

1999 DRAFTING REQUEST

Bill

Received: 05/4/99

Received By: fasttn

Wanted: Soon

Identical to LRB:

For: Rodney Moen (608) 266-8546

By/Representing: Bruce Humphrey

This file may be shown to any legislator: NO

Drafter: fasttn

May Contact:

Alt. Drafters:

Subject: Transportation - highways

Extra Copies: PEN, ISR - 1

Pre Topic:

No specific pre topic given

Topic:

Donald K. "Deke" Slayton Memorial Highway

Instructions:

See Attached

Drafting History:

<u>Vers.</u>	<u>Drafted</u>	<u>Reviewed</u>	<u>Typed</u>	<u>Proofed</u>	<u>Submitted</u>	<u>Jacketed</u>	<u>Required</u>
/?	fasttn 05/26/99	gilfokm 05/26/99		_____			State
/1			martykr 05/27/99	_____	lrb_docadmin 05/27/99	lrb_docadmin 06/1/99	

FE Sent For:

G 06-03-99

<END>

1999 DRAFTING REQUEST

Bill

Received: **05/4/99**

Received By: **fasttn**

Wanted: **Soon**

Identical to LRB:

For: **Rodney Moen (608) 266-8546**

By/Representing: **Bruce Humphrey**

This file may be shown to any legislator: **NO**

Drafter: **fasttn**

May Contact:

Alt. Drafters:

Subject: **Transportation - highways**

Extra Copies: **PEN, ISR - 1**

Pre Topic:

No specific pre topic given

Topic:

Donald K. "Deke" Slayton Memorial Highway

Instructions:

See Attached

Drafting History:

<u>Vers.</u>	<u>Drafted</u>	<u>Reviewed</u>	<u>Typed</u>	<u>Proofed</u>	<u>Submitted</u>	<u>Jacketed</u>	<u>Required</u>
/?	fasttn 05/26/99	gilfokm 05/26/99		_____			State
/1			martykr 05/27/99	_____	lrb_docadmin 05/27/99		

FE Sent For:

<END>

1999 DRAFTING REQUEST

Bill

Received: **05/4/99**

Received By: **fasttn**

Wanted: **Soon**

Identical to LRB:

For: **Rodney Moen (608) 266-8546**

By/Representing: **Bruce Humphrey**

This file may be shown to any legislator: **NO**

Drafter: **fasttn**

May Contact:

Alt. Drafters:

Subject: **Transportation - highways**

Extra Copies: **PEN, ISR - 1**

Pre Topic:

No specific pre topic given

Topic:

Donald K. "Deke" Slayton Memorial Highway

Instructions:

See Attached

Drafting History:

<u>Vers.</u>	<u>Drafted</u>	<u>Reviewed</u>	<u>Typed</u>	<u>Proofed</u>	<u>Submitted</u>	<u>Jacketed</u>	<u>Required</u>
1?	fasttn	1-5-26-99 KMG	KMS 26	LS KMS			

FE Sent For:

<END>

Wisconsin State Senate



RODNEY C. MOEN
Senator - 31st District

Jim,
Would you please draft a
bill designating STA 27 between
I-90 and the Monroe/Vernon Co.
line as the Donald K. "Deke"
Stacy Memorial Highway.

I've attached Co. Bd.
Resolution for your info.

If you have any questions,
please call

Frank
Sweet Henry

RESOLUTION NO. 4-99-6

RESOLUTION REQUESTING THAT THE SENATE AND ASSEMBLY CREATE A
WISCONSIN STATE STATUTE SECTION RELATING TO DESIGNATING STH 27
AS THE "DEKE SLAYTON MEMORIAL HIGHWAY"

WHEREAS, the people of the County of Monroe, and specifically the Town of
Leon, request as follows:

Section 84.1048 of the statutes be created to read:

Deke Slayton Memorial Highway. (1) The Wisconsin Department of
Transportation shall designate and mark, subject to sub.(2), STH 27, commencing at its
intersection with I90 and proceeding south to the Monroe County line, the Deke Slayton
Memorial Highway as a living memorial to, and in honor of, the NASA astronaut who
brought great credit to this county for his contribution to the space program.

(2) Upon receipt of sufficient contributions from interested parties, including any
county, city, village or town, to cover the cost of erecting and maintaining markers along
the route specified in sub. (1) to clearly identify to motorists the designation of the route
as the "Deke Slayton Memorial Highway", the department shall erect and maintain the
markers. No state funds, other than from the receipt of contributions under this
subsection, may be expended for the erection or maintenance of the markers.

(3) Four signs shall be erected along said route at the following locations:

Two (2) within the Town of Leon

One (1) at each end of the route

(4) Monroe County shall pay for the cost of erecting the two signs at the ends of
the route.

Dated this 7th day of April, 1999.

OFFERED BY THE HIGHWAY COMMITTEE:

Paul Pierce

Bill Blythe

Garon Pasch

Bruce Bennett

Dennis Hubbard

STATE OF WISCONSIN }
COUNTY OF MONROE } SS

I, CHRISTINE M. WILLIAMS, Monroe County Clerk,
DO HEREBY CERTIFY that the foregoing is a true and
correct copy of Reso 4-99-6
adopted by the County Board of Supervisors at the
meeting held April 7, 1999

Christine M. Williams
CHRISTINE M. WILLIAMS, MONROE COUNTY CLERK

MAIL-IT REQUESTED: MAY 12, 1999

100E83

CLIENT: TNF
LIBRARY: NEWS
FILE: ALLNWS

YOUR SEARCH REQUEST AT THE TIME THIS MAIL-IT WAS REQUESTED:
DONALD SLAYTON

NUMBER OF STORIES FOUND WITH YOUR REQUEST THROUGH:
LEVEL 1... 236

LEVEL 1 PRINTED

THE SELECTED STORY NUMBERS:
93-96,98-99,104

DISPLAY FORMAT: FULL

SEND TO: KEANE, MICHAEL
WI LEGISLATIVE REFERENCE BUREAU
PO BOX 2037
MADISON WISCONSIN 53701-2037

*****00585*****

Copyright 1993 Information Access Company, a Thomson Corporation Company
ASAP
Copyright 1993 Reed Publishing USA
Publishers Weekly

March 15, 1993

SECTION: Vol. 240 ; No. 11 ; Pg. 16; ISSN: 0000-0019

LENGTH: 1191 words

HEADLINE: With Shepard and Slayton, Turner aims for the moon; Alan Shepard, Donald Slayton, Turner Publishing Inc.

