



# What Took You So Long, Jerrie Mock?

---

A learning game for high school students from the Columbus Council on World Affairs  
with support from the Lindorf Family Foundation

## Introduction for Teachers

**What Took You so Long?** is a game based on the 1964 flights of Newark, Ohio native, Jerrie Mock, and Joan Merriam Smith of Long Beach, California. Though they were not officially racing they were both eager to be the first woman to pilot a plane around the world. By 1964 men had already orbited the earth in outer space and it had been 27 years since Amelia Earhart's attempt to circle the globe with her navigator, Fred Noonan. Still, no woman had ever piloted an airplane around the world. The title of the simulation also refers to the many phone calls and cables Jerrie Mock received from her husband along the way urging her to proceed with haste even when it wasn't feasible or safe. Jerrie actually completed her flight first, but in this game, Joan's team members have a chance to "change history."

## Goals

- Increase awareness of world regions and cultures
- Introduce basic skills and knowledge needed to work globally
- Increase knowledge of the historical development of technology
- Increase knowledge of science concepts related to aviation
- Increase awareness that ordinary individuals can accomplish extraordinary things

## Standards Connections for High School Courses

### American History

2. The use of primary and secondary sources of information requires an examination of the credibility of each source.
3. Historians develop theses and use evidence to support or refute positions.
23. Following World War II, the United States experienced a struggle for racial and gender equality the extension of civil rights.
24. The postwar economic boom, greatly affected by advances in science, produced epic changes in American life.

### World History

2. The use of primary and secondary sources of information requires an examination of the credibility of each source.
3. Historians develop theses and use evidence to support or refute positions.
22. Political and social struggles have resulted in expanded rights and freedoms for women and indigenous people.

### Contemporary World Issues

2. Advances in communications technology have profound effects on the ability of governments, interest groups, individuals and the media to share information across national and cultural borders.
16. Nations seek to ensure the security of their geographic territories, political institutions, economic systems and ways of life. Maintaining security has political, social and economic costs.
18. Individuals and organizations work within, or outside of, established systems of power, authority and governance to influence their own security and the security of others.

## Materials for Students (included)

- Introduction for Students
- Short readings (one per person, at least one student on each team should get each article.)
  - **“Around the World in 30 Days,”** *Columbus Dispatch*, March 19, 1964
  - **“Mrs. Mock’s Dream,”** *Columbus Dispatch*, March 19, 1964
  - **“Mrs. Smith in Senegal,”** *Columbus Dispatch*, April 5, 1964
  - **“Housewife Jerrie Mock, Newark is to Circle the World in Drip Dries,”** *Newark Advocate*, March 16, 1964
  - **“Jerrie Off on World Flight,”** *Newark Advocate*, March 19, 1964

*\*Use of short readings assumes that students will have an existing body of knowledge to draw from in playing the game.*
- A map of the routes flown by Joan Merriam Smith and Jerrie Mock
- Timetable of the flights of each aviator
- Optional longer readings for students
  - **“Winner Take All,”** by Betty Vail and Dixon Edwards, *Flying*, July 1964 (8 pages, recommended for Jerrie’s team)
  - **“I Flew Around the World Alone,”** by Joan Merriam, *Saturday Evening Post* July 25-August 1, 1964 (recommended for Joan’s team)

*\*Long readings contain more of the content that appears in the game questions*

## Materials for Teachers (included)

- Directions for teachers (“How to Play,” “Debriefing,” and “Extensions” sections below)
- Game board for tracking team progress
- Mileage Questions
- Challenge Cards with STEM questions

### How to Play

Introduce the simulation by giving each team member a copy of the **Introduction for Students** and one of the news articles to read prior to the class period for the simulation. Articles should be assigned so that members of each team receive different articles to read.

Students will work in two teams, “Team Jerrie” and “Team Joan” to answer questions about countries, cultures and challenges encountered during these flights. On the day of the game give each team member a map and a timetable. The game board may be projected or printed onto legal-size or larger sheets of paper. The map could also be used to track progress but using the map as a game board gives Jerrie’s team an advantage, because her route was somewhat shorter. The game board has each route divided into 24 equal segments.

Team Joan will go first since she took-off first. Questions may be read aloud either by the teacher or the opposing team. Teams take turns answering Mileage Questions and move one space (approximately 1,000 miles) on the game board for each correct answer. If a team misses a question, tell them the correct answer and then read them a STEM question on

This resource was developed by Stephanie Calondis Geiger and Donna Nesbitt

a Challenge Card. If the team answers correctly, play proceeds on its next turn. If the team answers incorrectly, its flight is delayed and it must try to answer another Challenge question on its next turn. A team can only attempt its next Mileage Question by answering a Challenge question correctly. A team must also answer a challenge card question if it lands on a space with a delay symbol on the game board. The team must answer the challenge question and a mileage question in order to proceed to the next space. If it misses either it starts its next turn with a challenge question.

The simulation can be made more difficult by omitting multiple choice options. Each team may radio for help twice during its flight. This means that the teacher or other adult may give the team an appropriate hint. The winning team is the first one to circle the globe and return to its starting place. The losing team needs to read the telegram that Joan sent to Jerrie from Lae, New Guinea.

“Sincere congratulations on your great achievement. Hoping the clear skies and tailwinds of your trip will always be with you.”

After the game, give the students a copy of the Epilogue and discuss the debriefing questions.

### **Debriefing**

Debriefing is the most important part of a simulation and should not be omitted because of time constraints. It allows students to reflect on their learning and anchor it within the framework of their existing knowledge. The following list includes suggested questions that may be used to stimulate discussion.

- What was the most interesting thing that you learned about aviation from this game?
- What part of the trip was probably the most difficult?
- What might be different if you made this journey in a small plane today?
- Jerrie told her husband that he was bored and he jokingly suggested that she fly around the world? What big goal might you pursue if you dared to dream?

### **Extensions**

Complete a project using the media of your choice comparing the world of 1964 to the world this year with emphasis on developments in technology and the accomplishments of women.

Make a list of the global skills and types of knowledge that would be useful if you were working in another country.

Create a timeline showing aviation and space history, highlighting the accomplishments of Ohioans.

Interview an adult who remembers when Jerrie Mock took her famous flight and find out how people reacted to it.

Despite her accomplishments, Jerrie Mock did not become widely known. The author of this simulation asserts that the space race took attention away from aviation feats. There might be other reasons. Use a variety of resources related to national and world events of the 1960's to develop and support another theory.

This resource was developed by Stephanie Calondis Geiger and Donna Nesbitt



## What Took You So Long?

### Introduction for Students

In 1937, Amelia Earhart made her historic attempt to be the first woman to fly around the world, but she and her navigator, Fred Noonan, perished. Twenty-five years later, even though men had already orbited the earth in outer space, no woman had yet piloted an airplane around the globe. Newark, Ohio native, Jerrie Mock, a 38 year-old Columbus housewife, was looking for excitement and decided to take up the challenge. She had 750 hours of flying time and several long cross-country flights but none over water. She spent two years planning her own route and obtaining the necessary permissions to fly over and land in the countries along the way. She outfitted the eleven-year old single-engine plane her husband and a friend owned with a new engine, extra fuel tanks and navigation equipment. She studied weather patterns and learned to fly guided by instruments rather than her own vision. She had to arrange for officials at each airport where she landed to sign paperwork documenting her flight for the Fédération Aéronautique Internationale in Paris so that she could prove she had achieved a world record.

Just as she was making final preparations for the flight she learned that 27- year old Joan Merriam Smith from California, was planning to fly around the world on the route attempted by Amelia Earhart. Joan began taking flying lessons at age 15, had obtained her pilot's license at age 17 and commercial license at age 23. She had a career as a pilot for charter flights.

Joan's take-off on March, 17, the anniversary of Amelia Earhart's first flight attempt prompted Jerrie to take off sooner than she had planned. Officially their flights were not a race, yet both women were simultaneously attempting to be the first to fly around the world. Your team will be taking on the identity of one of the two aviators as you attempt to set a world's record. Each team will track its flight on the game board. You can also track your progress on the map. There will be challenges along the way, some to represent the actual delays on the trip and some that occur if your team misses a mileage question. Use the skills of all team members to overcome the challenges. You will have two chances to radio for help when you face a particularly difficult question.

The name of the simulation, *What Took You So Long?* refers to the years between Amelia Earhart's flight and the flights of these two pilots. It also refers to the many times Jerrie's husband tried to phone or cable her to proceed with haste in spite of fatigue, bad weather, official delays, or mechanical difficulties.

This resource was developed by Stephanie Calondis Geiger and Donna Nesbitt



Joan Merriam Smith



Jerrie Mock

Date Day of the Week	Joan Merriam Smith Age 27		Jerrie Mock Age 38	
	Departure	Destination	Departure	Destination
3/17/64 Tuesday	Oakland, CA Stop in Tucson, AZ and New Orleans	New Orleans, LA (1665 miles)		
3/18/64 Wednesday	New Orleans, LA	Miami, FL (667 miles)		
03/19/64 Thursday	Miami, FL		Columbus, OH	Hamilton, Bermuda (1,141.63 miles)
3/20/64 Friday	Miami, FL		Hamilton, Bermuda	
3/21/64 Saturday	Miami, FL	San Juan, Puerto Rico (1035 miles)	Hamilton, Bermuda	
3/22/64 Sunday	San Juan, Puerto Rico	Paramaribo , Surinam (1144 miles)	Hamilton, Bermuda	
3/23-3/25 Monday - Wednesday	Paramaribo , Surinam		Hamilton, Bermuda	
3/26 Thursday	Paramaribo, Surinam		Hamilton, Bermuda	Santa Maria, Azores (2,264.62 miles)
3/27 Friday	Paramaribo, Surinam		Santa Maria, Azores	
3/28 Saturday	Paramaribo, Surinam		Santa Maria, Azores	Casablanca, Morocco (1,015.02 miles)
3/29 Sunday	Paramaribo, Surinam		Casablanca, Morocco	
3/30 Monday	Paramaribo, Surinam (Took off for Natal, Brazil)	Belem, Brazil (682 miles)	Casablanca, Morocco	Bone, Algeria (902.70 miles)
3/31 Tuesday	Belem, Brazil	Natal, Brazil (965 miles)	Bone, Algeria	Tripoli (418.13 miles)
4/1 Wednesday	Natal, Brazil		Tripoli, Libya	Inchaas, Egypt

This resource was developed by Stephanie Calondis Geiger and Donna Nesbitt

<b>4/2 Thursday</b>	Natal, Brazil		Inshaas, Egypt	Cairo (1090.21 miles )
<b>4/3 Friday</b>	Natal, Brazil	15 hr. and 50 minute flight (3 hrs. longer than planned)	Cairo, Egypt	Dharan, Saudi Arabia (1,173.37 miles)
<b>4/4 Saturday</b>		Dakar, Senegal (1876 miles)	Dharan, Saudi Arabia	Karachi, Pakistan (1,063.33 miles)
<b>4/5 Sunday</b>	Dakar, Senegal Stops in Niamey, Niger and Fort Lamy, Chad		Karachi, Pakistan	Delhi, India (655.54 miles)
<b>4/6 Monday</b>		Khartoum, Sudan (3330 miles)	Delhi, India	Calcutta, India (817.37miles)
<b>4/7 Tuesday</b>	Khartoum, Sudan		Calcutta, India	Bangkok, Thailand (999.56 miles)
<b>4/8 Wednesday</b>	Khartoum, Sudan	Aden, Arabia (859 miles)	Bangkok, Thailand	Manila, Philippines (1365.79 miles)
<b>4/9 Thursday</b>	Aden, Arabia	Karachi, Pakistan (1661 miles)	Manila, Philippines	
<b>4/10 Friday</b>	Karachi, Pakistan via Ahmedabad, India	Calcutta, India (1359 miles)	Manila, Philippines	
<b>4/11 Saturday</b>	Calcutta, India (via Rangoon)	Bangkok, Thailand (1003 miles)	Manila, Philippines	Guam (1597.7 miles)
<b>4/12 Sunday</b>	Bangkok, Thailand		Guam	Wake (1501.33 miles)
<b>4/13 Monday</b>	Bangkok, Thailand	Singapore (885 miles)	Wake Crosses IDL	
<b>4/14 Tuesday</b>	Singapore			Honolulu, HI, US (2300.45 miles)
<b>4/15 Wednesday</b>	Singapore		Honolulu, HI, US	Oakland, CA (2409.60 miles)
<b>4/16 Thursday</b>	Singapore	Surabaya, Indonesia (857 miles)	Oakland, CA, US	Tucson, AZ, US
<b>4/17 Friday</b>	Surabaya, Indonesia	Darwin, Australia (1284 miles)	Tucson, AZ, US Stops in El Paso, TX and Bowling Green, KY	Columbus, OH (Approximately 1700 miles)
<b>4/18 Saturday</b>	Darwin, Australia	Lae, New Guinea (1171 miles)		
<b>4/19 – 4/22</b>	Lae, New Guinea			
<b>4/22</b>	Lae, New Guinea	Guam (1406 miles)		
<b>4/23</b>	Guam –side trip to Saipan			

This resource was developed by Stephanie Calondis Geiger and Donna Nesbitt

4/23-5/2	Guam			
5/3	Guam	Wake Island (1501.33 miles)		
4/24	Wake Island			
5/7	Wake Island Crosses the IDL Fuel stop at Midway			
5/8		Honolulu, HI, US		
5/9	Honolulu			
5/10	Honolulu			
5/12		Oakland, CA,US		

The source for statute miles for Jerrie Mock's flight is *Three-Eight Charlie* Copyright 1970 by Jerrie Fredritz Mock, J.B. Lippincott Philadelphia/New York.

