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Long Beach 15, Calif.  
Phone: 438-1254  
May 23, 1964

Dear Faye:

Thank you for all the support you and the many 99's have provided to me during the flight, and especially now when I so need it—after the flight. It seems a shame that we have to fight at proper recognition in this flight, in as much as both flights were so different. In order for even my sponsors to recognize me at this point with endorsements, they need the reassurance that the government thinks enough of the flight to equal award. Right now it appears there was a race, the other girl won, and was given the FAA award for being first—and my flight, the longer route, AE course, reasons for doing it and the dedication to it seem insignificant to the public. Mr. Sarver wrote a short letter to Halaby outlining the flight, and that if a "title" as such was needed in order to avoid embarrassment to JFK having already given a medal for "First" the title could be "First to completely circle the globe", "First to fly the AE route" etc. Many other people are outraged at JFK giving a medal to her before I got back, and the whole thing is extremely embarrassing to me. I don't want this flight to die amidst the shuffle of the cruel people attempting just that and the quickest way to stamp out their attack is for Halaby to get busy and figure out something. It's not the idea of the medal, it's the idea that the award was given apparently for the most outstanding feat, and if none was given at all it would be fine, I would be the last to question or request same, but all I can do now is defend myself. Obviously FAA has been misled in some manner. I rec'd a beautiful letter from Halaby via telegram when I arrived Oakland, and according to Hosmer, that is all that will probably be done. It will become more embarrassing when people like yourself, the 99's, Fla. Women Pilot, newspapers go to bat for me with printed editorials as they wish to do. I understand the Fla. Women pilots are attempting to gain equal recognition thru Senator Smathers, and the Oakland, Hayward, Long Beach, Salt Lake papers want to run running editorials on the incredible outcome of the flight. I told them to hold off because this only alerts the public more and more that she has something that I don't and it may appear I am griping or fighting for something I don't deserve. I however welcome anything you and other gals can do in a quiet manner thru FAA to gain recognition as quickly as possible.

I can arrange to come down to Washington about June 3-5th and would love to talk to Halaby. Can you in the meantime present him with the facts and I will then take up less of his time? I will be at the New Weston during my stay in N.Y. and will know in a week the exact date I can fly down to D.C. I'm riding airlines, left the Apache home.

On final page I'm enclosing data for Halaby to see regarding when I learned to fly rating etc., if dedication to aviation means anything. If award is presented for "First" the only original "First" I hold is the first woman to get an ATR at the minimum age of 23, the other "First" can be, and should be as Sarver outlined first at equator, finish AE route, completely circle globe etc.

On page two outlined is the NAA dealing, and the antagonism from Mock's associates. on Page III

Resume on last page.

Best,  
Joan

An open letter was sent to the chapter chairmen of the 99's outlining my dealings with NAA since August 4, 1963. Many 99's have asked me how come her and not you with sanction. After my initial letter to NAA (M.J. Randlemen) I again wrote in October and November and was told to mail complete date, itinerary, dates, aircraft, pilot background etc. in and they would send by return mail forms for sanction. On December 17th, I mailed in all data after calling him on Dec. 15th to verify information they wanted. By January 7th I had received no word from them and flew to Miami that night to see my Mother who was in the hospital. On the 8th I got the shock of my life when I found out Mock was planning a similar trip. I called NAA and they finally, very reluctantly, told me they had been also working with her, and they had mailed her the forms to fill out but as of that date she had not returned them yet. They indicated that NAA normally gives a first come first served sanction, but in this case due to the unusual circumstance of two girls waiting sanction for the same thing, they would have to make a decision after both forms were sent in by Mock and myself, and with that flatly discouraged the suggestion that I had made to fly up to Washington that night to fill out appropriate paperwork. I offered to do this in order to avoid the thing that has happened, but then again looking at it now, they would have figured out an answer to their predicament by the time I would have arrived on the airlines in D.C. Anyway, the following day, January 9th at 9:15 AM I again call M.J. Randleman and just started to talk when he advised me that Mocks paperwork just came in the mail and unfortunately they were going to have to grant her sanction first. I would have to wait till she either completed her flight, abandoned the attempt, or changed the date of sanction. My first reply was "You must get your morning mail awful early", then I asked what happened to the decision they told me the day before regarding NAA making a choice once both girls forms came in. He said "It was now out of his hands". Further attempts by letter and telephone failed to get anywhere with them and on Feb. 15th they wrote advising me her sanction dates still held good—the 90 day period from March 15—thru June 15th, and that NAA only grants sanction to one person at a time for the same objective—in her case speed record around the world. Even though our courses were completely different, mine 5500 miles longer, and the fact that we pay for the sanctions ourselves not NAA did not sway the decision. I wrote Max Karant, AOPA and about that time we had insufficient time to fight it, and it appears the way NAA changed the rules to fit the situation, they could if we pushed them offer me a sanction at the last minute and I wouldn't have time to accept it or set up the representation—and then NAA could come back and say "We offered her a sanction and she turned it down"! In NAA's last letter of the 15th Feb., they outline "We do not recognize or grant sanctions for a first, such as the first around the world, the first across the pacific etc., but limit our activities to attempts on existing speed, endurance, and altitude records." So—with this I gave up, my course was too long for speed attempt—at \$1800. costs, and I didn't need a sanction for the first at equator etc, and didn't have time etc.