BYLINE: Dahlin, Robert

BODY:

Astronauts and crew intend to deliver more than just the right stuff

Although astronauts Alan Shepard and Donald "Deke" Slayton have waited until now to tell their stories, Shepard isn't shy. Explorers seldom are. "The other books written about the space program have been maybe more like stories by engineers than by reporters," Shepard said in a recent interview with PW. "Ours has a little more drama. Astronaut Michael Collins wrote a very nice book *Liftoff: The Story of America's Adventure in Space*, Grove, and I don't want to detract from it, but his was perhaps a bit more narrow than ours."

More pointedly, Shepard states that Tom Wolfe's book *The Right Stuff*, and the movie made from it about the early days of the space program, was "way off the mark" - at least as far as personalities go. "Wolfe never talked to any of us original seven guys. His book was based on hearsay, on what he got from second-generation astronauts. The story line was good, but the characterizations left a little to be desired."

A number of houses - including Simon & Schuster and Random House - reportedly expressed interest in Shepard's and Slayton's firsthand account of the Mercury, Gemini and Apollo programs, but the tentatively titled *Giant Steps: The Inside Story of the American Space Program* was picked up by Turner Publishing for an undisclosed six-figure advance. Publication is scheduled for the summer of 1994, the 25th anniversary of Apollo 10's lunar landing.

The man who made the deal with Turner is Ray Nugent, a Congressional archivist and Florida bookstore owner, whose literary agency, Nugent and Associates, is in Naples, Fla.

"I wanted to link up with a publisher that would market the book as I thought it should be done," explains Nugent, who says Turner has earmarked a six-figure promotional budget. "I didn't think that the other houses would treat it as major frontlist, and if I'm only one of 150 titles somebody is putting out, I'm going to lose. What charmed me about Turner is that they put out a relatively small number of books, and they treat them all as important."

A second and powerful attraction built in at Turner Publishing is the corporate cable arm. Nugent is expecting to sell the film adaptation rights to *Giant Steps* to Turner Network Television. "We've sent a few chapters to both Turner Publishing and the television people simultaneously," he says. "We haven't signed a contract for the movie yet, but they have evidenced strong interest. They want to see more. They're already doing their homework. They're interviewing screenwriters."

Explaining what he identifies as the book's unique appeal, Nugent says, "Most of the earlier books dealt with achievements of the hardware, not with real people. This book will also cover not only the people on the front line, but those behind the scenes."

Shepard - the first American to be rocketed into space, in 1961, and the astronaut who slammed a golfball across the moon's rocky surface a decade later - is the more familiar name, but Deke Slayton was also one of the original seven

men in space. Slayton became the first so-called "boss of the astronauts," and for years, he and Shepard selected all the crews to fly the space missions. Slayton made his own maiden voyage in 1975 when Apollo 18 linked up with the USSR's Soyuz 19.

The two men will cover everything for Turner Publishing from the space program's inception to the first moon landing and beyond. Neil Armstrong, the first person to actually plant his foot on the moon and whose pronouncement at that moment led to the book's tentative title, is writing the foreword.

The actual writing of the book will be done by Jay Barbree, NBC-TV's correspondent on space travel since 1958, and Howard Benedict, who covered U.S. space efforts for the Associated Press for 31 years. Retired three years ago, Benedict is executive director of the Mercury Seven Foundation in Titusville, Fla., which was founded by six of the first astronauts, along with Mrs. Betty Grissom and others. Virgil Grissom, the seventh original astronaut, was killed along with Edward White and Roger Chaffee at Cape Kennedy in the fire aboard Apollo 1 on Jan. 27, 1967.

"This is the first time these guys have sat down to tell the whole story," says Michael Reagan, executive v p and publisher of Turner Publishing. "Alan and Deke were there throughout the whole thing. They'll give us a sense of who everyone is and where they came from."

Disclosures Are Promised

Nugent had represented Barbree on an earlier title, *The Day I Die*, an account of the reporter's near-death experience, which he sold to Horizon Press. "I said to Jay, (You've got an even bigger story to tell about the space program)," Nugent recalls. "After all, these guys' stories have never seen the light of day." Neil Armstrong was approached to participate in the project, but his busy schedule of TV appearances and world travels cut into his available time.

After Barbree had the astronauts lined up, Nugent shopped the book around at the last ABA, in Anaheim, and afterward made the sale to Turner. "We won't participate in auctions," states Turner's Reagan. "We made an offer for the book, and that was that."

Reagan is expecting a finished work of 60,000-75,000 words. Photographs will not be a major part of the end product, says Larry Larson, Turner's director of development.

Since the manuscript is far from finished, none of the principals is eager to say just what disclosures will be included, although many of the pranks the astronauts reveled in are likely to be revealed.

"Gordon Cooper buzzed the crew's quarters one day and was grounded," Barbree says with amusement. "He wasn't going to be allowed to man the last Mercury flight in May 1963 until Alan and Deke talked their bosses into letting him fly."

To PW, Shepard addressed one of the specifics where the film based on *The Right Stuff* went wrong - which he will put right. "Virgil Grissom made the second suborbital flight after mine," he said, "and after he landed back on Earth, the hatch blew off the capsule. We lost the nose cone in the ocean and almost lost Grissom, but after some testing, we discovered that the hatch was too sensitive and blew off by itself. Grissom was exonerated from making a mistake, but the film kept that stigma on him."

Asked why he waited until now to tell his story, Shepard says, "It's been in the back of my mind, but I've been busy with other things until now, until these guys came to me."

The fact that the voices of two astronauts are being captured by two writers has led to some predicaments in achieving the proper first person/third person balance in the manuscript, but that challenge has reportedly been surmounted and the writing continues apace.