The sources for Mrs. Smith's locations are articles in *The Columbus Dispatch* and "I Flew Around the World Alone" by Joan Merriam, *The Saturday Evening Post*, July 24-Aug. 1, 1964. Distances were calculated using an online mileage calculator at [www.geobytes.com](http://www.geobytes.com).

<p style="text-align: center;"><b>MILEAGE QUESTION</b></p> <p>The name of Jerrie's plane, <i>Spirit of Columbus</i>, echoes another famous aircraft. Name the famous plane or the pilot.</p> <p>(SPIRIT OF ST. LOUIS or CHARLES LINDBERGH)</p>	<p style="text-align: center;"><b>MILEAGE QUESTION</b></p> <p>At the time of Jerrie Mock's flight around the world another Ohioan had already circled the globe in outer space. Who was it?</p> <p>A. JOHN GLENN* B. NEIL ARMSTRONG C. CHUCK YEAGER</p>
<p style="text-align: center;"><b>MILEAGE QUESTION</b></p> <p>Which two stops on Jerrie's flight were in US territories in the Pacific that are not states?</p> <p>(WAKE ISLAND and GUAM)</p>	<p style="text-align: center;"><b>MILEAGE QUESTION</b></p> <p>Which of the world's oceans didn't Jerrie cross?</p> <p>A. ATLANTIC B. INDIAN C. ARCTIC*</p>

This resource was developed by Stephanie Calondis Geiger and Donna Nesbitt



<p style="text-align: center;"><b>MILEAGE QUESTION</b></p> <p>Which continents did Jerrie cross in the eastern hemisphere?</p> <p>(AFRICA AND ASIA)</p>	<p style="text-align: center;"><b>MILEAGE QUESTION</b></p> <p>What language is commonly spoken in the African countries where Jerrie stopped?</p> <p>(ARABIC)</p>
<p style="text-align: center;"><b>MILEAGE QUESTION</b></p> <p>Over what body of water did the aviators cross the International Date Line?</p> <p>(PACIFIC OCEAN)</p>	<p style="text-align: center;"><b>MILEAGE QUESTION</b></p> <p>In what general direction were the aviators traveling?</p> <p>(EAST)</p>
<p style="text-align: center;"><b>MILEAGE QUESTION</b></p> <p>One of the stops on Jerrie's journey was an archipelago (chain of islands) where Portuguese is spoken. Is it?</p> <p>A. Azores*</p> <p>B. Philippines</p> <p>C. Bermuda</p>	<p style="text-align: center;"><b>MILEAGE QUESTION</b></p> <p>One of the stops on Jerrie's flight was an archipelago that was a British possession. Is it?</p> <p>A. Azores</p> <p>B. Philippines</p> <p>C. Bermuda*</p>
<p style="text-align: center;"><b>MILEAGE QUESTION</b></p> <p>Amelia Earhart disappeared during her attempt to circumnavigate the globe in 1937. What major world event may have partially accounted for the fact that the journey wasn't completed by another woman in the 1940's?</p> <p>A. The Russian Revolution</p> <p>B. World War</p> <p>C. World War II*</p>	<p style="text-align: center;"><b>MILEAGE QUESTION</b></p> <p>Jerrie and Joan both stopped in the country that is now the world's most highly populated democracy. Which of the following is it?</p> <p>A. The United States</p> <p>B. Egypt</p> <p>C. India *</p>

This resource was developed by Stephanie Calondis Geiger and Donna Nesbitt

<p style="text-align: center;"><b>MILEAGE QUESTION</b></p> <p><u>True</u> or False</p> <p>On maps the shortest distance between two points may seem to be a straight line but because the earth is round, airplanes routes are really arcs which are parts of great circles.</p>	<p style="text-align: center;"><b>MILEAGE QUESTION</b></p> <p>On her flight around the world Jerrie Mock referred to Zulu Time which is also known as Greenwich Mean Time. Which of the following is true?</p> <ul style="list-style-type: none"> <li>A. Using Greenwich Mean Time allows people in different time zones to have a common reference point.</li> <li>B. Greenwich Mean Time is the same as the time in New York City.</li> <li>C. The International Date Line runs through Greenwich.</li> </ul>
<p style="text-align: center;"><b>MILEAGE QUESTION</b></p> <p>When the aviators flew over the Atlantic they could see more stars than they could at home. Why is that?</p> <ul style="list-style-type: none"> <li>A. There are no towns or streetlights. *</li> <li>B. There are always less clouds over the ocean.</li> <li>C. She was really seeing a reflection of the stars on the water.</li> </ul>	<p style="text-align: center;"><b>MILEAGE QUESTION</b></p> <p>Which stop on Jerrie’s trip was a place that Christopher Columbus stopped in February 1493 after his first trip to the West Indies?</p> <ul style="list-style-type: none"> <li>A. Calcutta, India</li> <li>B. Santa Maria, Azores*</li> <li>C. Bangkok, Thailand</li> </ul>
<p style="text-align: center;"><b>MILEAGE QUESTION</b></p> <p>The Transatlantic Cable was used to send:</p> <ul style="list-style-type: none"> <li>A. Telegrams*</li> <li>B. Letters</li> <li>C. Email</li> </ul>	<p style="text-align: center;"><b>MILEAGE QUESTION</b></p> <p>When Jerrie’s husband tried to call her in the Azores the telephone operator thought he was trying to reach someone in the Ozarks. In which country are the Ozarks located? (the United States)</p>

This resource was developed by Stephanie Calondis Geiger and Donna Nesbitt

<p style="text-align: center;"><b>MILEAGE QUESTION</b></p> <p>The aviators had to use a different system of measurement when looking at charts and maps in other countries. What system of measurement do most countries in the world use?</p> <p>(metric)</p>	<p style="text-align: center;"><b>MILEAGE QUESTION</b></p> <p>In Casablanca, Jerrie was served Ramadan soup. Ramadan is a religious observance of Muslims. How long does it last?</p> <p>(One month)</p>
<p style="text-align: center;"><b>MILEAGE QUESTION</b></p> <p>Jerrie spent Easter Sunday in Casablanca, Morocco. Casablanca means:</p> <ul style="list-style-type: none"> <li>A. White House*</li> <li>B. Blank Check</li> <li>C. Romantic movie</li> </ul>	<p style="text-align: center;"><b>MILEAGE QUESTION</b></p> <p>Many people in Casablanca, Morocco speak French. France is located north of Morocco across which sea?</p> <ul style="list-style-type: none"> <li>A. North Sea</li> <li>B. Red Sea</li> <li>C. Mediterranean Sea*</li> </ul>
<p style="text-align: center;"><b>MILEAGE QUESTION</b></p> <p>French is spoken in Morocco as a result of:</p> <ul style="list-style-type: none"> <li>A. religion</li> <li>B. colonization*</li> <li>C. industrialization</li> </ul>	<p style="text-align: center;"><b>MILEAGE QUESTION</b></p> <p>As she flew over Morocco Jerrie was surprised by what she saw. She expected deserts and jungles. Instead she saw:</p> <ul style="list-style-type: none"> <li>A. Modern cities and white sand beaches*</li> <li>B. Ice caps and tundra</li> <li>C. Ostrich ranches and kangaroos</li> </ul>

This resource was developed by Stephanie Calondis Geiger and Donna Nesbitt

<p style="text-align: center;"><b>MILEAGE QUESTION</b></p> <p>The Atlas Mountains were a flight for Jerrie near the northern coast of :</p> <p>A. Europe B. South America C. Africa*</p>	<p style="text-align: center;"><b>MILEAGE QUESTION</b></p> <p>When preparing for her flight, Jerrie went to Washington DC to the embassies of the countries along her route to get permission to fly over some countries and land in others. Some countries require visitors to have a document in addition to their passport. What is this called?</p> <p>A. A deed B. A visa* C. A driver's license</p>
<p style="text-align: center;"><b>MILEAGE QUESTION</b></p> <p>When she was in Tripoli, Libya, Jerrie met Americans who were employees of companies that sell what natural resource?</p> <p>A. Gold B. Diamonds C. Petroleum*</p>	<p style="text-align: center;"><b>MILEAGE QUESTION</b></p> <p>While the aviators were flying in Africa they experienced another type of weather hazard that could plug the air intake of her plane, reduce visibility and ruin the glass of her windshield. What kind of weather was it?</p> <p>(Sandstorms)</p>
<p style="text-align: center;"><b>MILEAGE QUESTION</b></p> <p>As she was going through immigration to leave Tripoli, Libya she saw many people flying to Jedda in Saudi Arabia. They were headed for the city that is most important to the religion of Islam. What city is that?</p> <p>A. Mecca* B. Medina C. Jerusalem</p>	<p style="text-align: center;"><b>MILEAGE QUESTION</b></p> <p>In northern Africa, Jerrie flew over the world's largest desert. Name it.</p> <p>(Sahara)</p>

This resource was developed by Stephanie Calondis Geiger and Donna Nesbitt

<p style="text-align: center;"><b>MILEAGE QUESTION</b></p> <p>In many countries Jerrie was met by U.S. government officials who were working for the Department of State in the country where she was visiting. The place where these people work is called:</p> <ul style="list-style-type: none"> <li>A. A capitol building</li> <li>B. A palace</li> <li>C. An embassy*</li> </ul>	<p style="text-align: center;"><b>MILEAGE QUESTION</b></p> <p>While the two women were flying many events were taking place around the world. The one that could have had the most effect on the trip was:</p> <ul style="list-style-type: none"> <li>A. The earthquake in Anchorage, Alaska</li> <li>B. King Ibn Saud of Saudi Arabia being deposed*</li> <li>C. The death of General McArthur</li> </ul>
<p style="text-align: center;"><b>MILEAGE QUESTION</b></p> <p>Many Americans were working for Aramco, the Arab American Oil Co. They lived near each other and liked to have parties from time to time. The law in Saudi Arabia forbade having which of the following:</p> <ul style="list-style-type: none"> <li>A. Alcohol*</li> <li>B. Music</li> <li>C. Ice cream</li> </ul>	<p style="text-align: center;"><b>MILEAGE QUESTION</b></p> <p>As Jerrie flew over the shallow Persian Gulf she could see an industry that had flourished there for many years. Which was it:</p> <ul style="list-style-type: none"> <li>A. Diamonds</li> <li>B. Pearls*</li> <li>C. Sponges</li> </ul>
<p style="text-align: center;"><b>MILEAGE QUESTION</b></p> <p>Jerrie and Joan both landed in Karachi, Pakistan. The country was in the process of building a new capital. What was the name of the new capital?</p> <ul style="list-style-type: none"> <li>A. Islamabad*</li> <li>B. Baghdad</li> <li>C. Calcutta</li> </ul>	<p style="text-align: center;"><b>MILEAGE QUESTION</b></p> <p>Because the skies over the desert contain little moisture there are no clouds. In ancient times this lead to the development of:</p> <ul style="list-style-type: none"> <li>A. Geology</li> <li>B. Archaeology</li> <li>C. Astronomy*</li> </ul>
<p style="text-align: center;"><b>MILEAGE QUESTION</b></p> <p>Jerrie and Joan both stopped in the country that has the world's largest Muslim population. Is it:</p> <ul style="list-style-type: none"> <li>A. Saudi Arabia</li> <li>B. Pakistan</li> <li>C. Indonesia*</li> </ul>	<p style="text-align: center;"><b>MILEAGE QUESTION</b></p> <p>When Jerrie landed in New Delhi and Calcutta she saw many religious practices, such as bathing in the Ganges River, that are a part of which religion?</p> <ul style="list-style-type: none"> <li>A. Shintoism</li> <li>B. Hinduism*</li> <li>C. Islam</li> </ul>

