I guess, and certainly a new appreciation of the fragility of the world in which we live.”

Mr. GLENN has strayed as far off course as he cares to.

“This is set up on a very tight timeline, and we’re going to be very, very busy. But I can guarantee you, when I am not absolutely engrossed in something else, I am going to be over at the window.”

It’s Friday morning, and in a few hours, the old astronaut will leave for Boston to meet with a researcher who is heading up one of the geriatric experiments.

Most likely they won’t discuss sunrises and sunsets.



[From Time Magazine, August 17, 1998]

BACK TO THE FUTURE

AFTER WAITING 36 YEARS, JOHN GLENN AT LAST PREPARES TO RETURN TO SPACE; THE MISSION IS DIFFERENT, BUT THE MAN REMAINS THE SAME

(By Jeffrey Kluger with reporting by Dick Thompson/Houston)

JOHN GLENN has a curious tendency to fly machines that try to kill him. He flew them in the Marines; he flew them with the Air Force; he flew them as a civilian. And each time he did, the fact that they were trying to kill him never seemed to trouble him much. One telling incident happened in 1953, during the Korean War. A World War II veteran and a longtime combat aviator, GLENN had been assigned to fly F9F Panther jets in an attack squadron running raids out of Pohang. During one especially hellish run, GLENN encountered an unexpectedly heavy barrage of anti-aircraft fire. A cloud of shrapnel ripped one bomb from the undercarriage of his Panther, then another. A second blast punched more than 200 holes in the skin of his plane. GLENN struggled for a few moments to keep his wounded aircraft stable and then realized the effort was futile. Keying open his microphone, he called out levelly to the squadron leader, “I’m going to ease out of here.”

The leader, who was too far away to spot the flak coming up from the ground, challenged him. “Why?” he asked. “I don’t see anything hot down there.”

“Well,” GLENN answered, more bemused than flip, “the leader normally doesn’t.” With that, the 32-year-old flyer peeled off for Pohang.

Last week in Houston, JOHN GLENN, the 77-year-old senior Senator from Ohio, was learning his way around another potentially lethal flying machine. Clad in a blue full-body garment shot through with a webwork of cooling tubes, he stepped into a NASA training room at the Johnson Space Center and glanced at a space-shuttle simulator standing in front of him. A technician then helped him struggle into a heavy orange flight suit. Stuffed into the backpack of the 90-lb. pressure garment was a huge load of survival equipment: a life preserver, an emergency food and water supply,

a pair of emergency oxygen bottles, a bouquet of rescue beacons, and an array of other gear.

There was no chance that GLENN would need any of this equipment during a training session here on solid ground. But on October 29, when he climbs into a mid-deck seat on the shuttle Discovery and prepares to rocket into space for a 9-day mission, he'll face a real, if remote, chance that the craft could spin out before it reaches space and wind up in the drink. If it does, the septuagenarian Senator will need all the survival hardware he can get.

By rights, GLENN, who is concluding a 24-year political career and easing into senior statesmanship, ought to be beyond such concerns. By choice, he's not. In less than 3 months—36 years after he blasted into the sky inside the titanium pod of a Mercury spacecraft—he'll return aboard the relatively lavish space shuttle. Even as Congress's August recess begins and the rest of Washington's lawmakers decamp for their favorite vacation spots, GLENN will be in Houston and Florida for his most intensive month of training since being assigned to the mission.

To hear NASA's detractors tell it, GLENN is manifestly unfit for space travel of any kind. Flying into orbit more than a third of a century after he last made the trip, more than a dozen years after most people his age have begun retiring, and only months after the death of fellow Mercury astronaut Alan Shepard illustrated the frailties of even the most resilient flesh, is, they argue, at best showboating and at worst reckless.

Not so, says NASA. Long ago, the agency noticed a parallel between the changes that happen to a body in space and those wrought by aging on Earth. What better way to study this phenomenon than to send an aged astronaut into orbit? And what better aged astronaut than the one who made the country's first trip?

That's the official story. Perhaps more to the point is that back in the 1960's, NASA was a place for heroes. Every time men rocketed into space, they took a greater risk than on their previous flight, reached for a more audacious and dangerous goal—and almost always succeeded. But after the 4 extraordinary years between 1968 and 1972, when the United States was sending crews to the moon, the agency retreated to the familiar backwaters of near Earth orbit. Aside from a few high notes like the Hubble-telescope repair mission and the horror of the Challenger explosion, human space travel became downright dull. And with the first components of the NASA-led International Space Station set to launch within months, things seemed likely to stay that way. For a public that had grown to expect great things from NASA, this was pale stuff indeed. If anything could rekindle the magic of the vigorous NASA that was—instead of the flickering NASA that is—it might be the return of the man who first lit the agency's fires.

NASA will never admit this publicly, of course, and when GLENN goes back to the pad next October, he will go as just another crew member, a lowly payload specialist setting off for a week or so of work. But even NASA Administrator Daniel Goldin seems to concede that when he inks the name GLENN onto a flight manifest, he writes more than just a name. "There is," he declared the day he announced GLENN's return to space, "only one JOHN GLENN."