"We're going to be as historically accurate as possible," Barbree says. "We have access to all the files at NBC and AP, but this is Alan's and Deke's book."

"We're really enthusiastic about the project," says Michael Reagan. "We need heroes now, and what we want is the real stuff, not just the right stuff."

GRAPHIC: Photograph

SIC: 2700 PRINTING AND PUBLISHING ; 2731 Book publishing

IAC-NUMBER: IAC 13563952

IAC-CLASS: Magazine; Trade & Industry

LANGUAGE: ENGLISH

LOAD-DATE: August 23, 1995

Copyright 1993 Burrelle's Information Services
CBS News Transcripts

SHOW: CBS MORNING NEWS (6:30 AM ET)

June 14, 1993, Monday

TYPE: Newscast

LENGTH: 67 words

HEADLINE: ONE OF ORIGINAL MERCURY ASTRONAUTS, DONALD SLAYTON, DIES OF CANCER

ANCHORS: JOHN ROBERTS

BODY:

JOHN ROBERTS, anchor:

Donald "Deke" Slayton, one of the original Mercury astronauts, died of cancer at his Texas home yesterday. Slayton, a World War II combat pilot, was chosen as an astronaut by NASA in 1959, but a heart irregularity grounded Slayton for 16 years and it wasn't until the joint American-Soviet mission in 1975 that he finally flew in space. "Deke" Slayton was 69 years old.

LANGUAGE: English

LOAD-DATE: April 27, 1998

Copyright 1993 The Dallas Morning News
THE DALLAS MORNING NEWS

June 14, 1993, Monday, HOME FINAL EDITION

SECTION: NEWS; Pg. 19A

LENGTH: 1003 words

HEADLINE: Retired astronaut Deke Slayton dies of cancer

DATELINE: LEAGUE CITY, Texas

BODY:

LEAGUE CITY, Texas -- Donald K. "Deke" Slayton, an original Project Mercury astronaut who waited 16 years to fly in space, died of brain cancer Sunday morning. He was 69.

Mr. Slayton died in his sleep at about 3:20 a.m. CDT, with his wife Bobbie by his side, said Howard Benedict, executive director of the Mercury Seven Foundation.

Mr. Slayton was diagnosed as having a brain tumor last year.

Medical treatment forced the cancer into remission, but the disease recently reappeared.

NASA picked the World War II combat pilot to be one of America's seven original astronauts in 1959. Years later, they were the subjects of Tom Wolfe's book *The Right Stuff*.

Mr. Slayton was assigned to the second Project Mercury orbital mission in 1962 -- the first went to John Glenn -- but was grounded by an irregular heartbeat. Scott Carpenter flew instead.

Mr. Carpenter of Vail, Colo., was surprised by his colleague's death.

"We're all shook up about it," Mr. Carpenter said Sunday. "There's not much else to say except to mourn the passing of a dear, dear comrade."

Though in the first group of astronauts, Mr. Slayton, known to everyone as Deke, made the least immediate impression on a public that for a time could not read or hear or see enough of these newly minted space celebrities. In part, this was because of his heart problem. But also he was naturally laconic and presented a stern image in public to mask his impatience with just about anything that did not involve flying.

However, other astronauts and space officials say, Mr. Slayton probably exerted a greater influence on the American space program over a longer period than any other single astronaut. For years, as chief of flight operations at the Johnson Space Center, he directed astronaut training and selected crews for nearly all missions, including Apollo flights to the moon.

Christopher C. Kraft Jr., a former director of the Johnson center, said that Mr. Slayton "had the qualities you really wanted in the American astronaut of his time: He was a superb flyer, a good engineer and was cognizant of the importance of his position to the country, what he had to do and how he had to do it."

Mr. Slayton had supervised NASA's astronaut corps, first as chief astronaut, then as director of flight crew operations during the Apollo moon missions. He was in charge of choosing the Apollo crews: who was flying with whom, and in what order.

"He was a prince of a guy -- everybody's favorite," said Mr. Benedict, who is writing a book about the early days of the space program with Jay Barbree and Alan Shepard, the first American in space.

In the days of Mercury, Mr. Slayton was uncomfortable with his celebrity, seeing it as something to be tolerated rather than enjoyed.

"I just learned to cope with it," he said years later.

In *The Right Stuff*, Mr. Wolfe described Mr. Slayton as rugged, rather handsome and quite intelligent. "When the subject was flying, his expression lit up, and he radiated confidence and had all the wit and charm and insights you could ask for," Mr. Wolfe wrote. In other situations, however, Mr. Slayton lacked the patience for party manners and small talk and had a "way of lapsing into impenetrable blank stares."

Mr. Slayton overcame his heart problem and was restored to flight status in 1972. He made his first and only space flight at age 51 with two other Americans in the 1975 Apollo-Soyuz mission, in which U.S. and Soviet spacecraft linked in space. It was the first international human space voyage and the last Apollo flight.

"We've lost a dear friend today," said Walter "Wally" Schirra Jr. of Rancho Santa Fe, Calif., another former Mercury astronaut.

Mr. Shepard, of Houston, was out of Texas Sunday and could not be reached for comment.

Five of the original seven astronauts survive. Gus Grissom died in January 1967 when fire erupted in an Apollo spacecraft during a test on the launching pad.

Mr. Slayton relished his nine days in space. He served as Apollo docking module pilot.

"It's worth waiting 16 years for," he said.

Mr. Slayton joked in orbit that the flight was so problem-free, "I haven't done anything my 91-year-old aunt up in Wisconsin couldn't have done equally well."

During descent, however, the crew forgot to flip some switches, and gas from the steering jets filled the cabin. Astronaut Vance Brand passed out when Apollo splashed down in the Pacific. Mr. Slayton and commander Thomas Stafford quickly donned gas masks and put one on Mr. Brand, who recovered.

After his flight, Mr. Slayton became manager of the space shuttle approach and landing tests at Edwards Air Force Base in California. He later served as manager for orbital flight tests until his retirement from NASA in 1982.