This resource was developed by Stephanie Calondis Geiger and Donna Nesbitt

<p style="text-align: center;"><b>MILEAGE QUESTION</b></p> <p>The fliers landed in Karachi, West Pakistan. Pakistan became a Moslem country after Britain India gained its independence. The country consisted of two regions separated by the country of India. This was very impractical and didn't work in the long run. Today only West Pakistan is called Pakistan. The former East Pakistan is called:</p> <p style="margin-left: 40px;">A. Nepal B. Tibet C. Bangladesh*</p>	<p style="text-align: center;"><b>MILEAGE QUESTION</b></p> <p><u>True</u> or False</p> <p>The caste system in India divided people into different levels according to the family of their birth. Different castes had different roles in society.</p>
<p style="text-align: center;"><b>MILEAGE QUESTION</b></p> <p>Karachi, Pakistan was the first place where Jerrie Mock's route met Joan Merriam Smith's route. Describe the current situation in the region and tell whether you think it would be likely that private pilots in small planes would land there today.</p>	<p style="text-align: center;"><b>MILEAGE QUESTION</b></p> <p>Jerrie noticed very different cultures in the countries she visited. In Pakistan she met a famous woman pilot while in Saudi Arabia women were prohibited from:</p> <p style="margin-left: 40px;">A. Eating meat B. Driving cars* C. Climbing stairs</p>
<p style="text-align: center;"><b>MILEAGE QUESTION</b></p> <p>Jerrie received nice gifts at the places she stopped on her trip. She had to ship them home because:</p> <p style="margin-left: 40px;">A. She didn't want to pay taxes on the items. B. The cabin of her plane only had room for essential equipment and most of the space was taken up by gas tanks.* C. She was afraid that she would crash and wanted her children to have the items.</p>	<p style="text-align: center;"><b>MILEAGE QUESTION</b></p> <p>When Jerrie flew to India in April she didn't need to worry about the heavy annual rains that begin in June. What are those rains called?</p> <p style="text-align: center;">(MONSOONS)</p>
<p style="text-align: center;"><b>MILEAGE QUESTION</b></p> <p>In India people eat chapatti with curry. Chapatti is a type of:</p> <p style="margin-left: 40px;">A. Bread* B. Meat C. Soup</p>	<p style="text-align: center;"><b>MILEAGE QUESTION</b></p> <p>Before her trip, Jerrie asked students from India who were studying at OSU to teach her some of their language. They told her which of the following:</p> <p style="margin-left: 40px;">A. "You are too old to learn. One must learn as a child." B. "There are 40 dialects spoken in our country. Which would you like to learn?"* C. "We are forbidden to teach our language to foreigners."</p>

This resource was developed by Stephanie Calondis Geiger and Donna Nesbitt

<p style="text-align: center;"><b>MILEAGE QUESTION</b></p> <p>The official language that pilots use for aviation worldwide is;</p> <ul style="list-style-type: none"> <li>A. French</li> <li>B. English*</li> <li>C. Chinese</li> </ul>	<p style="text-align: center;"><b>MILEAGE QUESTION</b></p> <p>Neither Joan nor Jerrie planned a stop in China or Russia, the world’s two largest countries. What circumstances most likely played a role in their decisions.</p> <ul style="list-style-type: none"> <li>A. Neither country had airports that were available for private pilots in small planes.</li> <li>B. The languages, Russian and Mandarin, Chinese are written with different symbols than English.</li> <li>C. Both countries were ruled by communist governments that were not friendly with the U.S. *</li> </ul>
<p style="text-align: center;"><b>MILEAGE QUESTION</b></p> <p>Along her trip Jerrie carried traveler’s checks and an RCA credit card for sending cables. She had difficulties in several countries because she didn’t have the right currency to pay for other things that she needed. At stops in which country did she need rupees?</p> <ul style="list-style-type: none"> <li>A. Bermuda</li> <li>B. The Azores</li> <li>C. India*</li> </ul>	<p style="text-align: center;"><b>MILEAGE QUESTION</b></p> <p><u>TRUE</u> or FALSE</p> <p>Most time zones are one hour apart. Both fliers stopped in Calcutta, India. Telling time was there was confusing in because the time zone is a half hour different than other zones around the earth.</p>
<p style="text-align: center;"><b>MILEAGE QUESTION</b></p> <p>Joan crossed two continents that Jerrie did not. You must name both correctly to move on.</p> <p>(SOUTH AMERICA and AUSTRALIA)</p>	<p style="text-align: center;"><b>MILEAGE QUESTION</b></p> <p>Joan landed in a U.S. territory in the Western Hemisphere where Spanish is commonly spoken. It could become the 51<sup>st</sup> state. Name it.</p> <p>(PUERTO RICO)</p>
<p style="text-align: center;"><b>MILEAGE QUESTION</b></p> <p>Which flier, Jerrie or Joan saw the Amazon River? (JOAN)</p>	<p style="text-align: center;"><b>MILEAGE QUESTION</b></p> <p>Jerrie’s husband, Russ, tried to call her frequently to urge her to take off without delay in order to set the world record. As a result she had little time for sightseeing. In which country did she manage a few hours for a camel ride and a trip to the pyramids?  (EGYPT)</p>

This resource was developed by Stephanie Calondis Geiger and Donna Nesbitt



<p style="text-align: center;"><b>MILEAGE QUESTION</b></p> <p>Joan was delayed by a revolution in the only South American country with Portuguese as the official language. Is it:</p> <ul style="list-style-type: none"> <li>A. Surinam</li> <li>B. Brazil*</li> <li>C. Venezuela</li> </ul>	<p style="text-align: center;"><b>MILEAGE QUESTION</b></p> <p>Joan landed in the westernmost country in Africa. It is:</p> <ul style="list-style-type: none"> <li>A. Chad</li> <li>B. Sudan</li> <li>C. Senegal*</li> </ul>
<p style="text-align: center;"><b>MILEAGE QUESTION</b></p> <p>Which flier flew more miles across the Atlantic Ocean, Joan or Jerrie?  (Jerrie)</p>	<p style="text-align: center;"><b>MILEAGE QUESTION</b></p> <p>Joan landed in Chad. It became an independent country just a few years earlier, in 1960. Before that Chad was a colony of:</p> <ul style="list-style-type: none"> <li>A. England</li> <li>B. France*</li> <li>C. Holland</li> </ul>
<p style="text-align: center;"><b>MILEAGE QUESTION</b></p> <p>Look at your map. How many times did Joan cross the equator?  (4)</p>	<p style="text-align: center;"><b>MILEAGE QUESTION</b></p> <p>Look at your map. How many times did Jerrie cross the equator?  (none)</p>
<p style="text-align: center;"><b>MILEAGE QUESTION</b></p> <p>When flying over water, pilots pass a point of no-return. It's called this because:</p> <ol style="list-style-type: none"> <li>1. It's impossible to make a turn at that altitude.</li> <li>2. They don't have enough fuel to go back to the departure point*</li> <li>3. Regulations will not allow them to divert their flight.</li> </ol>	<p style="text-align: center;"><b>MILEAGE QUESTION</b></p> <p>Between African and Asia Joan crossed:</p> <ul style="list-style-type: none"> <li>A. The Red Sea*</li> <li>B. The Mediterranean Sea</li> <li>C. The Caspian Sea</li> </ul>

This resource was developed by Stephanie Calondis Geiger and Donna Nesbitt



<b>MILEAGE QUESTION</b>	<b>MILEAGE QUESTION</b>
<p><u>True</u> or False</p> <p>On her flight Joan was able to meet some people who remembered Amelia Earhart.</p>	<p>Amelia Earhart had been headed for Howland Island when she disappeared. Although Joan was recreating her flight, she did not go to Howland because:</p> <ul style="list-style-type: none"> <li>A. She was superstitious.</li> <li>B. There were too many birds there.</li> <li>C. The facilities there had been abandoned.*</li> </ul>

<b><u>CHALLENGE CARD</u></b>	<b><u>CHALLENGE CARD</u></b>
<p>The four forces that act on an airplane are lift, weight, drag and:</p> <ul style="list-style-type: none"> <li>A. Thrust*</li> <li>B. Air</li> <li>C. Velocity</li> </ul>	<p><u>True</u> or False</p> <p>When air moves over the wings of a plane, the air under the wings pushes up more than the air over the wings pushes down. This causes lift.</p>
<b><u>CHALLENGE CARD</u></b>	<b><u>CHALLENGE CARD</u></b>
<p><u>True</u> or False</p> <p>A nautical mile is equal to a one-minute arc of latitude along any meridian.</p>	<p>An airplane engine creates:</p> <ul style="list-style-type: none"> <li>A. Lift</li> <li>B. Thrust *</li> <li>C. Drag</li> </ul>

This resource was developed by Stephanie Calondis Geiger and Donna Nesbitt



<p style="text-align: center;"><b><u>CHALLENGE CARD</u></b></p> <p>The force that opposes thrust is called:</p> <ul style="list-style-type: none"> <li>A. Lift</li> <li>B. Drag*</li> <li>C. Gravity</li> </ul>	<p style="text-align: center;"><b><u>CHALLENGE CARD</u></b></p> <p>The motion of an airplane from side to side is called:</p> <ul style="list-style-type: none"> <li>A. Pitch</li> <li>B. Yaw*</li> <li>C. Roll</li> </ul>
<p style="text-align: center;"><b><u>CHALLENGE CARD</u></b></p> <p>The up and down motion of the nose of an airplane is called:</p> <ul style="list-style-type: none"> <li>A. Pitch*</li> <li>B. Yaw</li> <li>C. Roll</li> </ul>	<p style="text-align: center;"><b><u>CHALLENGE CARD</u></b></p> <p>True or <u>False</u></p> <p>In a twin-engine plane like the one flown by Joan Merriam Smith, the second engine acts as a back-up to the first, so that if one engine fails there is no problem flying the plane.</p>
<p style="text-align: center;"><b><u>CHALLENGE CARD</u></b></p> <p>One of the disadvantages of flying in a balloon is that:</p> <ul style="list-style-type: none"> <li>A. It goes requires lots of nitrogen.</li> <li>B. There is no way to make it go higher.</li> <li>C. There is no way to steer it.*</li> </ul>	<p style="text-align: center;"><b><u>CHALLENGE CARD</u></b></p> <p>The part of an airplane converts rotary motion from the engine to provide propulsive force is the:</p> <ul style="list-style-type: none"> <li>A. Rudder</li> <li>B. Propeller*</li> <li>C. Aileron</li> </ul>
<p style="text-align: center;"><b><u>CHALLENGE CARD</u></b></p> <p>The section of an airplane's tail that controls side-to-side movement is called the:</p> <ul style="list-style-type: none"> <li>A. Rudder*</li> <li>B. Propeller</li> <li>C. Aileron</li> </ul>	<p style="text-align: center;"><b><u>CHALLENGE CARD</u></b></p> <p>The moveable sections of an airplane's wings that move in opposite directions (one up, one down) to make coordinated turns are called the:</p> <ul style="list-style-type: none"> <li>A. Rudders</li> <li>B. Propellers</li> <li>C. Ailerons*</li> </ul>

This resource was developed by Stephanie Calondis Geiger and Donna Nesbitt

<p style="text-align: center;"><b><u>CHALLENGE CARD</u></b></p> <p>Winds blow latitudinally across the globe rather than longitudinally because of:</p> <ul style="list-style-type: none"> <li>A. Cold air masses</li> <li>B. Warm air masses</li> <li>C. The Coriolis effect*</li> </ul>	<p style="text-align: center;"><b><u>CHALLENGE CARD</u></b></p> <p>The central body section of an airplane is called the:</p> <ul style="list-style-type: none"> <li>A. Rudder</li> <li>B. Horizontal stabilizer</li> <li>C. Fuselage*</li> </ul>
<p style="text-align: center;"><b><u>CHALLENGE CARD</u></b></p> <p>For a smooth flight, jets fly at:</p> <ul style="list-style-type: none"> <li>A. High altitudes*</li> <li>B. Low altitudes</li> <li>C. The level of the clouds</li> </ul>	<p style="text-align: center;"><b><u>CHALLENGE CARD</u></b></p> <p>Commercial airlines fly at high altitudes where the air is thin and cold. Passengers do not need to wear oxygen masks because the cabin of the plane is:</p> <ul style="list-style-type: none"> <li>A. Pasteurized</li> <li>B. Pressurized*</li> <li>C. Air conditioned</li> </ul>
<p style="text-align: center;"><b><u>CHALLENGE CARD</u></b></p> <p>A helicopter is different than an airplane because:</p> <ul style="list-style-type: none"> <li>A. The rotor creates lift even when the helicopter is not moving forward.</li> <li>B. The helicopter can take off vertically.</li> <li>C. The helicopter can hover.</li> <li>D. All of the above. *</li> </ul>	<p style="text-align: center;"><b><u>CHALLENGE CARD</u></b></p> <p>Planes need course correction to make up for the Coriolis effect. The Coriolis effect is caused by:</p> <ul style="list-style-type: none"> <li>A. The rotation of the earth*</li> <li>B. The rotation of the moon</li> <li>C. The revolution of the earth around the sun.</li> </ul>
<p style="text-align: center;"><b><u>CHALLENGE CARD</u></b></p> <p>What are unpowered, fixed wing aircraft called?</p> <p style="text-align: center;">(Gliders)</p>	<p style="text-align: center;"><b><u>CHALLENGE CARD</u></b></p> <p>A type of technology commonly used by pilots today that wasn't available in 1964 is a :</p> <ul style="list-style-type: none"> <li>A. Radio beacon</li> <li>B. Radar</li> <li>C. GPS*</li> </ul>