By most accounts, John Kennedy is the key to why GLENN still has the itch to fly in space. When GLENN went aloft on February 20, 1962, the United States was taking its first toddling steps on its long march to the moon. Although he was 40, GLENN figured he still had a lot of flying ahead of him. When he returned to Earth, he found otherwise. Like any other as-

tronaut, he periodically approached Bob Gilruth, head of the Mercury program, to inquire about his position in the flight rotation; unlike any other astronaut, he was routinely stonewalled. "Headquarters doesn't want you to go back up," Gilruth would say to him, "at least not yet."

At first, GLENN accepted this with a shrug, but as time went by and more and more of his astronaut brothers were chosen for the Gemini and Apollo programs that followed Mercury, he grew increasingly frustrated. Finally, in 1964, he resigned from NASA. "It was only years later that I read in a book that Kennedy had passed the word that he didn't want me to go back up," GLENN says. "I don't know if he was afraid of the political fallout if I got killed, but by the time I found out, he had been dead for some time, so I never got to discuss it with him."

GLENN spent the next decade working in private industry, most notably (and incongruously) as an executive with the Royal Crown Cola company. In 1974 he parlayed his still glittering name recognition into a seat in the U.S. Senate. Even as a Member of Congress, he remained smitten with space travel, but as an aging lawmaker who hadn't been in a flight rotation or ready room in years, he accepted the fact that his professional flying career was over. And it was—at least until 3 years ago.

In 1995 GLENN, a member of the Senate Special Committee on Aging, was paging through a textbook on space physiology when a thought struck him. Doctors had long since identified more than 50 changes that take place in an astronaut's body during weightlessness, including blood changes, cardiovascular changes, changes in balance control, weakening of the bones, loss of coordination, and disruption of sleep cycles. As a lay expert on aging, GLENN recognized that these are precisely the things that happen to people on Earth as they grow older. "I figured we could learn a lot if we sent an older person up, studied what the effects of weightlessness were, and tried to learn what turns these body systems on and off," he says. And he had an idea of just who that older person should be.

Approaching the space agency directly with a notion this outrageous was, of course, not the way to go. If 20 years in Washington had taught GLENN anything, it was that bureaucratic balance wheels have to be turned gently. He decided to start by contacting a few NASA physicians and asking them, almost casually, if they had ever looked into the astronaut-geriatric parallel. Why, yes, they had, the doctors said. As a matter of fact, they had published a little pamphlet on the topic. Would GLENN like a copy?

Would he ever! Armed with those few scraps of data, the Senator contacted the National Institute on Aging and suggested that the group might want to hold a conference to investigate the phenomenon further. The NIA agreed, and held two meetings during the following year, compiling a mound of research that strengthened the data base considerably.

Finally, in the summer of 1996, GLENN was ready. He approached NASA Administrator Goldin and formally pitched his case for returning to space. "I told him there are 34 million Americans over 65, and that's due to triple in the next 50 years," GLENN recalls. "And I told him someone ought to look into this." Goldin, savvy about the wiles of flight-hungry astronauts—even flight-hungry astronauts who haven't flown in 34 years—saw medical merit in the argument and offered GLENN a deal. If the science held up to peer review, he promised, and if GLENN could get past the same physical every other astronaut must pass, NASA would seriously consider his proposal. But, Goldin added, "we've got no open seats just for rides."

It wasn't a decision made lightly. In the months that followed, Goldin wrestled with the matter, agonizing over what he considered his JOHN

GLENN problem. At one point, he sought counsel from Tom Miller, GLENN's oldest friend and Marine Corps comrade. "Can you imagine if something happened [during the mission]?" Miller recalls Goldin asking. "My heart says yes, but my brain says no."

The scientists and doctors were less ambivalent. By early this year, they had finished their preliminary reviews and concluded that both GLENN's science and his health were sound enough to justify the mission. Shortly afterward, on January 15, GLENN was in his Senate office meeting with a group of constituents from Ohio State University when he got word that Goldin was on the line for him.

Stepping into the bullpen of cubicles just outside his door, GLENN picked up the phone and, after some good-natured stalling and suspense building by Goldin, learned that he would indeed be returning to space and that the announcement would be made the next day. Until then, GLENN was to say nothing. The Senator thanked the Administrator, hung up the phone and went back to work without a word to his staff. "He's a military man," says press secretary Jack Sparks. "He knows how to take an order."

When word got out the following morning, the reaction was largely positive, particularly in Congress. GLENN will not be the first lawmaker to fly in space. Senator Jake Garn of Utah and Representative Bill Nelson of Florida both took shuttle rides in the giddy, all-aboard days before the Challenger disaster. In the eyes of many, however, Garn and Nelson were mere junketeers, politicians who wangled a trip into orbit largely for the sake of going up—or, in the case of the famously space-sick Garn, throwing up. GLENN is no mere joyrider. "JOHN has worked hard to prepare for this," says Senator Wendell Ford of Kentucky. "He's not doing it for the publicity. He is doing it to make a contribution."

The response was not quite as enthusiastic at home, where Annie Glenn, the astronaut's wife of 55 years, had to be told the news. Having sweated through her husband's 149 combat missions and one 5-hour Mercury mission, Annie had long since become accustomed to GLENN's doing outsize things and incurring outsize risks. In the eighth decade of life, however, she justifiably assumed all that was behind her. "Annie was a little cool to the idea to begin with," GLENN confesses. But in the tradition of a military and NASA wife, she listened to his reasons for wanting to return to space, familiarized herself with his mission and then, as she had done so many times before, proceeded to help him train for it.