For the past decade, Mr. Slayton was president of Space Services Inc. of Houston, now a subsidiary of EER Systems Inc. He founded the company to develop rockets for small commercial payloads.

Mr. Slayton always was interested in flying.

The Sparta, Wis., native joined the Air Force in 1942 and received his wings a year later. During World War II, he flew 56 combat missions in Europe as a B-25 pilot with the 340th Bombardment Group. He later joined the 319th Bombardment Group in Okinawa and flew seven combat missions over Japan in A-26s.

After the war, he studied aeronautical engineering at the University of Minnesota, earning a bachelor's degree in 1949, and joined Boeing Aircraft Co. in Seattle. He was recalled to active duty in the Minnesota Air National Guard in 1951, remained in the Air Force and attended test pilot school at Edwards. He was a test pilot there from 1956 to 1959, when he was selected to be an astronaut.

Mr. Slayton lived in League City, not far from the Johnson Space Center, about 30 miles south of Houston. Survivors include his wife, Bobbie; sons, Kent, 36, and Jim; and a daughter, Stacey, all of Houston.

Funeral arrangements were pending.

New York Times News Service contributed to this report.

GRAPHIC: PHOTO(S): 1. Donald Deke' Slayton was one of the original Project Mercury astronauts. 2. Donald K. Deke' Slayton. (This photograph appeared in the State edition on page 1A). 3. Donald Slayton (second from left) is shown with Mercury astronauts (from left) Scott Carpenter, John Glenn, Gus Grisson, Alan Shepard and Wally Schirra. (This photograph appeared in the State edition on page 10A). (Associated Press)

LANGUAGE: ENGLISH

LOAD-DATE: June 22, 1993

Copyright 1993 Caledonian Newspapers Ltd.
The Herald (Glasgow)

June 14, 1993

SECTION: Pg. 2

LENGTH: 203 words

HEADLINE: Donald Slayton

BODY:

DONALD "Deke" Slayton, one of seven astronauts who helped launch the US manned space flight programme in the early 1960s, died yesterday of a brain tumour. He was 69.

Relatives said he had been diagnosed as having the tumour in November and died at his home in Houston.

An air force major and B-25 bomber pilot during the Second World War, he fulfilled his dream of flying in space on the 1975 Apollo-Soyuz mission, the first meeting in orbit of American and Soviet astronauts.

He had been scheduled to be the fourth American to go into space in the six -mission Mercury programme, following astronauts Alan Shephard, Gus Grissom, and John Glenn, but was grounded after doctors discovered that he had an irregular heartbeat.

Major Slayton flew on the nine-day Apollo mission about 13 years later -- after doctors downgraded the seriousness of his heart condition in 1972 -- his first and only space flight during a 23-year career with the National Aeronautics and Space Administration.

As one of three American astronauts in the Apollo 18 spacecraft, he spent 44 hours docked with the Soviet-built Soyuz 19. The mission was famous for the "handshake in space". He retired from NASA in 1982.

LOAD-DATE: March 30, 1994

June 14, 1993, Monday, Late Edition - Final

NAME: Donald K. Slayton

SECTION: Section B; Page 9; Column 1; Society Desk

LENGTH: 1118 words

HEADLINE: Donald Slayton Dies at 69; Was One of First Astronauts

BYLINE: By JOHN NOBLE WILFORD

BODY:

Donald K. Slayton, one of the original seven American astronauts and an influential manager in the space agency, died yesterday at his home in League City, Tex., near the Johnson Space Center in suburban Houston. He was 69. The cause of death was brain cancer, said Howard Benedict, executive director of the Mercury Seven Foundation.

Of the first astronauts, Mr. Slayton, known to everyone as Deke, made the least immediate impression on a public that for a time could not read or hear or see enough of these newly minted space celebrities. In part this was because a heart problem kept him out of space for years. But he was also naturally laconic and presented a stern-faced image in public to mask his impatience with just about anything that did not involve flying.

In truth, other astronauts and space officials say, Mr. Slayton probably exerted a greater influence on the American space program over a longer period than any other single astronaut. For years, as chief of flight operations at the Johnson Space Center, he directed astronaut training and selected the crews for nearly all missions, including the Apollo flights to the Moon.

The Right Stuff

Christopher C. Kraft Jr., a former director of the Johnson center, said that Mr. Slayton "had the qualities you really wanted in the American astronaut of his time: he was a superb flyer, a good engineer and was cognizant of the importance of his position to the country, what he had to do and how he had to do it."

At the time of his death, Mr. Slayton was director of Space Services Inc., a pioneering company in the business of launching small satellites. He was a founder of the company when he retired from the National Aeronautics and Space Administration in 1982.

Donald Kent Slayton was born March 1, 1924, in Sparta, Wis.; he was one of seven children and grew up on the family's dairy farm. Upon graduation from high school in 1942, he entered the Air Force and flew 56 combat missions over Europe as a B-25 pilot and 7 over Japan.

After World War II, he earned a bachelor's degree in aeronautical engineering at the University of Minnesota and went to work at the Boeing Aircraft Corporation. With the outbreak of war in Korea in 1951, he was recalled to duty as a fighter pilot. Eventually he advanced to one of the choice roles in aviation, that of an experimental test pilot at Edwards Air Force Base in California. That was the finishing school for many future astronauts.

Sputnik Surprise

Stunned by the Soviet Union's launching of the first artificial Earth satellite, Sputnik 1, in October 1957, the United States rushed to establish its own space program. Personifying this much-ballyhooed effort were the seven young military aviators selected in April 1959 to be the first astronauts.

They were called the Mercury Seven for the tiny one-person capsules they would begin flying in another two years, and they were immediately hailed as heroes.

No one was more uncomfortable with the sudden celebrity than Mr. Slayton, who looked upon it as something to be tolerated. "I just learned to cope with it," he said years later.

Mr. Slayton was assigned to fly the second Mercury mission in orbit. Alan B. Shepard Jr. and Virgil I. Grissom had each made test flights in 1961, and the next February John H. Glenn Jr. had become the first American to orbit Earth. Then came the most bitter disappointment of Mr. Slayton's career.