This resource was developed by Stephanie Calondis Geiger and Donna Nesbitt

<p style="text-align: center;"><b><u>CHALLENGE CARD</u></b></p> <p>Wind shear is an incredible change in wind direction and velocity. It can cause a plane to lose hundreds of feet of altitude. Wind sheer occurs:</p> <ul style="list-style-type: none"> <li>A. Near cliffs along the shoreline</li> <li>B. At the intersection of a cold downdraft and warm, moist air*</li> <li>C. Because of a tsunami</li> </ul>	<p style="text-align: center;"><b><u>CHALLENGE CARD</u></b></p> <p><u>True</u> or False</p> <p>When the lift created by the wings is greater than the weight of the aircraft, it takes off.</p>
<p style="text-align: center;"><b><u>CHALLENGE CARD</u></b></p> <p>The type of barometric pressure associated with good weather is:</p> <ul style="list-style-type: none"> <li>A. High*</li> <li>B. Low</li> <li>C. Variable</li> </ul>	<p style="text-align: center;"><b><u>CHALLENGE CARD</u></b></p> <p>Ice on airplane wings can do all of the following except:</p> <ul style="list-style-type: none"> <li>A. Make a plane heavier</li> <li>B. Change the shape of the wing</li> <li>C. Make flying easier*</li> </ul>
<p style="text-align: center;"><b><u>CHALLENGE CARD</u></b></p> <p><u>True</u> or False</p> <p>Ash clouds from a volcano can be harmful to airplane engines.</p>	<p style="text-align: center;"><b><u>CHALLENGE CARD</u></b></p> <p>Do airplanes have greater fuel efficiency with a headwind or a tailwind?</p> <p>(tailwind)</p>
<p style="text-align: center;"><b><u>CHALLENGE CARD</u></b></p> <p>Thunderstorms cause an airplane to experience:</p> <ul style="list-style-type: none"> <li>A. Turbulence*</li> <li>B. Tectonic shifts</li> <li>C. High pressure</li> </ul>	<p style="text-align: center;"><b><u>CHALLENGE CARD</u></b></p> <p>Jerrie and Joan navigated using a compass and:</p> <ul style="list-style-type: none"> <li>A. Radio beacons*</li> <li>B. GPS</li> <li>C. Altimeters</li> </ul>

This resource was developed by Stephanie Calondis Geiger and Donna Nesbitt



<p style="text-align: center;"><b><u>CHALLENGE CARD</u></b></p> <p>Pilots can fly by Visual Flight Rules (VFR) using maps and landmarks to navigate or they can fly IFR. What does IFR stand for?</p> <p>(Instrument Flight Rules)</p>	<p style="text-align: center;"><b><u>CHALLENGE CARD</u></b></p> <p>Pilots of small planes fly along routes between VHF Omni directional Reporting (VOR) stations. What are these routes called?</p> <p>A. Highways B. Hiking trails C. Airways*</p>
<p style="text-align: center;"><b><u>CHALLENGE CARD</u></b></p> <p>VOR stations used in air navigation are being replaced by GPS. What does GPS stand for:</p>	<p style="text-align: center;"><b><u>CHALLENGE CARD</u></b></p> <p>What devices does GPS use to determine exact locations?</p> <p>A. Fiber optic cables B. Satellites* C. Weather balloons</p>
<p style="text-align: center;"><b><u>CHALLENGE CARD</u></b></p> <p>It took Joan Smith approximately 16 hours to cross the Atlantic from Natal, Brazil to Dakar, Senegal, a distance of 1876 miles. What was her approximate average speed?</p> <p>(117.25 miles per hour)</p>	<p style="text-align: center;"><b><u>CHALLENGE CARD</u></b></p> <p>If it took Jerrie Mock five and a half hours to fly the 817 miles from Delhi, India to Calcutta, India, write her average speed using the correct mathematical symbol for a repeating decimal.</p> <p>(148.<math>\overline{54}</math> miles per hour)</p>
<p style="text-align: center;"><b><u>CHALLENGE CARD</u></b></p> <p>A nautical mile is approximately a one minute arc of longitude at the equator. Explain why a nautical mile is more than one degree of longitude at the Arctic Circle. (Because the distance around the earth is smaller at the Arctic Circle.)</p>	<p style="text-align: center;"><b><u>CHALLENGE CARD</u></b></p> <p>A nautical mile is exactly 1,852 meters (approximately 6,076 feet). Is a nautical mile shorter or longer than the statute miles that we use to measure distance on land?</p> <p>(longer)</p>

This resource was developed by Stephanie Calondis Geiger and Donna Nesbitt



**CHALLENGE CARD**

Accurately read the absolute location of Port Columbus Airport. (Write the following number on the board for students to read.)

39° 59' 42" N / 82° 53' 21" W

Correct answer – 39 degrees, 59 minutes and 42 seconds north (latitude) and 82 degrees, 53 minutes, and 21 seconds west (longitude).

**CHALLENGE CARD**

What is the name of the layer of the atmosphere that reflects radio waves back to earth?

- A. Ionosphere\*
- B. Stratosphere
- C. Troposphere

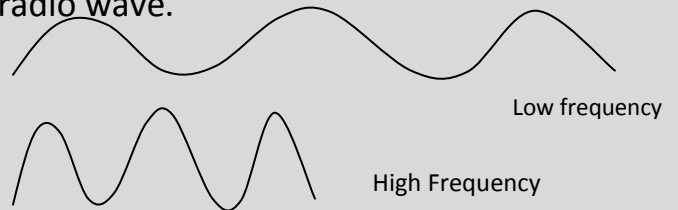
**CHALLENGE CARD**

True of False

Radio reception is generally better at night because there is less solar interference.

**CHALLENGE CARD**

Create a sketch to show the difference between a high frequency and low frequency radio wave.



This resource was developed by Stephanie Calondis Geiger and Donna Nesbitt

## Epilogue

After 29 days of weather delays, red tape at airports, mechanical challenges, and long hours of flying, Jerrie Mock landed safely in Columbus. A brief period of fame followed, but by 1964 John Glenn had already orbited the earth and the country was totally absorbed in the space race with the Soviet Union. Airplane travel had become commonplace. Jerrie received the Federal Aviation Agency's Gold Medal for Exceptional Service on May 4, 1964, from President Lyndon Johnson and a year later became the first woman, and first American, to earn the Louis Bleriot Silver Medal for aviation. She wrote a book detailing her trip, *Three Eight Charlie*, which was published in 1970 but it sold few copies since it came out after Neil Armstrong's 1969 walk on the moon. *Charlie*, the plane Jerrie flew around the world, went on display at the Cessna headquarters in Wichita, Kansas and later the Smithsonian. Cessna gave Jerrie a new plane as a reward for her accomplishments. She went on to break nine world speed records. A May 15, 1979 article in the *Cleveland Plain Dealer* reported that Jerrie was running a small airport in Hillsboro, Ohio where she was mowing the grass and fueling small planes.

Joan experienced numerous mechanical difficulties with the plane she purchased for her flight. At each stop she invited people to sign their names on her plane. She completed her flight in 56 days, landing in California on May 12 with over 800 signatures. The purchase of the plane, the special equipment and the trip left her in debt. Within the next year she walked away from the crash of her own plane but died with a friend in the crash of a rented plane in California on February 17, 1965.

Amelia Earhart and her navigator took off from Lae, New Guinea before they disappeared in July 1937. Joan Smith sent a congratulatory telegram from Lae when Jerrie Mock landed in Columbus. Lae was also the destination of Jerrie's last flight when she delivered the plane given to her by Cessna to a priest in New Guinea for use in his missions. Jerrie is spending her later years living in Florida.



Joan Merriam Smith's Grave



A 1984 picture of Jerrie Mock from the Columbus Dispatch

This resource was developed by Stephanie Calondis Geiger and Donna Nesbitt

**Teacher Survey – *What Took You So Long?***

Thank you for using our resource *What Took You So Long, Jerrie Mock?* The Columbus Council on World Affairs is pleased to provide this to you free of charge, but we rely on your feedback to support its improvement. Your answers will be shared with funders – philanthropic foundations and our individual members -- to ensure that our staff can continue to develop new games, lesson plans, and simulations in the future. Thank you for your time!

**About you (those who submit feedback will be entered in periodic prize drawings)**

Your name:

School name:

Estimated number of students with whom you used/will use this resource:

Subject(s)/grade level(s) with which you used/will use this resource:

Your email address:

**Your opinions (please use back for additional space)**

1. Please rate this classroom resource

Excellent                      Good                      Fair                      Poor

Comment:

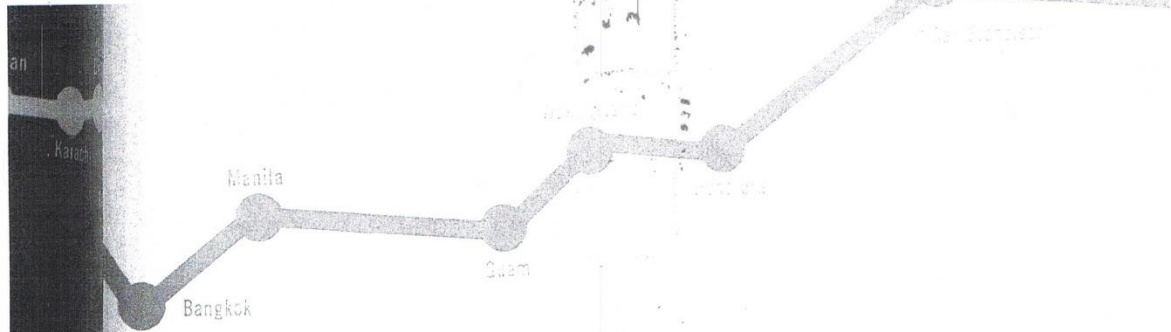
2. Did you adapt it to make it work better for you and your group? If yes, please describe your changes.

3. Did you have any specific recommendations that we could consider implementing in subsequent editions of this game? Would you like to request the development of any other types of resources that will serve you?

Please mail this survey to:  
The Columbus Council on World Affairs  
c/o Director of K-12 Education  
51 Jefferson Avenue  
Columbus, OH 43215

This resource was developed by Stephanie Calondis Geiger and Donna Nesbitt





Mock

# WINNER TAKE ALL

BLEND A DIMINUTIVE 38-YEAR-OLD OHIO HOUSEWIFE WITH AN 11-YEAR-OLD SINGLE-ENGINE AIRPLANE; ADD COURAGE AND DETERMINATION; STIR IN A PINCH OF COMPETITION; MIX WELL AND PRESTO—7 WORLD'S RECORDS

by BETTY VAIL and DIXON EDWARDS

**COLUMBUS, OHIO (March 19)**—It was 9:30 a.m. and the little red-and-white Cessna 180, with the words "Spirit of Columbus" painted on the fuselage, moved into position on runway 10R. Although the airplane was 11 years and 1,055 hours old, there were only 65 hours on the practically new, specially prepared Continental engine. The pilot, 38-year-old Mrs. Russell C. Mock, had a total of 750 hours and an instrument rating. She had flown five long cross-countries, but none over water.

Somewhat removed, both emotionally and physically, from the crowd gathered at Lane Air Service, stood a small, bespectacled man, hands in his pockets, collar turned up against the biting wind. He'd just said, simply, "Goodbye, have a good trip," to his wife as she set out to fly 22,800 miles around the world. In two days, Russ and Jerrie Mock would be married 19 years.

Spirit of Columbus moved down the 11,800-foot strip, passed south of the control tower, and climbed into a cloudless sky on the way to Hamilton, Bermuda. It was 9:31:47 and Jerrie Mock had a 30-knot tailwind. This was fortunate, as Mrs. Joan Merriam Smith, determined to beat Mrs. Mock around the world, had taken off from Long Beach, California, two days earlier.