That training will be something of a new experience for GLENN, who is used to being the captain of any ship he flies. The flight plan for the October mission lists seven Discovery crew members, from Curt Brown, the commander, to Steve Lindsey, the pilot, through three mission specialists, and two payload specialists. GLENN's is the last name on the list. No sooner did the crew first meet last January than GLENN made it clear that the chain of command was fine with him. "They wanted to call me Senator, and I said no," he says. "I'm coming down here as JOHN. I'm a payload specialist, and Curt's the flight commander—and whenever they forget that, I correct them."

Even a lowly yeoman like GLENN will have his hands full getting ready to fly aboard his new ship. The first time GLENN flew, he was in a mere demitasse of a spacecraft—one with a single window, 56 toggle switches and barely 36 cu. ft. of habitable space. The joke around NASA in that earlier era was that you didn't so much climb inside a Mercury capsule as put it on.

The shuttle, by contrast, is a veritable flying gymnasium, with 10 windows, more than 850 toggle switches and roughly 332 cu. ft. of space for each of the seven crew members. If astronauts got the 36 cu. ft. the Mercury pilots got, the shuttle could in theory accommodate a crew of 64. And GLENN must learn every inch of this new territory. "We're teaching him how to live and how to sleep and how to clean up, just basic habitability in space," says Brown. "Now we go to space to work. We don't go just to survive."

More nerve-racking than mastering what goes on inside the shuttle, though, is mastering what could go on outside. One of the most hair-raising parts of GLENN's training involves emergency escape procedures. Crew members on shuttles must be prepared to ride slide-wire baskets down from the launch pad if a fully fueled shuttle threatens to blow; shimmy down an escape pole and parachute away from the ship in the event of a postlaunch emergency below an altitude of 20,000 ft.; and rappel down ropes from the hatch if the spacecraft makes an emergency landing on tarmac. On his Mercury flight, GLENN's only safety measure was an escape rocket designed to ignite and carry the spacecraft out of danger if his Atlas rocket appeared likely to explode.

Not everything about the shuttle will be more difficult. During the Mercury days, the astronauts pulled a gravity load of up to 7.9 Gs during their ascent, meaning that a pilot like GLENN who weighed 168 lbs. would briefly feel as if he weighed a whopping 1,327. Shuttle astronauts generally pull no more than 3 Gs, and GLENN, who has not added much weight to his still fit frame in the past 36 years, should tolerate that burden easily.

Then too, there are creature comforts aboard the shuttle that the Mercury pilots didn't dare dream about. GLENN's only meal on his first, brief mission in space was a tube of applesauce he sucked through a straw. The shuttle offers a decidedly better bill of fare, including such delicacies as smoked turkey, Kona coffee, and dried apricots. All the meals are sealed in plastic packets, each of which is coded with a colored dot to indicate which crew member it is intended for. The color code for Brown, the commander, is red; for GLENN, a payload specialist, it's purple. "The shrimp cocktail they fix is very, very good," says GLENN, "as good as what you'd get at Delmonico's. Curt likes shrimp, and I always tell him that when he's on the flight deck and I'm hungry, I'm going to go looking for a red dot."

But GLENN is going aloft to do more than tuck into the cuisine. Discovery will ferry a number of payloads in its cargo bay, including a Spartan satellite that will be released into space to take readings of the sun, a pallet of sensors to measure the ultraviolet environment of space, and several new components for the Hubble Space Telescope that need to be tested in the extreme conditions of space. Most important, the ship is carrying the Spacehab science module, a pressurized laboratory that is connected to the crew compartment and provides additional space for conducting medical experiments. It is here GLENN will be doing most of his work, processing blood and urine samples from the rest of the crew and sitting still for the battery of tests that will be run on him.

Those tests would try the patience of any patient. Throughout the flight, GLENN's heart rate, respiration, blood volume and pressure will be monitored regularly. Doctors on Earth want to analyze his blood for immune function and protein levels, and this will require taking so many samples that throughout the flight, GLENN will wear a catheter implanted in his arm, allowing easy access to a vein without a new needle stick each time. He will wear a suit wired with sensors to measure his sleep cycles and will

swallow a horse-pill-size thermometer that will take temperature readings as it passes through his body.

These and other findings will be compared with base-line readings taken before lift-off, which are already being assembled. GLENN routinely walks around the grounds of NASA's Houston facility with monitors strapped to his wrist and belt. When he returns from space, he will face yet another battery of tests, including an MRI to look for changes in his spinal cord and bone-density tests to look for mineral loss. "All of this," GLENN says, "gives us the potential not only of dealing with the frailties of our already aged population but of helping younger people avoid problems as they get old."

Or so NASA says. Not everyone in the space community agrees. Alex Roland, a former NASA historian and chairman of the Duke University history department, has been outspokenly skeptical of GLENN's mission, questioning its scientific value and dismissing it as a trivial or even foolish use of NASA's scarce resources. If critics like Roland are right, the mission's science is merely a fig leaf. If it's a fig leaf, what is it covering? "This space flight is the same as the first one," says John Pike, director of space policy for the Federation of American Scientists. "It had everything to do with making the country feel good. It's about the right stuff, not science. Which is fine with me." Newsman Walter Cronkite, whose coverage of the Mercury missions made him as much of a television icon as the astronauts, agrees that GLENN's upcoming flight "is bringing back a public interest in space flight."

