

*Suite 34A - The Waldorf Towers*

*100 East 57th Street*

*New York, N. Y. 10022*

September 3, 1964

Dear Mr. Randleman:

Colonel Giblo has sent to me a copy of your memo of July 10th about the flight around the world by Mrs. Joan Merriam. I understand it was originally sent to the wrong address. I only got it recently.

Whenever two women can earn records, rather than one, I am pleased. You have set forth the facts about Mrs. Merriam that make it pretty clear that she was offered the only sanction that was available and did not take it.

To clear my mind completely before I write to Mrs. Merriam, I would like the answer from you to the following two questions.

(1) Has the NAA ever to your knowledge certified or made official a record that was not previously sanctioned? I assume that because Mrs. Merriam's flight was not previously sanctioned, no officials of NAA checked her start or return or certified her at any intermediate points. On the other hand, I assume that Mrs. Mock's flight was so judged and checked.

(2) Is there a category under feminine records for Class CID (3858 to 6614 lbs.) for around the world flights? I ask this because in relation to Mrs. Mock your memo states she obtained sanction for a feminine speed around the world and a "Speed around the world class CIC (2204 to 3858 lbs.)", this last not being limited to a feminine record. In relation to Mrs. Merriam, your memo states you told her that the sanction for the CID record was open to her at any time and she said she did not wish to try for the CID record because it would be difficult to beat Max Conrad's time. This indicates that there was no separate category in this class

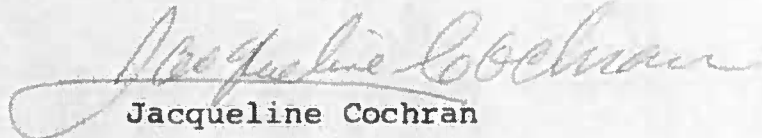
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for women. If that is true, then I don't understand why Mrs. Merriam is now trying to get the record completed for her time in this class because she did not, in fact, beat the time of Max Conrad. I know he made some long flights in light planes but I did not know that he made one around the world.

Please do not take anything I have said herein or in my previous letter as the slightest criticism of you or NAA. So far as I know you were fair and followed the rule book, but Mrs. Merriam sought my aid and, in turn, I want to see that she gets all she is entitled to without taking anything away from Mrs. Mock.

A copy of this letter is going to Colonel Giblo for his information.

Sincerely yours,

  
Jacqueline Cochran

cc Colonel Mitchell E. Giblo

Mr. M. J. Randleman  
National Aeronautical Association  
1025 Connecticut Avenue, N.W.  
Washington, D. C.

9 September 1964

Miss Jacqueline Cochran  
Suite 34 B  
The Waldorf Towers  
100 East Fiftieth Street  
New York, New York 10022

Dear Miss Cochran:

As requested in your letter of 3 September, we are pleased to answer your questions regarding record rules and regulations as they apply to the Around the World flights by Joan Merriam and Mrs. Mock.

The National Aeronautic Association has never, to our knowledge, certified a record that was not previously sanctioned. To do this would be difficult, if not impossible, as the performance would not be certified by our Official Observers, as is required by the FAI Sporting Code. As Mrs. Merriam's flight was not sanctioned, Official Observers were not provided.

The light aircraft categories, Class C-1.a through Class C-1.d, are open to both men and women. There is no separate category for women in these classes. Therefore, Mrs. Merriam would have had to better Max Conrad's time of a little over eight days to set a new Around the World speed record in the proper weight class for her aircraft (Class C-1.d - 3,858 to 6,614 pounds). This was much faster than her planned time and, understandably, she did not apply for the Class C-1.d sanction.

Mrs. Merriam felt strongly that she should have been able to compete for the Class C-1, Group II - Feminine record for Speed Around the World at the same time as Mrs. Mock. As you know, under our regulations we can sanction only one contestant at a time to compete for the same record. However, even if it had been possible to sanction both at once, Mrs. Merriam would not have captured the feminine record as Mrs. Mock's Around the World flight was accomplished in less than thirty days, while Mrs. Merriam, flying a longer route, took approximately fifty-seven days to complete the trip. The record, of course, is based on speed, but Mrs. Mock's average speed was also considerably faster.

Miss Jacqueline Cochran  
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Joan Merriam did make an outstanding flight, which required considerable skill, courage and determination. However, for the reasons stated above, it was not possible for her performance to be recognized as an official record.

For further information, Mrs. Mock's two records for Speed Around the World (Class C-1, Group II - Feminine and Class C-1.c, Group II) have recently been accepted by the FAI.

We believe that this letter will answer the questions you have posed, however, if additional information is required, please do not hesitate to ask.

Very sincerely,

Mitchell E. Ciblo  
Executive Director

MJR:ekr

cc: Mr. W. A. Ong-w/copy of Miss Cochran's letter of 9/3/64