*It would be misleading to suggest that an around-the-world solo flight had been Jerrie Mock's lifelong dream.*

*It was not, in fact, until after dinner one evening in December, 1962 that the subject came up for the first time.*

*Up to her elbows in dishwasher, and in the heat of frustration generated by the proverbial "housewife blues," Jerrie Mock turned to her husband and said, "I want to GO somewhere—I want to DO something!"*

*Without fully realizing the significance of his words, Russ Mock, in an annoyed tone, countered with "Okay—why don't you fly around the world?"*

*The meaning of the words struck them both simultaneously. . . . "WHY NOT?"*

**HAMILTON, BERMUDA (March 20)**—Jerrie Mock spent her first day around the world in a hangar at Kindley Air Force Base, her head under an instrument panel. A minor malfunction in her radio equipment had developed just before landing at Bermuda, and could probably be attributed to over-eager helpers prior to takeoff from Columbus. Bermuda Aviation Service technicians were working busily to isolate the problem.

There was little need to hurry, however, as gale force winds and torrential rain squalls were whipping the little British island, forcing even the airlines to cancel all flights; there was no relief in sight.

Jerrie Mock celebrated her 19th wedding anniversary with Saturday night dinner at the home of Mr. and Mrs. John Fountain, her hosts during the Bermuda stopover. A BOAC District Manager, John Fountain was also one of the 21 official Federation (*Continued on page 56*)

President Lyndon Johnson presents the FAA's Gold Medal Award to Jerrie Mock in a White House ceremony. He also named Mrs. Mock vice-chairman of the FAA's Women's Aviation Advisory Committee.

FLYING—July 1964

33

## Jerrie Mock

(Continued from page 33)

Aeronautique Internationale observers appointed by the National Aeronautic Association to record Jerrie Mock's flight around the world. At each point of contact, the FAI observer must complete "Certification of immediate landing and takeoff," and "Certification of load."

In Surinam, Mrs. Joan Merriam Smith, determined to follow the ill-fated Amelia Earhart's route around the world and beat Jerrie Mock back to the U. S., was delayed by leaky gas tanks in her Piper Apache.

*The dishes were forgotten as Jerrie and Russ Mock began writing letters of inquiry, the first of many tedious steps toward the day of departure, steps that were to include fifteen months full of frustration, back-breaking work, careful planning and sheer exhaustion. If there were ever any doubts, says Jerrie Mock, "I became determined when we were advised by the NAA that no one had done it before. What an opportunity: to do something from which you really gain a great and deep sense of achievement."*

**HAMILTON, BERMUDA (March 26)**—Clear skies at last, and after sifting through a veritable mountain of PIREPS and weather information, Jerrie Mock took off from Kindley at 2:15 p.m. for the 2,200-mile flight over the Atlantic to the Azores. She had been on the ground in Bermuda for almost seven days.

"I am not fearful of this, my first major over-water flight," said Jerrie Mock. "But I'll be pleased when it's over. I flew a few hours over the ocean a couple of years ago during a period of thunderstorms. You could see them moving across the water and dodge around them. But when you're out of radio range, it's easy to get confused when you're changing course constantly."

*At the age of seven, Geraldine Fredritz had seen a movie about World War I. She can still recall vividly the aerial combat and the little boy who wanted so desperately to fly. Perhaps the film's impact was heightened by tales told to Geraldine of her great, great aunt's friendship with the Wright brothers. Even today, these men hold a very special fascination for Geraldine who, although frustrated by the lack of documentary evidence, would like to prove a relationship between them and her mother, whose maiden name was also Wright.*

**SANTA MARIA, AZORES (March 27)**—The Spirit of Columbus arrived at 4:19 a.m. and produced a very tired but still smiling Jerrie Mock.

"200 miles from Kindley I first heard Santa Maria airport radio on a party line", reported Jerrie Mock. "Ice was forming on my wings and struts, so I climbed to 11,000 feet and after sunrise, the ice finally melted. There was a full moon and the clouds below looked like snowbanks. At 9:10 p.m. I flew over Weather Ship Echo, sighted the islands West of Santa Maria at 1:47 a.m. and at 3:05 a.m. I was over the airport."

Jerrie Mock was met at the airport by

Air Force General William Boylton, commander of Lajes AFB on nearby Terceira Island, and breakfasted on coffee and orange juice. She had been in the air thirteen-and-a-half hours.

*At the beginning of her junior year in Newark (Ohio) High School, Geraldine Fredritz noticed a "new boy" in algebra class. He was a transfer from the East, and he knew as much algebra as she did. More than once the two engaged in heated*



Charles A. Lindbergh made first nonstop transoceanic flight (New York to Paris—33½ hours) in Spirit of St. Louis, 1927.

*classroom discussions over the solution to a problem.*

*The new boy's name was Russell Mock. He and Geraldine Fredritz went on to Ohio State University, where they both majored in aeronautical engineering. On the 21st of March, 1945, Geraldine Fredritz became Mrs. Russell C. Mock.*



Wiley Post made first round-the-world solo flight in Winnie Mae, 1931, was killed two years later in crash with Will Rogers.

**CASABLANCA, MOROCCO (March 29)**—Easter Sunday, and Jerrie Mock sat down to a typical French Moroccan feast-day meal: snails, roast lamb and champagne. The smile on her face was broader than ever, for on the previous afternoon she had flown into aviation history, becoming the first woman to fly the North Atlantic from the United States to Africa. Flying time from the Azores to Casablanca: 5 hours, 34 minutes. Total time in the air from the

U. S. to Africa: 22 hours, 15 minutes.

In Paramaribo, Dutch Guiana, Mrs. Joan Merriam Smith was forced to delay her round-the-world flight for at least another day while more repairs were made to the fuel tanks of her airplane.

*In September of 1956, as she walked out onto the ramp at Port Columbus to take her first flying lesson, Jerrie Mock could not have dreamed that just seven-and-one-half years later that same ramp would be crowded with people wishing her well on an historic flight around the world.*

*The only thing on her mind then was "solo," and solo she did, after 9 hours and 15 minutes of instruction. Within a year, both she and Russ Mock, who had resumed his own flight instruction the same day, had obtained their private licenses and by 1962, they owned two airplanes: a 1946 Luscombe, dubbed by their young son "Tweety-Bird," and a 1953 Cessna 180, known as "Charlie" by the Mocks and as N1538C by the FAA. It would later make history known as "Spirit of Columbus."*

**BONE, ALGERIA (March 30)**—"Anyone who thinks they don't have weather in North Africa," snorted Jerrie Mock, "should have seen the stuff I flew through today."

"When I left Casablanca, I was assured the weather between there and Bone was excellent. Well, it was horrible. Low clouds hung almost to the ground in many spots and draped the mountains in solid masses of mist.

"I think it was the worst flight I have ever made, anywhere. I don't want another like it."

*Jerrie Mock is a courageous little woman. If indeed she possesses any fear, it is the fear of being idle, of becoming lethargic or indifferent. She is also endowed with an intellectual curiosity exceeded only narrowly by her stamina; her pursuit of knowledge knows no limit. In her aviation career, this was particularly true.*

*Shortly after getting her private license in 1958, Jerrie Mock agreed to serve as Manager of the Lincoln County (Illinois) Airport to accommodate a friend. For several months, she and "Tweety-Bird" commuted each weekend between Lincoln and Columbus.*

*In 1960, in addition to caring for her husband and her two sons, Jerrie Mock did the following: managed the office at Delaware County (Ohio) Airport; gave birth to a baby girl (Valerie Ann); took a ground school instrument course and passed the "written"; laid the groundwork with Eugene Jost for the formation of the "Jost and Mock Flying Service" at Columbus, Ohio's Price Field.*

*Jerrie Mock was to go on a year later to become Manager of Price Field and, after hooking up with "Whitey" Jost, to gain much of the invaluable experience she would need so badly in planning her historic flight.*

*With mechanics in short supply, Jerrie Mock often worked late into the night to help Jost complete a 100-hour check or a major overhaul, up to her elbows in oil and grease which, she says, she prefers considerably to dishwater.*

(Continued on page 58)

... 22 hours, by  
so, Dutch Cal  
... was forced  
... flight for  
... more resp  
... of her sig  
  
... of 1958, on th  
... at Port Col  
... lesson, Jan  
... d that just  
... that some  
... ople realiz  
... t around the  
... g on her m  
... she did, she  
... struction. W  
... tuss Mock, a  
... light instrum  
... ed their pic  
... ey owned the  
... , dubbed by  
... l," and a B  
... "Charlie" by  
... by the Pil  
... y known a

(March 20  
... don't have  
... ted Jerrie Mo  
... I flew thro  
... sablanca, I  
... en there and  
... it was hard  
... to the great  
... the mountai

the worst by  
... I don't

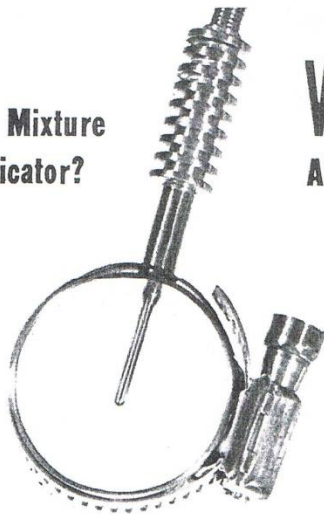
... rragoon in  
... sees any fu  
... of becoming  
... is also calc  
... losity ena  
... minus, her  
... limit. It's  
... particularly  
... ing her pro  
... agreed to  
... coin Com  
... ate a friend  
... "Twenty-  
... d between

... in to care  
... sons, Jan  
... naged her  
... (his) bro  
... /alorie de  
... ut course  
... e ground  
... "mation of  
... "ice" at G

... go on a y  
... f Price Fi  
... "White"  
... atuable  
... ly in plan

... 'ort supp  
... te map to  
... 100-hour  
... her allo  
... says, the  
... r.  
... page 50

## WHY a Mixture Control Indicator?



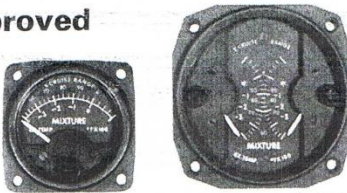
Alcoloy made possible a super-sensitive probe with 1/5 mass and longer life. Warranty: 1000 hours or 2 years.

## WHY an ALCOR?

**BECAUSE** the EGT method of mixture control\* is the only accurate and consistent method of mixture control. This scientific method of defining the fuel/air ratio permits obtaining Maximum Range, Peak Engine Performance, Engine Trouble Detection. Incorrect leaning can result in valve burning, spark plug fouling, loss of power, loss of range, and short engine life. A change in exhaust gas temperature from norm indicates engine trouble.

**BECAUSE** ALCOR's superiority is evident... it is engineered for piston engines and backed by 9 years of research and recognized as superior by engine and airframe manufacturers of piston-powered aircraft. ALCOR Indicators are now factory installed by five of the major engine and airframe companies. FAA approved for all single and twin engine piston powered aircraft.  
\*Invented and pioneered by ALCOR.

## NEW! Improved Meters



For complete information and name of your nearest distributor, write...

**ALCOR AVIATION INC.**

2905 BANDERA ROAD • OVERLAND 4-0210  
SAN ANTONIO, TEXAS

**ALCOR**



**MRS. JERRIE MOCK,** first woman to fly solo around the world! — "My ALCOR indicator was a major factor in the success of my flight."

DAVE BLANTON, Pres., Javelin Aircraft and Project Engineer for Mrs. Mock's flight — "The ALCOR Indicator made possible a consistent duration of 25 hours whereas without it a duration of no more than 20 hours could have been assured. I consider the ALCOR Indicator the greatest instrument development in 30 years and the only one of its kind." Dave is a pioneer in the aviation field, having developed the first autopilot for light aircraft, and is recognized as the best designer and builder of long-range flight systems.



(Continued from page 56)

**TRIPOLI, LIBYA (March 31)**—Bad weather forced Jerrie Mock to make an unscheduled landing at this North African city, after covering only 500 of the 1,500 miles between Bone and Cairo, the next planned stop.

At this point, Jerrie Mock took time out to reflect about the wisdom of flying over oceans and deserts in a single-engine airplane.

"There are many factors to consider. One is the efficiency of the engine. Continental Motors assembled my engine from carefully selected parts, test-ran it on the bench, then took it apart and examined the parts carefully for wear and flaws. They did this four times, after which one of their engineers commented that it was the 'finest aircraft engine ever made.'

"My single-engine airplane is more efficient than the average light twin-engine aircraft. It burns less fuel per mile, which means I need less extra gas for the long hops, and less gas means less weight.

"From a safety standpoint, it must be understood that the typical light twin is not a single-engine airplane with a spare engine—it is a two-engine airplane. It is true that a light twin will maintain altitude and even climb modestly on one engine, but *only* if it is not heavily loaded.

"During many of my hops, I'd be in little better shape, if any, if I were in a light twin in an engine-out condition than if I lost the engine in my 180 . . . I'd go down."