Whether or not this is true, there is no denying that GLENN's 1998 mission will be rich with echoes from his 1962 mission. Once again there will be the program-preempting coverage; once again Annie Glenn and her family will be seen watching anxiously as the rocket that carries the head of the household explodes off the ground and falls back to Earth; once again there should be the triumphal return.

The first time GLENN flew, the family stayed at home in Arlington, VA, watching the launch on TV, since the Glenns were reluctant to pull their son and daughter out of school for the trip to Cape Canaveral. This time wife, children and the Glenns' two grandsons will all be there for lift-off. GLENN takes a small, whimsical pleasure in pointing out that his grandsons, who will be 16 and 14 in the fall, are the same age his son and daughter—now 52 and 50—were the last time he flew.

For anyone contemplating GLENN's return to space, this kind of existential ciphering is irresistible. The country is now further in time from GLENN's first trip into orbit, for example, than GLENN's first trip into orbit was from Lindbergh's flight across the Atlantic. A man who was GLENN's current age when GLENN was born would himself have been 17 years old when the Civil War began. Then too, there are the people who saw GLENN's first flight who either will or won't be here for the second. Khrushchev, Kennedy, Johnson, Mao Zedong—all towering figures in 1962, all dust now. Castro—communism's beachhead in the West then, old and isolated now. Queen Elizabeth—young and remote monarch then, old and remote monarch now.

That kind of perspective shifting, that kind of standing back from the pointillist portrait of history, may be what GLENN's return to space is really all about. GLENN and NASA will never wholly concede this spiritual point, but GLENN and NASA don't have to concede it. JOHN GLENN flew in 1962, and an exuberant country decided it just might live forever. Thirty-six years later, an older, more sober Nation could use a little of that feeling again.

[From Life Magazine, October 1998]

THE LAST HEROES; JOHN GLENN FLIES US BACK TO THE AGE OF INNOCENCE

(By Richard B. Stolley)

In the mock-up of the shuttle Discovery at the Johnson Space Center in Houston, JOHN GLENN is running through a protein-turnover experiment that involves the collection of blood and urine from crew members for analysis. NASA instructors are demonstrating how to use a centrifuge. "Will I have this book with me?" he asks, referring to a manual in his hand.

"Yes, JOHN," an instructor says. Everybody uses first names here.

"Have these ever failed?"

"No. You check this, check that, and if it doesn't work, you call us."

GLENN pauses, grins mischievously and says, "You mean, 'Houston, we have a problem?'" There is a slight intake of breath in the mock-up, strained mouths, uneasy faces. JOHN GLENN is making a feisty joke of one of NASA's dark hours, the Apollo 13 crisis. "Well," an instructor finally murmurs, "let's hope you don't have to say that."

Is there a happier 77-year-old in America? Not likely. JOHN GLENN is going back into space for 9 days beginning October 29, and this son of Ohio is in hog heaven.

After he became the first American astronaut to orbit the earth in 1962, GLENN wanted to fly again. NASA officials demurred. The massive adulation that greeted his splashdown convinced them that GLENN was more valuable selling space travel than doing it. GLENN found out years later that his friend President Kennedy, basking in the astronaut's popularity, also opposed his return to space. "Maybe he was afraid of the political fallout if something happened to me," GLENN says. "All I know is that they didn't want to put me back up again."

After 18 months of PR and paper-pushing, GLENN got discouraged and quit NASA. He tried corporate life, then went into politics. About 3 years ago, as the increasing number of older Americans began attracting scientific attention, GLENN sensed an opportunity to talk himself back into space. "It became apparent to me that age might be an advantage instead of a disadvantage," he recalls. "There are about ten things in a human body that change in space that are like the frailties of old age." GLENN recruited the National Institute on Aging, which endorsed the idea that knowledge gained from studying a senior citizen in space and afterward would be valuable. NASA set two ground rules: The mission had to make scientific sense to its own doctors, which it eventually did, and GLENN had to pass the same rigorous physical exam as the other crew members—"No waivers."

He passed, although he protests, "I don't think I'm in such superb shape as everyone else seems to think." There is some truth in this: Compared with shuttle teammates, he crawls in and out of hatches with a noticeable creakiness. His waist, inevitably, has broadened; below the belt is a whisper of a paunch.

Still, the man looks great and appears amazingly vigorous. He has exercised all his life, and today he fast-walks two miles a day and lifts weights. He has never smoked cigarettes and gave up his pipe two decades ago. He occasionally drinks wine with dinner. Food is another matter. He admits to being a continual dieter. "If I ate like I'd like to eat," he says, "I'd weigh 300 pounds in thirty days." Since the prospect of space beckoned, he has concentrated on fish, grains, beans, fruits, and vegetables and stayed away from red meat.

The physical demands of the flight will be strenuous, of course, but nothing like those of GLENN's 1962 mission. The sheer size of the spacecraft is a factor; for GLENN, this will be like traveling in a Greyhound instead of a Geo. Back then the issue was not successful experiments but survival. Doctors weren't sure whether humans could take eight G's going up and coming down; in the shuttle, it's a maximum of three G's. "As test pilots," GLENN says, "our job was to find out what we could and couldn't do. Did our eyeballs change shape? Would inner-ear fluid move differently? Could we even swallow? We were trying to put a lot of basic issues to rest."