Two months before his scheduled flight, doctors grounded Mr. Slayton because of an abnormal heartbeat caused by atrial fibrillation. His place on the flight in May 1962 was taken by Scott Carpenter. The two other Mercury astronauts, Walter M. Schirra Jr. and L. Gordon Cooper Jr., would get their flights, too, concluding the project the next May. Of the original seven, only Mr. Slayton never got a Mercury flight.

But he contributed significantly to the space program in a number of managerial positions, mainly directing astronaut training and selecting the crews for the subsequent Gemini and Apollo missions. Astronauts described him as "one hell of a leader, very quiet and very tough," said Mr. Benedict, a former Associated Press space reporter who is now director of the Mercury Seven Foundation, which raises money for science scholarships. Mr. Slayton was vice president of the foundation.

Battle With His Heart

Mr. Slayton tried everything to cure his heart problem, including dieting, exercising more, quitting smoking, giving up coffee and reducing alcohol consumption.

Then, in 1971, the heart problem went away just as mysteriously as it had appeared, in time for Mr. Slayton to qualify for the last available seat on the last Apollo mission. With two other Americans, Mr. Slayton flew the Apollo in July 1975 to a docking with a Soviet Soyuz spacecraft. The joint mission symbolized a passing thaw in American-Soviet relations.

Mr. Slayton returned to managerial duties with the space agency, directing early tests of the space shuttles. Perhaps it was age and the satisfaction of having had his flight in space, but Mr. Slayton seemed to shed his stone-faced reserve.

A Lighter Outlook

Asked before one shuttle mission what the astronauts would be doing between then and the launching, a question that used to elicit a sober listing of flight plans to be studied and so forth, Mr. Slayton replied, "I think they'll be goofing off."

But when asked what might happen if one of the two solid-fuel boosters failed shortly after liftoff, he reverted to fatalism. "It'll be a bad day," he said.

After retiring from NASA to go to work for Space Services, the first privately financed American space enterprise, he directed the Houston-based company's first launching of a dummy spacecraft, in September 1982. He became the company's president later that year.

Five of the original seven astronauts survive. Gus Grissom died in January 1967 when fire erupted in an Apollo spacecraft during a test on the launching pad. Mr. Glenn is a Democratic Senator from Ohio; Mr. Shepard, a Houston business executive; Mr. Schirra, an aerospace consultant in Rancho Santa Fe, Calif.; Mr. Carpenter, an author and aerospace consultant in Vail, Colo., and Mr. Cooper, chief executive of Galaxy Group Inc., a company in Van Nuys, Calif., that refurbishes airplanes.

Mr. Slayton was married in 1955 to Marjorie Lunney. They were divorced in 1983, and she has since died.

He is survived by his second wife, the former Robbie Oshorn, whom he married in 1983; a son, Kent, of Houston; two sisters, Marie Madsen and Beverly Schlenz, both of Madison, Wis.; two brothers, Dick, of Los Gatos, Calif., and Elwood, of Marshall, Wis., and two grandchildren.

GRAPHIC: Photos: Donald (Deke) Slayton, left, during his only mission in space, in which an Apollo and a Soviet Soyuz spacecraft docked in July 1975 . With him were Aleksei Leonov, center, and Thomas Stafford. (Associated Press); Mr. Slayton in front of a Saturn V rocket at the Johnson Space Center in Houston in 1990. (F. Carter Smith)

LANGUAGE: ENGLISH

LOAD-DATE: June 14, 1993

Copyright 1993 Bergen Record Corp.
The Record

June 14, 1993; MONDAY; ALL EDITIONS

SECTION: NEWS; Pg. A10

LENGTH: 705 words

HEADLINE: DONALD K. DEKE' SLAYTON;
ORIGINAL MERCURY 7 ASTRONAUT
FLEW HISTORIC APOLLO-SOYUZ MISSION IN 75

SOURCE: Wire services

BYLINE: TERRI LANGFORD, The Associated Press

DATELINE: LEAGUE CITY, Texas

BODY:

Donald K. "Deke" Slayton, an original Mercury Seven astronaut who waited 16 years to fly in space before finally going up in the historic 1975 U.S.-Soviet mission, died of cancer Sunday. He was 69.

Mr. Slayton died in his sleep at his home in League City, near Houston. His wife, Bobbie, was at his side, said Howard Benedict, executive director of the Mercury Seven Foundation in Titusville, Fla.

Mr. Slayton was diagnosed as having a brain tumor last year. Medical treatment put the cancer into remission, but the disease recently reappeared.

"We're all shook up about it," fellow Mercury Seven astronaut Scott Carpenter of Vail, Colo., said of Mr. Slayton's death. "There's not much else to say except to mourn the passing of a dear, dear comrade."

Another Mercury Seven astronaut, Walter "Wally" Schirra Jr. of Rancho Santa Fe, Calif., said, "We've lost a dear friend today."

Mr. Slayton, a World War II combat pilot, was selected by NASA in 1959 as one of America's seven original astronauts, who years later became the subjects of Tom Wolfe's book "The Right Stuff."

He was assigned to the second Project Mercury orbital mission in 1962, the first went to John Glenn, but was grounded by an irregular heartbeat. Carpenter flew instead.

Mr. Slayton eventually overcame his heart problem and was restored to flight status in 1972. He made his first and only space flight at age 51 with two other Americans during the Apollo-Soyuz mission. The flight, in which U.S. and Soviet spacecraft linked in space in an unprecedented gesture of Cold War cooperation, was the last Apollo flight.

During the years Mr. Slayton spent waiting for that moment, he supervised NASA's astronaut corps, first as chief astronaut and then as

director of flight crew operations during the Apollo moon missions. He was in charge of choosing the Apollo crews.

"He brought discipline to the office and he earned the respect of the astronauts. He was their mentor," said Benedict, a former aerospace writer for The Associated Press. Benedict has been writing a book about the early days of the space program with Mr. Slayton and Alan Shepard, the first American in space.

Mr. Slayton relished his nine days in space, serving as pilot of the Apollo docking module. He got a bearhug greeting from his Soviet counterparts.