In South America, Mrs. Joan Merriam Smith, grounded four days in Surinam, Dutch Guiana, took off for Natal, Brazil, but was forced by bad weather to land in Belem, Brazil.

*The preparation cost of an around-the-world flight is high—in dollars, in energy, in patience and, perhaps most of all, in time. Her entire family paid a high price for Jerrie Mock's venture, but to them it was worth it, for they firmly believe in the importance of the project—not only for their own benefit, but for the benefit of aviation.*

*The cost of insurance alone was close to \$3,000. Jerrie Mock carried hull insurance and \$100,000 in life insurance in addition to the \$1,000,000 liability required before she could fly into or over most countries.*

*And while much of her equipment was made available by general aviation manufacturers (see list on page 64), some of it and most of the installation was financed by the Mocks and their backers.*

**CAIRO, EGYPT (April 1)**—Jerrie Mock accidentally introduced the Middle East to an old North American custom—the April Fool's Day joke—by mistaking the "secret Egyptian military base" at Inshass for Cairo Airport.

Very tired after more than 1,000 miles in the air, she was getting landing instructions from Cairo when the Inshass strip appeared.

"I was on course, so I landed," Jerrie Mock later explained. "Cairo control said 'Where are you? We can't read you,' and I said 'I'm on the ground.'"

It took about two hours to obtain clearance from stunned Egyptian military offi-



Amelia Earhart, her navigator Fred Noonan, and their twin-engine Lockheed Electra disappeared in the South Pacific in 1937 during the first attempt by a woman to fly around the world.



Jerrie Mock's Spirit of Columbus has been officially requested by the National Air Museum, Smithsonian Institute, for display next to Wiley Post's famous 'round-the-world airplane, Winnie Mae.



Mrs. Joan Merriam Smith traced Amelia Earhart's route around the world, taking off from Oakland in a Piper Apache on March 17, two days before Jerrie Mock left Columbus. Bad weather and equipment trouble held her up continually; she didn't complete her 27,750-mile trip until May 12, twenty-five days behind Jerrie Mock. She was met at Oakland by George J. Yukasin, president of the Oakland Chamber of Commerce.

During her epic flight, Jerrie Mock established seven world's records: two official speed records recognized by the National Aeronautic Association and five other "non-official" records.

#### OFFICIAL RECORDS

- 1 Women's speed record for around-the-world flights.
- 2 Speed record for men and women for around-the-world flights in single-engine airplanes in the 2,204-3,858 lb weight class.

#### "NON-OFFICIAL" RECORDS

- 1 First woman to fly across the North Atlantic from the United States to Africa.
- 2 First woman to fly both oceans.
- 3 First woman to fly the Pacific from west to east.
- 4 First woman to fly the Pacific in either direction in a single-engine airplane.
- 5 First woman to fly around the world in command of an aircraft.

cials at Inshass, but at Cairo Airport, Jerrie Mock behaved in typically feminine fashion as she met the press. She kicked off her flat shoes, slipped into high heels, asked reporters to wait while she combed her hair, and then passed out pictures of her three children.

*During the fifteen months prior to her departure, Jerrie Mock had spent much of her time in Washington, D. C., busily obtaining official sanction from the NAA, visas and over-flight permission from the various embassies (see Traffic Pattern, May FLYING); the latest information from the State Department on political uprisings; and suggestions from the Air Force on the most favorable route for her flight.*

*Although her typical Washington day often began at 8:30 a.m. and lasted until well after midnight, Jerrie Mock never appeared exhausted. In fact, when asked if she intended to take along a supply of "pep-up" pills to combat fatigue on the longer (up to 20 hours) legs of her flight, her answer was, "Why?"*

*A Strategic Air Command flight surgeon, however, strongly recommended such a precaution and the pills finally made it aboard the airplane. They were never needed.*

**DHAHRAN, SAUDI ARABIA (April 3)**—The desolate Saudi Arabian desert had caused even more apprehension in Jerrie Mock than the prospect of over-water legs.

"People in the Strategic Air Command, and a lot of ferry pilots," she said, "tell me that the surface temperature in the desert gets up to 140 degrees F., and you can expect to survive only 8 to 10 hours if you go down, no matter how much water you have."

For six months, everyone who knew anything about Dhahran had told Jerrie Mock not to land there. Sgt. Joe McCord of Lockbourne AFB, once stationed at the field at Dhahran, recounted how he had left one morning at 2 a.m.; the temperature at that early hour was 90 degrees and the humidity 99 percent. Others described trouble with customs officials and the native Arabs who ran the airport.

"So I landed there," said Jerrie Mock. "How could I pass up a place that was supposed to be so dangerous?"

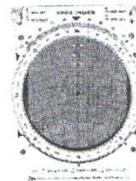
*Jerrie Mock has no desire to be the center of attention. She and her husband have a small circle of close friends, and she is quiet and somewhat on the defensive with strangers. She found, therefore, the adjustment to publicity and the invasion of her cherished privacy among the most difficult aspects of the whole flight.*

*There were anonymous "phone callers pleading "Don't go;" there were those who strongly urged a bill in Congress denying U. S. military search and rescue help to anyone who would undertake such an "idiotic" venture; there was the press of com-*

(Continued on page 60)

# EXCLUSIVE!

2 GREAT NEW PRODUCTS FOR STUDENTS AND PRO'S... AVAILABLE ONLY FROM...



#### APR E6-3 WIND TRIANGLE COMPUTER

A revolutionary, improved Wind-Triangle Computer with a new Scroll concept and detachable Time-Speed-Distance Computer. Continuous Scroll takes the place of the clumsy, "too loose" or "too tight" slide card... cuts overall length 50% without sacrificing accuracy or legibility. Really three Computers in one, the detachable Time-Speed-Distance Computer lets you use Computers together or side by side. E6-3 Computer (with detachable 303 Computer)..... \$12.98



#### ALL ABOUT FLYING

224 pages of exciting and informative reading for students, active private pilots or professional pilots... even those just interested in flying. Chapter headings include: Why Fly? Jennies to Jets—Anatomy of An Airplane—Selecting a Flight School—What About Ground School?—Getting Your Wings—Buying and Owning an Airplane—and many, many more. Also filled with advice, tips, procedures, checklists, illustrations, charts, tables and forms.

ALL ABOUT FLYING ..... \$6.98

Send for your

# FREE

24 page, illustrated book "ALL ABOUT PILOTS' EQUIPMENT" (a chapter from APR's new book, "All About Flying").

See your dealer or mail this coupon today. Enclose check or money order. Add \$1.50 for postage and handling. California residents add 4% sales tax.

Please send me:  APR E6-3  ALL ABOUT FLYING  
 Free Book "All About Pilot's Equipment"

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_

State \_\_\_\_\_

aero products research, inc.  
4220 Glencoe Ave., Venice, Calif., Dept. F-74

CIRCLE NO. 31 ON READER SERVICE CARD



14 FEET



8 FEET



4 FEET

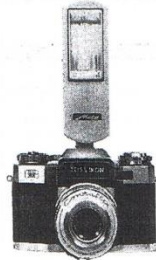
## Flash without figuring

**A Zeiss Ikon exclusive.** Just set the guide number on your new Contaflex Super B. Then simply focus and shoot with bulb or electronic flash. Correct lens opening is set automatically . . . long shot, close-up or in between. No more arithmetic, no guesswork!

In daylight, the built-in meter takes over. Offers automatic exposure and optional manual override. There's a compensator for dull weather or backlight. Look into the bright viewfinder: Command Panel with red and green warning signals shows speed and aperture at a glance.

This 35mm single lens reflex camera is equipped with the renowned Zeiss Tessar *f*/2.8, 50mm. A wide selection of Zeiss Pro-Tessar lenses is available for wide-angle, telephoto and copy work.

See the Contaflex Super B at your Zeiss Ikon dealer, priced at less than \$260. Or write for the special folder on the Contaflex system. Carl Zeiss, Inc., Dept. C25, 444 Fifth Ave., New York, N. Y. 10018. In Canada: Carl Zeiss, Canada Ltd., 60 Overlea Blvd., Toronto 17, Ontario.



SYMBOL OF EXCELLENCE

IN WEST GERMAN OPTICS

CIRCLE NO. 72 ON READER SERVICE CARD

(Continued from page 59)

petition from Mrs. Joan Merriam Smith, who actually won the Race-To-Take-Off-First; there were many apparently unnecessary delays in the delivery of equipment and the completion of modifications to the airplane; there was the almost constant harassment of those who attempted to tie these things to the competitive aspects of the flight. But with few exceptions Jerrie Mock maintained her composure.

Above all, there were the endless questions from the press on the same subject: "Why are you doing this?"

Jerrie Mock gave FLYING a very simple answer to that question. Sitting cross-legged on her bed in a Washington, D. C., hotel room at one o'clock in the morning, pajama-clad and surrounded by copies of the International Flight Manual and International NOTAMS, she said, "I'm doing it to give confidence to the little pilot, who is being left in the jetstream of the space age."

**KARACHI, PAKISTAN (April 4)**—Looking sunburned and gay, and in obvious good spirits, Jerrie Mock landed in Karachi after a 1,000-mile, 5-hour and 40-minute trip from Dhahran. The trip across the Persian Gulf and the Gulf of Oran was without incident.

In West Africa, Mrs. Joan Merriam Smith landed at Dakar, Senegal, after a 15-hour and 50-minute flight across the South Atlantic from Brazil. The Dakar airport was advised of her arrival only a few minutes beforehand, apparently because of radio difficulties.

"Nervous? Sure I'm nervous," said Jerrie Mock, "just like I'd be nervous before a radio or TV appearance. But I'm not worried.

"I wish I were younger—I'd try for the moon."

**NEW DELHI, INDIA (April 5)**—Declaring she felt as fresh as when she left home, Jerrie Mock landed on a sunny Sunday morning in New Delhi.

"At home," said Jerrie Mock, "I'm usually up to my ears in laundry, vacuum cleaners, dust mops, school lunches, my daughter's dolls and the boys' two-way radios, VandeGraff generators, sonorous operatic records, steaming pots full of Veal Paprikash or lobster, dinners by candlelight and . . . oh, yes—Jeppesen charts, computers, weather manuals, WAC charts, jet navigation charts, and one or two friends chatting about the merits of last night's concert or the difficulty of controlling a JN-9 on the ground."

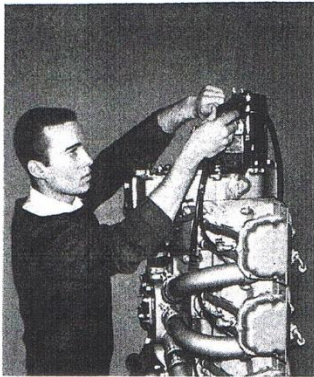
**CALCUTTA, INDIA (April 7)**—"The airplane and I are in perfect condition," said Jerrie Mock, as she landed in Calcutta after the 800-mile flight across Northern India from New Delhi, and added, "I feel as fresh as I did the day I left home."

Back home in Columbus, Russ Mock declared this was the hardest part of the trip as far as the Mock family was concerned: communication was difficult, with only

(Continued on page 62)

Here's why David Fitzpatrick chose Northrop Tech for his A&P education

**"I have just recently completed my military service, and I feel that I need this further training to begin in industry."**



David Fitzpatrick

"I wish to attend Northrop Institute to further my education, give me more earning power, and to lay a foundation for further advancement in school and industry. I have looked around and checked into other schools, and I feel that Northrop is one of the best and offers exactly what I want!"\*

And Dave is getting just what he wanted—plus lots of on-the-line practical experience on a variety of aircraft and engines. He's getting his experience the special Northrop way with "Action-Learning."

**'ACTION-LEARNING'**

Northrop's "Action-Learning" program is especially designed for men like Dave, men who like to learn by doing things. You work right along with friendly instructors who first *explain* a process to you, then *show* you how to do it, and finally *watch you* do it. You don't forget when you learn the exciting Northrop way!

**CAREER WITH A FUTURE.**

Every day more people are flying for business or pleasure. As the number of aircraft increases, so must the number of men who keep them flying, the A&P technicians. Northrop Tech teaches you everything you need to know to get your Federal Aviation Agency A&P certificate and get started in *your* career in aviation!

**ACT TODAY!**

Send in the completed coupon now for more information.



**NORTHROP INSTITUTE OF TECHNOLOGY**  
1194 W. Arbor Vitae St., Inglewood, California  
*A privately endowed nonprofit college of engineering*

**NORTHROP INSTITUTE OF TECHNOLOGY**  
1194 W. Arbor Vitae Street, Inglewood, California

Please send me immediately the Northrop Catalog. I am interested in a career in the field of:

- |   |   |
|---|---|
| <input type="checkbox"/> Airframe and Powerplant Technician       | <input type="checkbox"/> Electronic Engineering           |
| <input type="checkbox"/> Jet Engine Overhaul and Maintenance      | <input type="checkbox"/> Mechanical Engineering           |
| <input type="checkbox"/> Aeronautical & Astronautical Engineering | <input type="checkbox"/> Aircraft Maintenance Engineering |

NAME \_\_\_\_\_ AGE \_\_\_\_\_  
(please print)

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_

*A direct quotation from the application of David Cecil Fitzpatrick, 609 College Street, Findlay, Ohio*

(Continued from page 60)

cable contact—there was no telephone service available.