The terrifying vastness of what was unknown back then makes GLENN (and his Mercury buddies * * *) seem heroic beyond contemporary measure. But in the face of this observation, JOHN GLENN squirms. He deals with the subject of fear better.

"Was I afraid to the point where it overcame what I was supposed to be doing?" he says. "No. Apprehensive. Keyed up. Aware of every little bump and jiggle and watching everything very carefully. I had a pretty high level of confidence that the thing wasn't going to blow up. I did have a couple of major problems that the scientists weren't sure I could handle. At the end of the first orbit, the danged automatic system screwed up and a thruster got stuck. Rather than use up all the fuel, I just went manual on everything. Scientists weren't sure I could control the spacecraft. That settled that question. Then we had the heat shield problem: Will he burn up or won't he? I was apprehensive, yes, but not fearful to the point it interfered. And that's the way I feel this time."

Danger has been as much a part of GLENN's life as his Ohio roots. As a Marine fighter pilot, he flew combat in World War II, then again in Korea, where he shot down three Communist MIGs. After that he tried his hand and nerve as a test pilot in the era of the first supersonic jets. "We lost a lot of people," he says matter-of-factly. "I never had to bail out, but I had a lot of very weird things happen. We spent more time than we liked going to funerals. It wasn't very pleasant." That test-pilot experience led to his selection as one of the original Mercury team, the seven whom author Tom Wolfe would immortalize with a macho label: "the Right Stuff." JOHN GLENN has no reason to remember the book fondly. It describes him as the Presbyterian Pilot, excessively pious, scolding his fellow astronauts on issues of morality, grandstanding with the press, lobbying shamelessly to be first American into space (an honor that would go to Alan Shepard * * *).

Yet GLENN actually enjoyed the book. "Tom Wolfe writes with a stream of consciousness that I sort of like," he says. "Most of his account was reasonably factual, although I was neither the pious saint nor the other guys the hellions he made them into." The movie, GLENN had no use for. "Hollywood made a charade out of the story and caricatures out of the people in it."

Movie aside, how does he feel about the term "the Right Stuff?" An immediate "Oh, I don't like it." He pauses. "I don't try to define it," he says, then tries to do exactly that. "I suppose the Right Stuff means a willingness to sort of be out there on the edge, where the danger level is supposedly much higher, but you are willing to take that risk, and that's supposedly supposed to be the Right Stuff. I don't know. It's a willingness to risk for whatever gain, I guess."

GLENN is reminded, "Tom Wolfe did it in only three words."

He smiles sheepishly. "I guess that's what it means."

Whatever it meant in 1962, GLENN had it. The cold war was at its fiercest, and the American psyche was being battered. "We thought we led the

world in science and technology,” GLENN recalls. “All at once they were challenging us on our grounds. We tried to send up satellites and failed. We wanted to be first with a manned flight, and damned if they didn’t beat us on that, too. They taunted us that Americans were going to sleep under a Soviet moon. There was a mentality that people forget today, but it was very real back then.”

The effort to put GLENN into orbit was a near fiasco, played out in complete openness, unlike the secret and sinister Soviet program. GLENN’s launch was postponed a depressing 10 times. He still winces at the memory. “It would be announced that GLENN is going on such and such date, and then no, it’s been canceled because of something or other. Once I was on the way to the pad in the van when the flight was canceled. Damn, we flopped again. We couldn’t get this thing off. It was almost like it was designed for suspense by Hollywood.”

On the 11th try, February 20, at 9:47 a.m., millions of nervous, prayerful Americans watched on TV as JOHN GLENN’s tiny capsule, which he and his family had named Friendship 7, roared into orbit. It circled the globe three times and landed safely in the Atlantic. Suddenly, the cold war was a stand-off. America went joyfully hysterical. There was a parade in Washington, then another in New York with a blizzard of ticker tape. “Overwhelming,” says GLENN. “Beyond anything we had envisioned.” He sat the family down—wife Annie and their teenage kids, David and Lyn. It was classic GLENN: so genuine and yet fodder for cynicism. “I said, look, we are the same kind of people we were before. I’m still putting my pants on one leg at a time. I don’t want anybody getting any big poppycock ideas. We’ll just be our own folks. And that’s exactly what we did. That seemed in its own right to attract attention, and made people feel even closer to us.”

Before New York had swept up the last of the confetti, JOHN GLENN was an American hero. Today, to many, the four-term Democratic Senator is still one. Does he object to that assessment? He tries to.

“Look,” he says, “I don’t know what people think * * *.”

He is interrupted. “Senator, you know exactly what they think.”

“Well, I know what they think,” he admits, “but I don’t look at myself that way. I don’t come in every day and think I’d better do this in a certain way because I am a hero. I never thought that in my whole life. And I’m not starting it now. If other people look at me as someone they admire because of what I’ve been fortunate enough to take part in, I don’t recoil from that, nor do I try to advance it.”