"It's worth waiting 16 years for," he said.

While in orbit, Mr. Slayton joked that the flight was so problem-free, "I haven't done anything my 91-year-old aunt up in Wisconsin couldn't have done equally well."

But they had a close call during descent. The crew forgot to flip some switches, and potentially harmful gas from the steering jets filled the cabin. Astronaut Vance Brand passed out when Apollo splashed down in the Pacific. Mr. Slayton and Cmdr. Thomas Stafford quickly donned gas masks and put one on Brand, who recovered.

After his flight, Mr. Slayton spent several years helping to manage the space shuttle program. He retired from NASA in 1982, the year after the first shuttle flew.

For the past decade, he was president of Space Services Inc. of Houston, now a subsidiary of EER Systems Inc. He founded the company to develop rockets for small commercial payloads.

Born March 1, 1924, in Sparta, Wis., Mr. Slayton joined the Air Force in 1942 and received his wings a year later. During World War II, he flew 56 combat missions in Europe and seven over Japan.

After the war, he studied aeronautical engineering at the University of Minnesota, earning a bachelor's degree in 1949, and joined Boeing Aircraft Co. in Seattle. He was recalled to active duty in the Minnesota Air National Guard in 1951, remained in the Air Force and attended test pilot school at Edwards Air Force Base in California. He was a test pilot there from 1956 to 1959, when he was named an astronaut.

Survivors include his wife, and a son, Kent, 36.

With Mr. Slayton's death, five of the original Mercury astronauts survive: Shepard, Glenn, Carpenter, Gordon Cooper, and Schirra. Virgil "Gus" Grissom and two other astronauts died in 1967 when a space capsule caught fire during a launch-pad test.

GRAPHIC: PHOTO - DONALD K. DEKE' SLAYTON, The astronaut in a 1970 photo.

LANGUAGE: English

LOAD-DATE: October 12, 1995

June 20, 1993 Sunday, 3 STAR

SECTION: EDITORIAL; Pg. G3

LENGTH: 667 words

HEADLINE: IN MEMORY OF DEKE SLAYTON: HE WAS AMONG THE LAST REAL HEROES

DATELINE: HOUSTON

BODY:

The death of Donald K. "Deke" Slayton last week of brain cancer recalls a time when America not only needed heroes, but provided them in abundance.

As a reporter working in Houston in the late 1960s, I was privileged to know Slayton and most of the astronaut corps and their families.

These men embodied the all-American values of virtue, hard work and a can-do spirit. They reflected everything America thought was good about itself, and they were the role models we wanted to promote to the next generation and to the world.

America had a purpose then, a direction and a destination. We believed that clean living and persistence were prerequisites to success. The astronauts were proof.

John F. Kennedy set the ambitious goal in the early '60s. He wanted an American on the moon by the end of the decade. We made it with five months to spare. Even as parts of the country were unraveling over drugs, sexual looseness and the Vietnam War, the mission of getting to the moon remained a constant.

These were men with the "right stuff," all right, and a little thing like social upheaval was not going to deter the astronauts from their rendezvous with destiny.

Slayton had a double portion of what it took. A heart murmur grounded him from flying with the six other original astronauts. He waited 16 years before getting his chance on the Apollo-Soyuz mission with the Soviets in 1975.

Jack Lousma, a fellow astronaut who backed up Slayton on that flight, recalls an incident that illustrates the respect most Americans had for the astronauts.

Lousma and Slayton were in Alaska on a training mission, exploring volcanic flows that were similar to the moon's surface. During their free time, they would fish for trout. Lousma says Slayton violated a restricted fishing area and was discovered by the game warden with two "illegal" fish.

Since the game warden's wife taught school, the warden offered to forget about the violation if Slayton would speak about outer space to his wife's class. He did, and the game warden let Deke keep the fish.

In his 1979 book *The Right Stuff*, Tom Wolfe wrote of Slayton, "When the subject was flying, his expression lit up, and he radiated confidence and had all the wit and charm and insights you could ask for."

I ran into Deke two years ago on a flight to somewhere. I was trying to remember the names of all seven original astronauts. I got six - Alan Shepard, Virgil "Gus" Grissom, Wally Schirra, John Glenn, Scott Carpenter and Deke - forgetting only Gordon Cooper.

Deke seemed amused at my little trivia game. We exchanged business cards and talked about NASA's greatest days.

Several passengers recognized him and asked for his autograph. He readily obliged because he was a humble man (as were all the astronauts), and fame never corrupted him.

It seems so long ago now. We take space flight for granted, except when a tragedy such as the Challenger accident forces us to realize how dangerous it is.

Few can identify any of the current astronauts, but three decades ago American astronauts were bigger than presidents and movie stars.

I once saw Lyndon Johnson at a rally in Houston's Astrodome, where he was accompanied by several astronauts. They, not Johnson, received the most attention and the loudest applause. The public was in awe of them. They were larger than life.

Today, our heroes are rock stars and other "celebrities" whose only achievement is being famous. The astronauts were people you could look up to, literally!

Deke has now "slipped the surly bonds of Earth" on his final flight. But he left behind a contribution to his country and its history that will never be forgotten as long as people dream of reaching for the stars.

Deke and the other astronauts not only had the right stuff, they had the only stuff worth having.

LANGUAGE: ENGLISH

LOAD-DATE: June 22, 1993

```

****-----****
*      16 PAGES          556 LINES          JOB  93860  100E83      *
*      2:01 P.M. STARTED  2:02 P.M. ENDED      05/12/99      *
****-----****
****-----****
*              EEEEE      N  N      DDDD      *
*              E          N  N      D  D      *
*              E          NN N      D  D      *
*              EEE        N N N      D  D      *
*              E          N  NN      D  D      *
*              E          N  N      D  D      *
*              EEEEE      N  N      DDDD      *
****-----****
****-----****

```

SEND TO: KEANE, MICHAEL
 WI LEGISLATIVE REFERENCE BUREAU
 PO BOX 2037
 MADISON, WISCONSIN 53701-2037

Togo (History) Toussaint L'Ouverture
See also *Slavery* in the Research Guide/Index, Volume 22, for a Reading and Study Guide.