Since the beginning of his wife's trip, Russ Mock had lost 18 pounds.

"We should be in voice contact with someone at all times," said Jerrie Mock. "The airplane has dual Omni, dual ADF and HF. There is considerably more VHF around the world than we are led to believe, although we did have to include overseas frequencies.

"The ADF equipment will be the primary navigation equipment, especially over water. It will operate from standby dry cells in the event of electrical system failure.

"The HF is airline-quality communications equipment and we expect to have 1,000-mile voice communications as a matter of course, and 2,000- or 2,500-mile range under decent radio propagation conditions."

**BANGKOK, THAILAND (April 8)**—Clicking off the stops rapidly now on her round-the-world solo flight, Jerrie Mock landed in Bangkok after the 1,200-mile flight from Calcutta, much of it over dense jungle, notified her husband of her arrival, ate shark fin soup and abalone for dinner, and went to bed to spend an understandably sleepless night.

Back in Columbus, 16-year-old Gary Mock was asked what his mother might do for an encore when she returned from her flight around the globe.

"Take off for the moon, naturally," was the reply.

Mrs. Joan Merriam Smith, flying the more southerly Amelia Earhart route around the world, reportedly left Chad in Eastern Africa for Khartoum, Sudan.

"Naturally I'm apprehensive," said Russ Mock, "but I have great confidence in the back-up system.

"And thank goodness, for wouldn't it be embarrassing if Jerrie had to come home via Pan American?"

**MANILA, PHILIPPINES (April 8)**—Leaving Bangkok, Jerrie flew down the coast of Cambodia and cut inland over Viet Nam, flying over Saigon. She crossed the South China Sea and flew direct to Manila.

The twelve-and-a-half-hour flight brought her total time in the air thus far to 90 hours. Jerrie Mock stayed an extra day in Manila to have the oil changed, a new tailwheel assembly installed ("I had a slight shimmy and thought I might as well get it taken care of"), and, as a manner of routine, to change the spark plugs. After they were removed, their condition was normal, indicating no ignition or engine problems, and she felt good about the condition of the powerplant.

"I am utterly exhausted now," she said, "... not from flying, but from spending three to four hours before and after each flight arguing with officials.

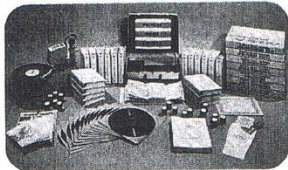
"All of these people have been alerted to my arrival and are anxious to have their pictures taken with me. They know I'm not trying to smuggle anything into their country, but the red tape and the delays are endless.

(Continued on page 64)

F  
b  
w  
ir  
fe  
ol  
d  
g  
P

FLY

# looking for the best ground school training?



Sanderson ground school programs and accessories are designed to the level of the student . . . beginner or experienced pilot.

### ask the operator

"We have been using Sanderson Ground School Systems for quite sometime with good results. These courses have taken a tremendous load of responsibility and time-consuming effort off the instructors." J. F. H. Auburn, Indiana.

"We are certain we could run Ground School classes on all ratings practically every day of the week using your excellent systems." E. S. Akron, Ohio.

"We feel the audio-visual to be a great aid to instruction. We are an FAA Approved School for all ratings through the ATR, plus having the FAA Examining Authority for Private Pilot." Mrs. L. M. Van Nuys, Calif.



## Sanderson

FILMS, INC. AVIATION VISUAL AIDS  
Box 2544, Hillside Station, Wichita, Kansas

Please send me proof and information on:

- Private Pilot Course
- Commercial & Refresher Course
- Instrument Course
- AOPA 360° Course
- Radio Communications Course
- Computers, Books, and Supplies Only

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_

CIRCLE NO. 63 ON READER SERVICE CARD

(Continued from page 62)

"I've even been faced with what looked like a night in jail. Gosh, I'll be glad to see Columbus again."

"Clearances" is a complex word when it concerns the paperwork for an around-the-world flight. Some countries require visas, others don't. The smart thing to do in the latter case is get them anyway. Some countries have no overflight restrictions and others do. In every case, the Mocks contacted both the country involved and U. S. embassy officials. In every case they were assured of complete cooperation and a minimum of red tape.

GUAM (April 10)—"People are wonderful," said Jerrie Mock after the 1600-mile leg from Manila to Guam, "but they don't realize what they are doing to me and my schedule.

"I was two-and-a-half hours trying to get out of Manila because of reporters, officials and the public.

"When I got to Guam, I was met by a general, an admiral, the governor, his assistant and a Navy band. I was hustled off to the governor's mansion to freshen up, and then right off to a television station, where they interrupted the programming to put me on the air.

"All they keep telling me is that I must be dead tired and that I cannot possibly continue without rest!"

The flight from Manila was uneventful, and Jerrie Mock picked up the Guam radio beacon 800 miles out on her Bendix. Her comment: "Sensational!"

Jerrie Mock's largest investment prior to takeoff had been one of time.

It took time to have a brand-new engine built. It took time for radios to be installed and instruments replaced. It took time to review instrument procedures and take the required examinations. It took time to plot a course and clear it with the embassies of the countries to be visited.

Studying international flight regulations and aeronautical charts, becoming familiar with ICAO regulations, obtaining survival equipment and practicing emergency procedures took time. So did becoming familiar with radio facility charts, winds and weather, and reckoning necessary amounts of gasoline, oxygen, food and fresh water.

Presenting all of these things to NAA and obtaining official sanction (good for 90 days) took a lot of time. But it was worth every bit of it.

WAKE ISLAND (April 12)—When Jerrie Mock touched down safely at two-mile-square Wake Island, following her 1,334-mile, 11½-hour trip over the open Pacific, she ended what many considered to be the most dangerous leg of her entire trip . . . dangerous because of the lack of intermediate navigational aids in the area.

"It's a long, long way from Guam to Wake," said Jerrie Mock, "not as long as the leg from Bermuda to the Azores, but there I had Weather Ship Echo to home on about half way. Here there was nothing.

"I will admit I was real glad to hear that Wake Island beacon beeping . . . there would have been an awful lot of nothing if I had missed it."

"It also takes time," said Jerrie Mock, "to assemble the proper wardrobe, to pack and to leave last-minute instructions at home.

"But after 15 months of preparation, I'm ready: both physically and psychologically."

HONOLULU, HAWAII (April 13)—"It looked like a movie version of the arrival of a cruise ship," said Jerrie Mock of her landing at Honolulu after the 2,400-mile flight from Wake Island.

"People with flowers, a dozen motion picture cameras, and lots of noise and excitement. They even had a telephone

### Manufacturers and suppliers supporting Mrs. Mock's round the world flight.

ALCOR.....	mixture control
BENDIX.....	radios
BULOVA.....	"Accutron" watch
CESSNA.....	"180" airplane
CHAMPION.....	spark plugs
COMIDEX CORP.....	emergency food
CONTINENTAL.....	engine 0470J
GOODYEAR.....	tires, brakes, wheels
GRIMES.....	beacon, spotlights
JAVELIN.....	engineering
JEPPESEN.....	worldwide charts
KOLLSMAN.....	compass, altimeter
LANE AIR SERVICE.....	maintenance
McCAULEY.....	propeller
PANTRONICS.....	HF radio
PRESTOLITE.....	storage battery
PURITAN.....	oxygen equipment
RAND McNALLY.....	planning globe
RICHTER.....	carburetor temperature gauge
TACTAIR.....	autopilot
VOIGHT-LANDER.....	cameras
WOODWARD.....	prop governor

rigged right up to the airplane so I could talk with my husband the instant health officials let me out of the airplane."

The 15-hour, 42-minute flight had kept Jerrie Mock busy; she had delayed her departure from Wake because of squall lines enroute.


"I did get some winds and turbulence which slowed me down," said Jerrie Mock, "but other than that it wasn't too bad a flight. Now all I want is a good bath and 20 hours' sleep."

After years of dreaming and months of hard work, Jerrie Mock was setting out to make a dream come true.

"Kipling has a poem called 'Explorer,'" she said, "and his line 'There's something lost behind the ranges, go and find it . . . pretty much sums up my thoughts."

(Continued on page 66)

**FIRST CHOICE!**  
**ZWENG**  
**MANUALS**



**FOR EVERY**  
**FAA PILOT**  
**RATING**

There are sound reasons why Zweng Manuals have been first choice of two generations of flying students preparing for FAA pilot ratings. Each manual is a complete guide containing text, timely sample questions, answers, and all necessary reference material. Each is up-to-date to prepare you for current exams. Each is "budget priced." That's why Zweng is the name to remember when you prepare for an FAA pilot rating. Insist on the best!

**Current Zweng Manuals**  
**With Latest Typical Exams**

- PRIVATE PILOT RATING—\$5.00
- COMMERCIAL PILOT RATING—\$4.00
- INSTRUMENT RATING—\$6.00
- FLIGHT INSTRUCTOR—\$6.00
- AIRLINE TRANSPORT RATING—\$6.00

**Helicopter Ratings**

- PRIVATE PILOT (With Text)—\$6.00
- COMMERCIAL PILOT—\$4.00
- AIRLINE TRANSPORT PILOT—\$4.00
- FLIGHT INSTRUCTOR—\$4.00



**FREE CATALOG**, new, 52 pages; 1,000 aviation books; navigation aids, charts & logs.

**PAN AMERICAN**  
**NAVIGATION SERVICE**

12021 Ventura Blvd., North Hollywood, Calif.

- Send me free copy of your new catalog.
  - Payment enclosed  Send C.O.D.
- (In Calif. add 4 1/2% sales tax)

Name \_\_\_\_\_

Address \_\_\_\_\_

City & State \_\_\_\_\_ F-7  
**CIRCLE NO. 62 ON READER SERVICE CARD**

(Continued from page 64)

"I have looked at the odds and decided they are all in my favor. I feel I will make it successfully with God's help."

**SAN FRANCISCO, CALIFORNIA (April 15)**—A tumultuous welcome from a huge crowd and a happy husband (who himself had flown all night to get there) awaited Jerrie Mock as the Spirit of Columbus touched down at Oakland Airport at 4:05 p.m. PST.

She had been in the air for more than 18 hours since leaving Honolulu the previous day, but she nevertheless managed a smile through the window at the crowd—and turned that smile into a broad grin when she spotted Russ Mock waiting for her.

The question came like bullets as she faced the battery of microphones:

How was the flight from Honolulu, longest of the trip? ("Fine—the winds weren't quite right—they promised me tailwinds and I got headwinds instead—but otherwise fine.")

How much sleep had she had? ("Not very much for a long time . . .")

What was the worst moment of the whole trip? ("I guess after Casablanca, when storms pushed me out over the Mediterranean.")

Was she ever worried that she wouldn't make it? ("Not particularly . . .")

How did the 11-year-old airplane perform? ("Wonderfully—just wonderfully.")

Your husband looks more tired than you do . . . ("Well, the people who wait at home always get more nervous.")

Why did she choose a single-engine airplane for such a hazardous flight? ("Well, you see, we happened to have one . . .")

In Singapore, Mrs. Joan Merriam Smith took time out from her solo flight around the world for some shopping. The pretty, 27-year-old Navy wife arrived in Singapore after a 7-hour and 19-minute flight from Bangkok dead tired and yearning for a rest. She planned to leave the next day for Jakarta, Indonesia.

*Arm in arm, Jerrie and Russ Mock emerged from Lane Air Services, where they had said a private goodbye, and walked briskly through a galaxy of flash cameras to the Spirit of Columbus, which was completely surrounded by a mass of shoving humanity. Jerrie Mock was wearing a corsage of pink carnations and her son Gary's Hartley High School class ring, which she had promised not to remove until her return.*

*Slipping into a brilliant yellow life vest, she said goodbye to the rest of her family, hopped into the airplane, adjusted the two pillows which enabled her to see over the instrument panel, removed her high-heeled shoes and donned a large straw hat covered with colorful pom-poms.*

*Adjusting her dark glasses, she started the engine. The propeller whirled and, without even a glance back at the crowd, Jerrie Mock was on her way.*

**COLUMBUS, OHIO (April 17)**—At 9:35 p.m. EST the Spirit of Columbus touched down on the same runway from which it had departed 30 days and 22,858.8 miles before. Jerrie Mock had set seven world's records (see box on page 59).

