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JOHN GLENN One Year Later

JUST ONE YEAR AGO—Feb. 20, 1962—Lt. Col. John Glenn, USMC, thrilled the free world by orbiting earth in the Friendship 7 space capsule.

For the next two weeks, he was the most feted American hero since Charles Lindbergh crossed the Atlantic in solo flight 35 years before. On March 3, his home town of New Concord, Ohio, honored him, and the following Monday Glenn was back at work at Cape Canaveral, Fla. From then on, his professional and private life became obscured.

How has he managed to escape the demands and intrusions of a hero-worshipping public and to get on with his important work? What has fame meant to him and his family? What has he done in the past year, and what are his plans? In an exclusive interview before the anniversary of his flight, Glenn reviewed the past and looked into the future.

He is now a "weekend family man" and peripatetic engineer who logs thousands of miles a week consulting with prime contractors on our Gemini and Apollo space programs. Except for actual orbital flights, Glenn has devoted less and less time to the Mercury project which first put an American in space. Here is how Glenn outlined a typical week:

On Monday morning, he left his new Texas ranch-style home in Seabrook, about 20 miles from Houston, for morning and afternoon meetings with coordinating project engineers on Apollo. This is the space vehicle which is scheduled to land Americans on the moon by the end of the decade.

Glenn flew to Chicago for the night, then on to Columbus, Ohio, for two days with North American Aviation engineers who are developing a mock version of the docking system Apollo will use to rendezvous in space.

On Thursday and Friday, Glenn attend-

ed a series of meetings with engineers and policy makers of the National Aeronautics and Space Administration. He reported on developments at the manned spacecraft center in Houston and on progress observed among the prime contractors.

"I hope to get home at 8:30 Friday night," he added with heavy emphasis on hope. "Our schedule will change this year. I'll be spending more time in St. Louis, where McDonnell is building the Gemini (a two-man orbital vehicle), and in New York, where Grumman is producing the lunar excursion vehicle.

"I don't undergo the extensive medical checks that were regular before my flight—just a routine yearly physical. I still try to keep in good physical condition, but the exercises are hardly as intense."

Does that mean he doesn't expect to pilot future space flights? "We—all the astronauts—presume we will pilot Gemini and/or Apollo," he replies with a firmness that indicates his strongest desire.

WILL HE feel anything when the Mercury project ends soon? "Nostalgia, you mean?" he asks, grinning. "No. We're already caught up in future projects. If we wrap ourselves in the past, we never go forward. That's the direction of progress in any activity, and the one we feel most keenly about."

Glenn's greatest disappointment of the year relates to his biggest headache—demands on his time by civic, youth, and scientific groups. It also indicates why little has been heard of Glenn, on the personal level, in the past year.

"NASA expected and was prepared for the avalanche of demands for the banquet circuit and such," he says. "Ford Eastman (a program-development officer in Washington) spent entire days on the telephone patiently explaining why the space program must take priority on our time. Everybody's understanding was gratifying—yet as I look back I wish we could have

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