Additional resources

Level I

Lester, Julius. *To Be a Slave*. Dutton, 1968.
Meltzer, Milton. *All Times, All Peoples: A World History of Slavery*. Harper, 1980.

Level II

Davidson, Basil. *The African Slave Trade*. Rev. ed. Little, Brown, 1980. Originally titled *Black Mother*.
Davis, David R. *Slavery and Human Progress*. Oxford, 1984.
Escott, Paul D. *Slavery Remembered: A Record of Twentieth-Century Slave Narratives*. University of North Carolina Press, 1979.
Lovejoy, Paul E. *Transformations in Slavery: A History of Slavery in Africa*. Cambridge, 1983.
Walvin, James. *Slavery and the Slave Trade: A Short Illustrated History*. Univ. Press of Mississippi, 1983.

Slavic countries, *SLAH vihk*, are nations where most of the people are Slavs (see Slavs). These countries include Czechoslovakia and Poland in central Europe, Bulgaria and Yugoslavia in southern Europe, and the Soviet Union, which lies partly in Eastern Europe and partly in Asia.

Slavs, *slahvz*, are any of several groups of peoples, most of whom live in eastern Europe. There are about 275 million Slavs. They speak similar languages, called the Slavic or Slavonic languages.

The first Slavs lived over 5,000 years ago in a region that now forms part of the northwestern Ukraine and southeastern Poland. From A.D. 200 to 500, they migrated to other parts of Europe. Some Slavs settled in what are now the western Soviet Union and eastern and central Europe. Other Slavs migrated to the region of southeastern Europe known as the Balkans.

During the 800's, the Slavs established the Great Moravian Empire, which united the peoples of central Europe for the first time. In 906, the empire was conquered by the Magyars, the ancestors of the Hungarians. Since then, some of the Slavs have been ruled by a number of foreign powers, including the Byzantine Empire, the Holy Roman Empire, Austria-Hungary, and Germany.

In 1918, after World War I ended, the Slavs established such independent states as Czechoslovakia, Poland, and what is now Yugoslavia. Germany conquered these Slavic states during World War II (1939-1945). Today, the Soviet Union dominates most of the Slavic peoples. In eastern Europe, only the Slavs of Yugoslavia and Greece are free of Soviet rule.

Historians classify the Slavs into three main groups—(1) eastern, (2) western, and (3) southern—based on the regions in which these people live.

Eastern Slavs consist of the Byelorussians, or White Russians; the Russians, or Great Russians; and the Ukrainians, or Little Russians. The eastern Slavs were strongly influenced by the culture of the Byzantine Empire (see Byzantine Empire). About A.D. 988, the ruler of the Russian Slavs, Grand Prince Vladimir I, married a Byzantine princess and became a Christian. As a result, most of the people under his rule also turned to Christianity. Today, many eastern Slavs belong to Eastern Orthodox Churches.

Western Slavs form a group that includes the Czechs; the Slovaks; the Poles; and the Wends, who also

are known as Sorbs or Lusatians. The Wends live in Eastern Germany. During the 800's, two Greek monks, named Cyril and Methodius, converted many western Slavs to Christianity. At that time, church services were held in Greek or Latin, which few people could understand. But Cyril and Methodius held services in the language of the Slavs, called *Old Church Slavonic*.

As the western Slavs became involved in the affairs of western Europe, they also became influenced by the Roman Catholic Church. Through the centuries, the Catholic Church has strongly influenced western European culture. Today, most western Slavs are Roman Catholics.

Southern Slavs are a group composed of the Bulgarians, the Croats, the Macedonians, the Serbs, and the Slovenes. During the 800's, a large number of southern Slavs were converted to Christianity by followers of Cyril and Methodius. However, these Slavs were also strongly influenced by the Byzantine culture. Today, the majority of southern Slavs belong to Eastern Orthodox Churches. Most members of the group live in the Balkans.

See the *People* section of the articles on Bulgaria, Czechoslovakia, Poland, Serbia, Ukraine, Union of Soviet Socialist Republics, and Yugoslavia. See also Czechs; Russian language; Slovaks.

Slayton, Donald Kent (1924-), a United States astronaut, took part in the Apollo-Soyuz Test Project, the first joint U.S.-Soviet space mission. On July 17, 1975, Slayton, Thomas P. Stafford, and Vance D. Brand docked their Apollo spacecraft with a manned Soviet spacecraft in orbit around the earth.

Slayton joined the astronaut program in 1959, but was removed from active status until the early 1970's because of a heart ailment. In 1963, he became director of flight crew operations for the National Aeronautics and Space Administration (NASA) at the Lyndon B. Johnson Space Center, at Houston. He was awarded the NASA Distinguished Service Medal in 1965.

Slayton was born in Sparta, Wis. He entered the United States Air Force (then the Army Air Forces) in 1942, and flew 63 combat missions in World War II. Slayton graduated from the University of Minnesota in 1949.

Sled is a vehicle that has parallel runners instead of wheels, so that it can move easily over snow or ice. In the Far North, where snow and ice cover the ground for many months of the year, sleds are the chief means of transportation. People in parts of Alaska and Canada's Yukon Territory travel on sleds pulled by huskies.

Alaskan sleds are built to stand the roughest travel. The most common Alaskan sled is the *Nome sledge*, a long, narrow type with basketlike sides. A good team of dogs, hitched to a Nome sledge, can haul 1,000 pounds (450 kilograms) of cargo. The *Nansen sled*, made of wood and lashed with rawhide, is wider and lighter than the Nome sledge. A 30-pound (14-kilogram) Nansen sled can carry a 600-pound (270-kilogram) load. Sleds called *troikas* are used in the Soviet Union. They are drawn by horses or reindeer. In Lapland, reindeer pull sleds carrying heavy goods.