By January, JOHN GLENN—twice an astronaut, 24 years a Senator, newly retired from both—will be out of a job. But he is a man who needs some sort of mission, so he has come up with one. He plans to set up an institute at Ohio State University that would involve young people in politics and public service—a quest as daunting as shooting rockets at the moon. He knows that many Americans today feel “politics and government are so dirty they can’t possibly get their hands messed up in it.” And he knows that leaders more articulate than he have preached the gospel of public service without success. But perhaps the young will listen to a space traveler. “If they do, fine,” says GLENN. “If they don’t, well, I’ll give it my best shot.”

Today, his best shot is aimed at understanding this body-fluid centrifuge. He’s training as hard as he is because fouling up one of the experiments, as opposed to personal safety, is his major concern. He looks up and emphasizes: “Make that ‘concern.’ Not ‘fear.’”

[From the the New York Times, October 30, 1998]

GLENN RETURNS TO SPACE: THE OVERVIEW

36 YEARS LATER, GLENN LIFTS OFF FOR HIS SPACE ENCORE

(By John Noble Wilford)

JOHN GLENN, an astronaut again at 77, returned to orbit today in the space shuttle Discovery for a rendezvous with the memory of a time when exploits of early astronauts held the world in thrall and for a long-awaited encore, this time as the oldest traveler in outer space.

At 2:19 p.m., after two suspenseful delays, the shuttle's two rockets and three engines ignited in flames and billowing vapors and lifted the seven-member crew—including Mr. GLENN, the retiring Democratic Senator from Ohio and the first American to circle the planet—into an orbit some 345 miles above Earth.

"Liftoff of Discovery with a crew of six astronaut heroes and one American legend," intoned Lisa Malone, the countdown commentator, at the moment the shuttle rose into a cloudless blue sky.

Although Mr. GLENN's flight had been criticized in many quarters as a publicity stunt and political payoff with little scientific value, an estimated 250,000 visitors to the Kennedy Space Center and surrounding communities, one of the biggest crowds to see a shuttle departure, followed Discovery's ascent, watching until it was no more than a vanishing point of light more than 5 minutes after liftoff. President Clinton, watching with Mrs. Clinton from the roof of the Launch Control Center, was the first sitting President to see a space launching here since Richard M. Nixon watched the takeoff of Apollo 12 in 1969.

In an interview on CNN before the liftoff, Mr. Clinton pointed out that today's flight—the last mission before NASA begins launching the International Space Station in December—was the end of an era. "So JOHN GLENN began this first phase of our space program, and he's ending it just before we start on the space station," Mr. Clinton said.

A few hours after Discovery reached orbit, Lieutenant Colonel Curtis L. Brown, Jr., the commander, looked over at Mr. GLENN.

"Let the record show, JOHN has a smile on his face and it goes from ear to ear," Colonel Brown told Mission Control. "We haven't been able to remove it yet."

In his first radio communication with Mission Control, Mr. GLENN was ebullient. "A trite old statement: zero-G and I feel fine," he said, paraphrasing his first reaction to zero gravity, in 1962.

Looking down on the Hawaiian islands, Mr. GLENN said: "Today is beautiful and great. I just can't even describe it."

More than 36 years ago, on February 20, 1962, Mr. GLENN, then 40, rocketed aloft from here to become the first American to orbit the planet. Alone, squeezed into a tiny Mercury capsule, he made all of three orbits of Earth on a flight that lasted 5 hours. Today, aboard the relatively commodious Discovery, with 70 times the room of the Mercury capsule, Mr. GLENN began a mission planned to last 9 days.

Two younger astronauts, Colonel Brown and Lieutenant Colonel Steven W. Lindsey, both of the Air Force, were at the controls of Discovery. From his passenger seat in the compartment below the flight deck, Mr. GLENN felt the bump at liftoff and the increasing vibration and noise of the first 2 minutes of surging rocket power, 20 times the thrust of the Atlas rocket that first put him in orbit. When Discovery's two solid-rocket boosters were jetti-

soned after a little more than 2 minutes, Mr. GLENN felt a sharper jolt and might have caught sight of a flash of light in the tiny compartment window.

In many ways, it was a more comfortable ascent this time. At most, the rocket power exerted on Mr. GLENN's body pressures about three times the normal force of gravity at sea level. The pressure was certainly nothing like the G-forces from the Atlas, which reached eight times normal levels.

As the shuttle's three hydrogen engines burned, Mr. GLENN could begin to relax to the steady whirring of turbines and fans. Eight and a half minutes after ignition, he and the other Discovery astronauts had reached orbit and, unbuckling the straps that secured them during liftoff, experienced the floating sensation of weightlessness. On his Friendship 7 flight in 1962, Mr. GLENN never got the chance to unbuckle and had no place to stretch out.

For the rest of the day, the crew moved slowly about Discovery, opening the cargo-bay doors and activating the systems and scientific instruments in the pressurized Spacehab module in the cargo bay where astronauts are to conduct many of their experiments.

Generally overlooked in the avid attention on Mr. GLENN was the multinational crew, including a Japanese and a Spanish astronaut, which is to get busy on Friday with dozens of astronomy observations, tests of hardware for the Hubble Space Telescope, and experiments on the effects of a low-gravity environment on insects, fish, and humans.

Much of the scientific work will be handled by Dr. Stephen K. Robinson, an engineer; Pedro Duque, an aeronautical engineer from Spain who is representing the European Space Agency; and Dr. Chiaki Mukai, a Japanese physician and medical researcher. Mr. GLENN's primary duty will be to act as a test subject for investigations of physiological changes from space flight that appear to parallel changes in aging humans. His attending physician for many tests will be Dr. Scott E. Parazynski.