I think the whole thing is crooked. Shirley Marshall of Tucson 99's swore she was in Paris on FEB. 15th and saw Mocks papers to FAI laying on the desk as though they had just been received—40 days after the date NAA claims. Shirley wrote to friend at NAA and he say NAA had her paperwork on Jan 9 but it took that long for FAI in Paris to receive data ??????40 days? Max Karant was told over the phone Mocks papers were in before mine, thats the way it is, thats the way it'll be—to hell with me—as he quotes!

Page 3 concerning Javelin Aircraft of Wichita and their attempt with the associates of Mocks to discredit each and every feat I have ever set.

January 10<sup>I</sup> Wrote letter to Javelin regarding prices etc. of cabin fuel tanks. No answer  
February 15th or so. <sup>I</sup> Wrote second letter, same request.

No answer. Finally about 10 or 15 days later, a Mr. Dave Blanton, President of same calls me long distance saying first letter never rec'd must have been to the old address in Wichita, same as second letter, but second letter was forwarded. In his conversation, he talked 45 minutes, the first five to selling me tanks, the other 40 attempting to find out useful information all about me, my plane, my route, and especially a detailed itinerary day by day. I did not give about much information—for by this time I had found out he was building tanks for Mock. I told him to send quotes etc. thru the mail and the details by letter about the tanks, he said he would and never did.

March 17th I takeoff from Oakland, had tanks made in Torrance by Acme Aircraft.

March 23. Grounded 7 days in Paramaribo, Suriname due to fuel tank leak. I get tanks fixed and fly 20,000 miles without leaks or incidents or and trouble from "back home"

April 15th John Sarver gets a call from Dave Blanton of Javelin, starts out nice, like how is Joan doing etc., then starts raving and ranting I had ordered tanks thru him and he had to hold up Mocks installation and I didn't even cancel my order till the day before my takeoff and made up stuff such as I only had 1000 hours, I was incompetent, irresponsible, stole the engines on my plane from the factory, have been having fuel leaks around the world, was a liar from all angles, everything that was ever printed about me was a lie, from the fact I was flying the A.E. route and actually wasn't, experience nil, and all degrading attacks. (I never ordered tanks from him, there's no such thing of ordering custom tanks over the phone, second I bought two new engines through the Lycoming distributor on an outright sale—not an exchange, so I have papers and every right to keep the old engines—I'm paying for them. This same information and slander, he passed on to Aztec Aircraft of Long Beach, and one or two sponsors, plus taked to Acme Aircraft of Torrance <sup>but</sup> toned it down quite a bit.)

April 27 Dave Blanton, Javelin calls Mr. Robert Gale, regional Pacific director, FAA-- in Honolulu, talks 30 minutes and convinces Gale my tanks are bad and I should be stopped, I'm not qualified etc. I never met Gale—he calls Wake and Guam, and Mr. Warner of FAA Guam subjects me to complete inspection. At Wake same thing, at Honolulu talked to Gale and he gave me all the particulars and was very concerned, Blanton had the whole Pacific shook up and laying low for me---it was very embarrassing to say the least, always explaining my way out of situations as this. In all cases--Blanton failed in his attempt to ground my aircraft and prevent me from crossing the Pacific as inspection showed the tanks to be perfectly safe and repaired and they gave me credit with knowing enough to carefully check them. In all cases these calls by Blanton of Javelin have planted a seed of doubt in most of the 12 people he has called as most of the same people either didn't know me or knew me a short duration, and I'm quite sure he got to FAA in D.C. in some manner.

Over.

May 12th. Within five hours after I landed Oakland, a long distance call comes thru from Wichita to Associated Press in Oakland, charging me with stealing engines, being a liar, incompetent, the same rambling that has following the pattern from Javelin. When AP asked who was calling they hung up, and of course AP called up me and didn't print anything so low down and discrediting as they had just heard and couldn't believe.

May 13th. Within three hours after I land Long Beach—Mock starts in thru the press attacking me saying, I'm a poor loser, ruined aviation, flew a zig-zag course to add up miles because I'm afraid of water, and that I challenged her to a race and she will accept—but on her terms. This was the most absurd publicity stunt I've yet heard! I had never mentioned a race and told the press, and would not accept her offer of a race, or whatever she was offering or stirring up. We flew separate courses for different reasons and I'm willing to accept she was with NAA sanction and I wasn't and she flew speed record and first in the northern hemisphere—and all I want credit for is First around the equator flying the A.E. route—she don't want my flight to be anything but a confused mess to the public.

LIKE

May 15th. Mayor Edwin Wade of Long Beach was called by 16 year old Gary Mock from Columbus Ohio, rambling on and on with the exact statements parallel to Javelin Aircrafts slanderous remarks. States his Mother is the only one to fly around the world, was the hard route, she didn't cheat I did, she this she that etc. Leo Greene accepted the call in Mayor Wades absence and was just astounded to have to listen to this excited kids accusations. Needless to say, City officials of Long Beach have known me for three months so again I had to explain! Right now I am considering hiring a good lawyer, I cannot afford a continuation of this!

Faye—Sift thru this and get whatever information you need to tell Halaby, then destroy the letters as I would not want the facts to get into the hands of the wrong people, unless I have to publicly reveal them.