In early times, people made sledges from logs tied together. The sledges were used to haul cargo over both snow and bare ground. Later, people found that the sled

would be called *ru*

Some that look grims m:

After 1 United S per" type

runners short bo flat run

The ut per sled: the sled

to ten pe sleds of ter sport

See al Snowm Sledge Sleep i

awarene coma, is be awak bright fl

animals regular

What asleep, a heartbe: slowly b

all arou A slec

body at slumber

Scien electroe

Whethe electric: and rec

person As a j

out slov largest v

of a per tivity sle from sle

that the: Perio

awake p these pr eyes m

events c such a p membe

ods is c ment) s: from th

dreamii and occ ods last Hum 8 1/2 hour who wo

1999

Date (time) needed

[turned in 5/26/99]

SOON

LRB - 3017 / 1

BILL

TNF: King

Use the appropriate components and routines developed for bills.

AN ACT ... [generate catalog] to repeal ... ; to renumber ... ; to consolidate and renumber ... ; to renumber and amend ... ; to consolidate, renumber and amend ... ; to amend ... ; to repeal and recreate ... ; and to create ... of the statutes; relating to: designating a portion of SH 27 as the "Donald K. 'Deke' Slayton Memorial Highway".

[NOTE: See section 4.02 (2) (br), Drafting Manual, for specific order of standard phrases.]

Analysis by the Legislative Reference Bureau

For the 3 titles used in an analysis, in the component bar:

For the main heading [old =M], execute: create -> anal: -> title: -> head

For the subheading [old =S], execute: create -> anal: -> title: -> sub

For the sub-subheading [old =P], execute: create -> anal: -> title: -> sub-sub

(Attached)

The people of the state of Wisconsin, represented in senate and assembly, do enact as follows:

SECTION #. CR; 84.1041

84.1041 Donald K. "Deke" Slayton Memorial Highway.

(1) The department shall designate and, subject to sub.

(2), mark ~~STH 27~~ commencing at its junction with I 90 and

proceeding southerly to the Monroe County line as the

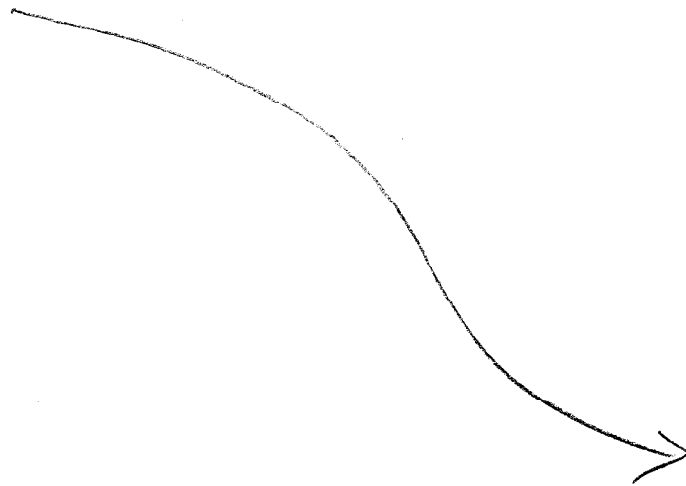
"Donald K. 'Deke' Slayton Memorial Highway" as a living

memorial to and in honor of Donald K. "Deke" Slayton,
this state and, in particular,

who brought credit to Monroe county for his contribution to

this country's space program as one of the 7 original

astronauts and as a participant in the first } United
States-^{hyphen}Soviet space mission. } joint



Donald K. 'Deke' Slayton

Section # 24-2039 (2) of the Statutes

~~§ 24-2039~~ (2) Upon receipt of sufficient contributions from interested parties, including any county, city, village or town, to cover the cost of erecting and maintaining markers along the route specified in sub. (1) to clearly identify to motorists the designation of the route as the "~~Earl D. Slayton~~ ~~Railsplit~~ ~~Memorial~~ Highway", the department shall erect and maintain the markers. No state funds, other than from the receipt of contributions under this subsection, may be expended for the erection or maintenance of the markers.

History: 1995 a. 297.

(END)

Analysis

This bill directs the department of transportation to designate and, upon receipt of sufficient contributions from interested parties, mark a portion of STH 27 in Monroe county as the "Donald K. 'Deke' Slayton Memorial Highway" to honor Donald K. "Deke" Slayton, one of the original Mercury astronauts of this country and a participant in the first joint United States - Soviet space mission.

FE - S

**SUBMITTAL
FORM**

LEGISLATIVE REFERENCE BUREAU
Legal Section Telephone: 266-3561
5th Floor, 100 N. Hamilton Street

The attached draft is submitted for your inspection. Please check each part carefully, proofread each word, and sign on the appropriate line(s) below.

Date: 5/27/99

To: Senator Moen

Relating to LRB drafting number: LRB-3017

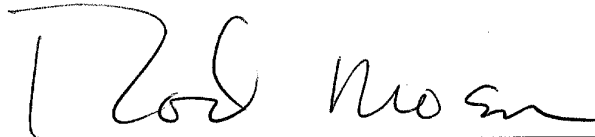
Topic

Donald K. "Deke" Slayton Memorial Highway

Subject(s)

Transportation - highways

1. **JACKET** the draft for introduction



in the **Senate** or the **Assembly** (check only one). Only the requester under whose name the drafting request is entered in the LRB's drafting records may authorize the draft to be submitted. Please allow one day for the preparation of the required copies.

2. **REDRAFT.** See the changes indicated or attached _____.

A revised draft will be submitted for your approval with changes incorporated.

3. Obtain **FISCAL ESTIMATE NOW**, prior to introduction _____.

If the analysis indicates that a fiscal estimate is required because the proposal makes an appropriation or increases or decreases existing appropriations or state or general local government fiscal liability or revenues, you have the option to request the fiscal estimate prior to introduction. If you choose to introduce the proposal without the fiscal estimate, the fiscal estimate will be requested automatically upon introduction. It takes about 10 days to obtain a fiscal estimate. Requesting the fiscal estimate prior to introduction retains your flexibility for possible redrafting of the proposal.

If you have any questions regarding the above procedures, please call 266-3561. If you have any questions relating to the attached draft, please feel free to call me.

Timothy N. Fast, Senior Legislative Attorney
Telephone: (608) 266-9739