Such studies point up one of the sharpest contrasts between this flight and Mr. GLENN's first. "Back then, the issue was not successful experiments but survival," Mr. GLENN said in a recent magazine interview. "Doctors weren't sure whether humans could take eight G's going up and coming down. As test pilots, our job was to find out what we could do and couldn't do."

NASA officials said Discovery was operating normally, but engineers said they were investigating the apparent loss of a small, insulated aluminum panel near the tail. A videotape of the launching showed the panel dropping off 2 seconds after main-engine ignition, 5 seconds before liftoff. The panel appeared to be the cover over a stowed parachute, which is deployed at landing to slow the shuttle on the runway.

At a news conference, Donald R. McMonagle, a shuttle official at the Kennedy center, said the incident was not expected to pose any additional risk or cause any change in mission plans. The shuttle could land without the "drag chute," which was added to the shuttles for extra braking force only after more than 50 safe landings without parachutes. The problem presented "no hazard to operations of the vehicle in orbit," the official said.

A more detailed analysis of the problem is expected to be made on Friday, Mr. McMonagle said.

The day of Mr. GLENN's second launching broke warm and clear, with no signs of technical trouble on Discovery at Pad 39-B. Before his first mission, Mr. GLENN had to wait out 10 postponements because of weather or mechanical problems between December and February 20 before he finally lifted off.

Today's countdown proceeded smoothly toward a scheduled 2 p.m. liftoff. At a pause at T-minus-9 minutes, Scott Carpenter, the astronaut who was Mr. GLENN's backup pilot in 1962, echoed his famous farewell to the Mercury flight, which was "Godspeed, JOHN GLENN."

Speaking to the Discovery crew, Mr. Carpenter said, "At this point in the count, it seems appropriate to say to the crew, good luck, have a safe flight, and to say once again, Godspeed, JOHN GLENN."

But Discovery was not going anywhere yet. Alarms sounded in the cockpit and were recorded at Mission Control in Houston. The countdown was halted while engineers considered possible problems with the cabin pressure in the crew module, and soon established that there was nothing to fear. Then, at T-minus-5 minutes, the count was interrupted again as one private airplane and then another were spotted flying into restricted airspace near the Kennedy launching area.

The liftoff seemed trouble-free, until the examination of video recordings revealed that a piece of metal seemed to break loose and hit the nozzle of the shuttle's center engine. Investigators were trying to find out if it was indeed the parachute panel—a piece of waffle-textured aluminum 18 inches wide, 22 inches long, and 1.7 inches thick—that fell off.

"At this point, we know of no impact on the mission," Mr. McMonagle said of the problem.

One of the most important maneuvers of the mission is to come on the fourth day. The Discovery astronauts plan to release a small satellite called Spartan for 2 days of observations of the Sun's corona, or outer atmosphere, and its effects on the space environment throughout the solar system. The satellite is to be retrieved before the shuttle returns to Earth. Landing is scheduled for November 7 here at the Kennedy center.

The mission is the 92d by a shuttle since the reusable craft were introduced in 1981. And it is the 121st American flight of astronauts since JOHN GLENN made history with his first flight. Shortly after 7 p.m. today, Mr. GLENN passed his old space flight record of 5 minutes under 5 hours, with 8 days yet to go on the return flight he had longed to take since February 1962.



[From the New York Times, January 17, 1998]

GLENN TO SLIP BONDS OF AGE IN SPACE

(By Katharine Q. Seelye)

He wears glasses now; he is paler and balding. But he still has his freckles and the Midwestern blend of modesty and self-assurance he always displayed as an American hero.

"I'll give it my very best try," JOHN GLENN said today at a packed news conference at NASA headquarters here, where officials announced that they were sending the 76-year-old Ohio Senator back into space after a 36-year absence. Mr. GLENN said that he had lobbied NASA for 2 years to reprise his epic flight of 1962, which launched him into history as the first American in orbit. Dan Goldin, the NASA Administrator who gave the go for Mr. GLENN's autumnal space shuttle mission, called him "the most tenacious human being on the face of this planet."

Senator GLENN has enjoyed other successes since slipping the bonds of Earth in his 9-by-7-foot capsule, including the distinction of being the only person Ohio has elected to the Senate for four consecutive terms (he retires

this year). But nothing he has achieved in politics has come close to rivaling the worldwide acclaim he received as an astronaut, and there was some speculation today that Mr. GLENN wanted to cap his career the way he began it—by lighting the candle, in the jargon of astronauts.

“Zero-G, and I feel fine,” a suddenly weightless JOHN GLENN radioed 36 years ago, with the world holding its breath as Mr. GLENN circled the globe, scoring one for the United States after the Soviet Union had launched two men into orbit and was winning the space race at the height of the cold war. Afterward, four million New Yorkers gave him a ticker-tape parade that rivaled the one for Charles Lindbergh.

Mr. GLENN asserted today that he wanted to go back into space because he was intensely interested in geriatrics. On his own initiative, he said, he had studied some of the similarities between aging on Earth and flying weightless in space, including the loss of bone mass, a weakening of the immune system and a slackening of muscles. He proposed to Mr. Goldin that he go back into space to study them further, to help “lessen the frailties of old age” and prevent problems for young astronauts.

But in the course of his lengthy news conference, Mr. GLENN returned to the novelty factor—he would be the oldest person to go into space. And he acknowledged that he was keenly aware of his place in the American psyche.

Besides, he argued to those who suggested NASA might have picked him for the public relations value—he was as good a choice as anyone.

“If I can pass the physical, why not me to do this kind of experimenting?” he recalled asking Mr. Goldin in the summer of 1996.

There is little doubt that Mr. GLENN can pass the physical. Doctors say he is in excellent health. A former Marine fighter pilot, he exercises every day, and he said he expected to be in even better shape by the time the space shuttle Discovery is launched in October.

He also spurned suggestions that his selection was a political reward for defending President Clinton and Vice President Gore during the Senate hearings last year on campaign finance practices.

“Nothing could be further from the truth,” the Senator asserted. “There were never any directions, there were never any requests from the White House.”

It was Mr. GLENN’s partisan performance during the hearings—in response to partisan tactics by the Republicans—that in some eyes diminished his reputation as an amiable Senator. His character—his sense of decency and fair play—had always been his strength. But these apolitical qualities, combined with a public speaking style that was less than electrifying, kept him from playing a major role in the Senate and helped doom his 1984 bid for the Presidency, for which he remains \$3 million in debt.

He was first elected to the Senate in 1974 and delved into nuclear proliferation and, later, issues related to aging. But he was also touched by the Keating Five scandal, in which he and four other lawmakers were accused of doing favors for a wealthy campaign contributor. The Senate Ethics Committee concluded that Mr. GLENN had only “exercised poor judgment” in arranging a meeting, but it tarnished his Mr. Clean image.

Throughout Mr. GLENN’s career, it was clear that his trip into space was never far from his mind. He announced his retirement from the Senate on February 20, 1996, the 35th anniversary of his orbit. And at one merry moment during the campaign finance hearings, when the Republicans had displayed a particularly complicated chart, Mr. GLENN mused: “Is this supposed to be an orbital track?”

Even today, it was evident that the chance to leave the planet again was more important to him than whatever might await in Washington. Said Mr. Goldin: "One of the conditions for Senator GLENN to fly is, I have an iron-clad commitment from him that his Senate duties will not interfere with the activities of training for the space shuttle."

Mr. GLENN, the son of a plumber, had sought to enter politics 2 years after his 1962 orbit of Earth, announcing his candidacy for the Senate in 1964. But a fall in his bathroom injured his inner ear and he had to drop out of the primary.

He still wanted to return to space, but was turned down. "I always wanted to go back up again," he said today, adding obliquely: "At that time, headquarters didn't want me to go back on flight status again. And so, after a year or so, I went on to other things."

It was unclear whether he was referring to a time when John F. Kennedy was President or when Lyndon B. Johnson occupied the Oval Office.

With Mr. GLENN's political career on hold, he went into private business, serving on the boards of Royal Crown Cola and the Questor Corporation. He oversaw four Holiday Inns. In 1970, Mr. GLENN ran for the Senate again, but lost the Democratic primary to Howard Metzenbaum. The seat was up 4 years later, and this time, Mr. GLENN beat Mr. Metzenbaum.

In 1979, Tom Wolfe published "The Right Stuff," an examination of the dawn of the American space program and the qualities that, in Mr. Wolfe's phrase, would "bring tears to men's eyes." The 1983 movie based on the book was expected to give Mr. GLENN a big advantage in the presidential campaign, when he presented himself as an alternative to the more liberal Walter Mondale. But support never materialized, and he dropped out. Mr. GLENN held his Senate seat in 1992 against a challenge from Mike DeWine, whose campaign slogan asked: "What on Earth has JOHN GLENN done?"

Mr. GLENN announced his retirement last year after it was clear that Ohio's popular Republican Governor, George Voinovich, who had built up a substantial war chest, would present a particularly strong challenge.

But all of those battles melted away today as Mr. GLENN grinned his way through the announcement of the news he had waited so long to hear. His first words, typically, were in homage to his wife, Annie, his childhood sweetheart, who sat in the front row adjacent to a battalion of cameras that were recording the moment for history. She brought her own instamatic and took her own pictures, occasionally wiping a tear from the corner of her eye.

Mr. GLENN said his wife and children were initially "not enthusiastic" about his upcoming flight but that they understood it was important for him.

With the image of the Challenger disaster still imprinted in American minds, Mr. Goldin was quick to say NASA "tripled the reliability of the Space Shuttle since the early 1990's."

Nonetheless, he said, an experienced flyer like Mr. GLENN "knows that there's a finite probability he may not come back." He said that the decision to send Mr. GLENN into space should not send a message "that it's safe to fly in space." Rather, he said, "This is a signal that we're trying to do the maximum space research to benefit the American people and to inspire people."

Mr. Goldin insisted that the agency was not exploiting Mr. GLENN's popularity as a ploy to win more money. "We will not pander to the American public self-servingly to get more money for this agency," Mr. Goldin said, but added: "Is it just science? No. Inspiration is part of the American psyche."

If Mr. GLENN was afraid of the flight, he did not let on. His only fear, he said, was that he might not “do a good job.” He added: “I was concerned about that back in 1962. I will be concerned about that again.”