Her final hop from Oakland Airport had included stops at Tucson, Ariz., El Paso, Tex., and Bowling Green, Ky., in order to pick up the additional mileage required for official around-the-world status.

During her epic flight, Jerrie Mock had been in the air 158 hours. Her total logged flying time was now 900 hours.

And so it was over. All over, that is, except for the shouting . . . the congratulations, the awards, the applause.

President Lyndon Johnson said, "Your tremendous solo exploit in circumnavigating the globe in a lightplane adds another



Cockpit of Spirit of Columbus was jammed full of extra electronics gear, survival equipment, fuel tanks. Room for just one five-foot pilot.

notation to the record book of American triumphs, one already replete with the aeronautical exploits of American women." He later gave Jerrie Mock a medal. (See page 32.)

FAA Administrator Halaby, through Deputy Administrator William Schulte, said, "Magellan, Sir Francis Drake, Wiley Post, Nellie Bly and now Jerrie Mock. You are traveling in fast company."

Brig. Gen. R. H. Strauss, commander of the 81st Air Division at Lockbourne AFB, said, "On behalf of professional aviation, I salute your ability and your courage."

Max Conrad, who holds the men's solo record for around-the-world flights (eight and a half days) said, "Congratulations. Wonderful woman."

Amelia Earhart's sister, Muriel Earhart Morrisey of Somerville, Mass., said, "I rejoice with you as you complete your successful flight. I am sure Amelia's courageous spirit rode with you all the way."

From Lae, New Guinea, Mrs. Joan Merriam Smith wired, "Sincere congratulations on your great achievement. Hoping the clear skies and tailwinds of your trip will always be with you."

The Port Columbus tower said, "Jerrie, we've got a cold one on the rocks waiting for you."

Sixteen-year-old Cary Mock said, "We've got a famous mother."

Jerrie Mock said, "I don't know what to say." †

Saturday Evening  
Post July 25-Aug. 1, 1964

# I FLEW

By Joan Merriam

# AROUND THE WORLD

# ALONE

*In 1937 Amelia Earhart died in an attempt to circle the globe at the equator. This year Joan Merriam flew the same route to fulfill Miss Earhart's dream.*

Joan

I had had the dream for years; first to fly an airplane, then to fly one as she did. When I was in high school, I would tell my friends and classmates that someday I was going to fly around the world just like Amelia Earhart. Everybody just laughed. They knew I was a baseball-playing tomboy, and this was a tomboy fantasy. But I knew that since Amelia disappeared in 1937, no other woman had ever attempted to fly around the world. This only heightened my ambition to be the first one.



*Joan was festooned with leis when she landed in Guam.*

On March 17—27 years to the day after Amelia took off from Oakland on her round-the-world attempt—I sat at the controls of my own small plane at the same Oakland airport and pointed eastward along the same 27,000-mile route she had planned so long ago. In some strange way I felt I was fulfilling not only my lifelong dream but Amelia's dream too.

I taxied my twin-engined, Rajay-turbocharged Piper Apache out onto Runway 27 Right, a long, slick jet-age strip

## Around the World Alone

that is near the now-vanished dirt strip Amelia had used. Over my radio came the voice of airport manager Fred McElwain in the control tower—the same man who had supervised Amelia's Oakland takeoff in 1937. "I directed her from the same hangar to the same immediate point," he said. "We waited to see her back in fifty days. . . ." Then, keeping his voice light and bright, he added, "See you back in about six weeks, Joan." I accelerated down the runway and lifted off the ground only a few hundred feet from where Amelia had.

Suddenly I felt a tremendous sense of elation. The flight had begun. I was on my own. If all went well, I would touch down at Oakland again in 40 days—just as Amelia had expected to do.

The first leg of the flight was to Tucson, Ariz. I had flown it many times before. Everything seemed so familiar, in fact, that I found it hard to believe I was actually starting off around the world, not just going to Tucson again. It gave me time to look back at all that had happened to me since the August day in Detroit in 1952 when I boarded an Eastern Airlines Constellation for my first flight to anywhere. I was 15 then. My father had died a few months before, and my mother and I were going to Miami. I was terrified. I had no idea that airplanes could be so big. I wondered how they could fly. About 15 minutes after takeoff, however, my fear began to leave me, and shortly before we reached Miami, I screwed up my courage enough to ask the stewardess if I could go up where the pilots were and watch them work. I visited the cockpit for 10 minutes, and when I returned to my seat, I was hooked on aviation. Within two weeks I had per-

suaded my mother that I'd rather have flying lessons at \$12 an hour than continue with baton-twirling instruction at \$6.50 a half-hour. I'd won about 18 trophies with the baton by then anyway, and the challenge was gone. I'd found a new love.

Now, thousands of feet above the desert, with Tucson and the whole world ahead of me, I looked around the cockpit of my airplane at all the paraphernalia which said this was no ordinary flight. Four of the Apache's five seats had been removed. In their places were big auxiliary fuel tanks, elaborate radio and navigational gear, 28 Manila envelopes containing the 105 charts I would need to find my way, a supply of Life Savers and Metrecol cookies, two pairs of sunglasses, an overnight case containing three days' change of wash-and-wear clothes, a borrowed sextant, a pistol, \$3,000 in cash and traveler's checks, two Thermos bottles, a 35-mm. camera, a small tape recorder, my passport with 16 visas, a kit of survival gear, a St. Christopher medal pinned to the upholstery, a four-inch stuffed koala bear attached to the side window with a suction cup—and a little toy polar bear with rubber claws and a rubber nose and a purple bow tied around his neck. For hundreds of hours over the next two months this cramped little box of a cabin would be my home, and these things would be my only companions. Unlike Amelia, who flew with navigator Fred Noonan, I was going it alone. My plane just wasn't big enough to carry all the fuel I would need and still have room for another person.

There was one other thing that I brought with me—a copy of a book. If it hadn't been for this book, I guess I might never have made this flight, because it was the thing that introduced me to

Amelia. I was 16 and taking flying lessons in Miami, and one day my aunt said, "Here's a book I think you'd like to read, Joan." She took it out of her bookcase and handed it to me. It was *Last Flight*, the story of Amelia's round-the-world flight. Well, it was about aviation, and I had heard of "A.E." (as she is known to most people in flying circles), so I read it. From that moment on I made up my mind that I wanted to be like her. First, of course, I had to learn to fly—and learn I did, in a hurry.

I soloed after nine hours (before I had a license to drive a car), got my private license at the minimum age of 17 and my commercial license at the minimum age of 23. I worked as an instructor, I flew charters, I flew executive flights and company planes. And I saved—always with the idea of doing A.E.'s flight. In 1955 I saw a plane that was for sale in Miami. I eyed that plane for months. I had some money put away, and I could just see that airplane and me going around the world together. But the plan fell through, financially, and left me disappointed and depressed. The same thing happened with another plane in 1959. Every time I'd almost get there, but I wouldn't quite make it.

### **An understanding husband**

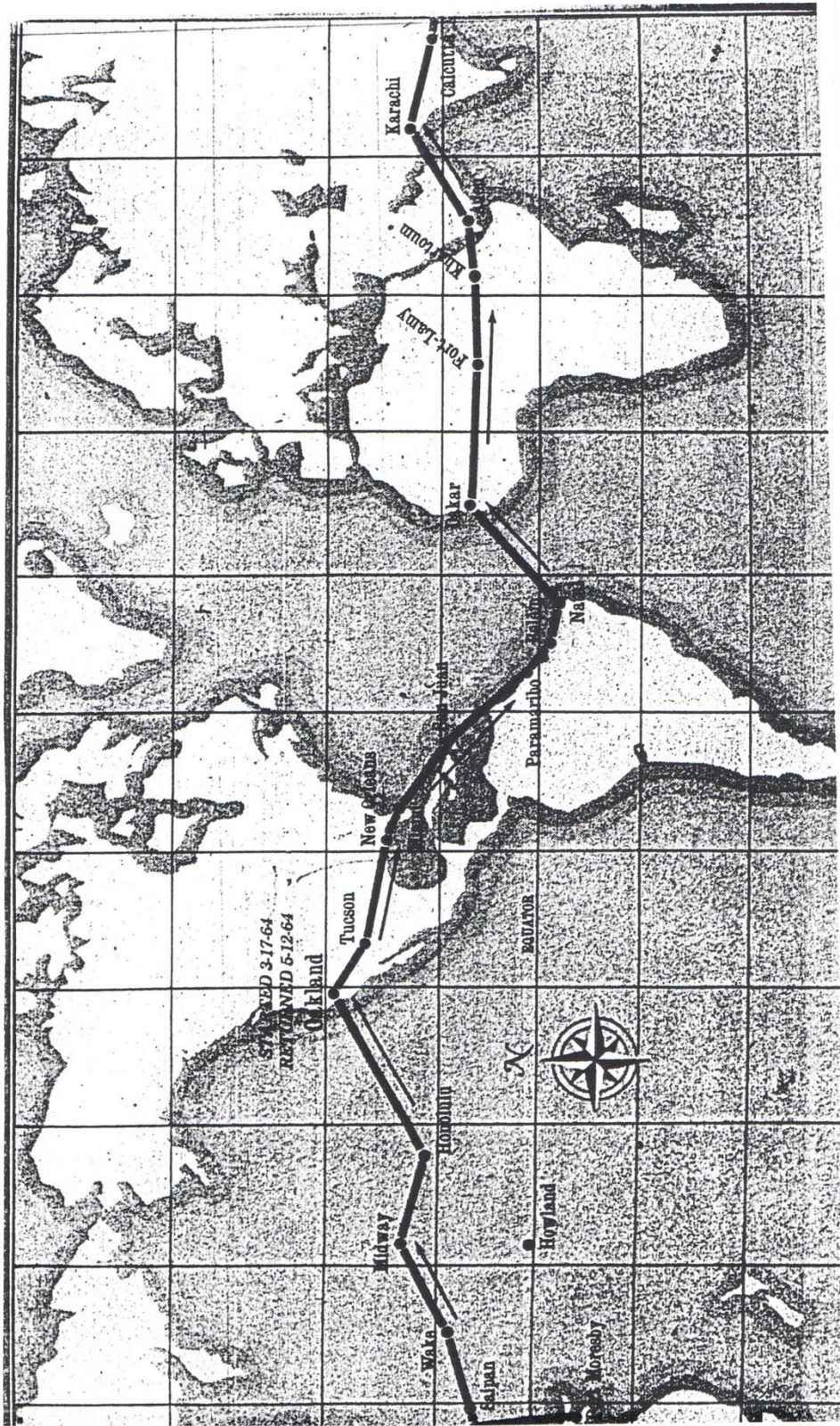
I had the round-the-world bug solidly by the time I met my husband in Florida in 1958. He was, and is, a U.S. Navy officer in command of a minesweeper. More important to me, he is also a pilot. It wasn't long before I was telling him all about me and this Amelia thing—and he understood. He's a real easygoing guy, and he accepts me the way I am. He never made any objection to anything I ever wanted to do—including flying

around the world. Unfortunately the Navy shipped Jack to overseas duty in Japan in January, so he wasn't around to give me encouragement during the final, frantic days of preparation. But that's getting ahead of the story.

It was November 22, 1963—the morning of the day that President Kennedy was shot—that I finally put my life's savings of \$10,000 down on the purchase of an airplane—the same plane that was now taking me to Tucson. The Apache cost \$18,000, and that was only the beginning of the expense. In fact, I am still in debt as a result of my flight.

I landed at Tucson after about five hours of flying from Oakland. I had planned to stay overnight, but bad weather—something I was going to see plenty of in the coming days—was already crossing my path, so I decided to fly on to New Orleans the same night. From New Orleans I hopped to Miami, where there were more good-bye ceremonies. My mother came to see me, and the city gave us a big banquet. Before my takeoff from California, I had had my hair cut short, sort of Amelia-style. I wore the one all-purpose dress that I had with me. I certainly didn't feel very glamorous.

Before I left Miami, I finished packing survival gear into my plane. (I had named it *City of Long Beach*—the city was one of my financial backers—though I really wanted to call it the *Amelia*.) Then I took off like a small, frail bird among all the great jets at the Miami airport and headed for San Juan, Puerto Rico. After a routine overnight stop, I was off again for Paramaribo, Surinam (a former Dutch colony on the northeastern coast of South America), and that's where trouble began. I had read A.E.'s description of Paramaribo so many times over the years that I knew just what the place would



look like from the air: a town squatting at the edge of the Surinam River, lots of red-tile rooftops and some thatched huts. It looks the same today as it did then, except that now there is a large jet airport about 30 miles out of town. I landed there on March 22, my sixth day out.

There was always red tape when I arrived at these strange airports. Although all my landing clearances had been arranged in advance, there were forms to be filled in, papers to sign, and all kinds of delays before I could get to some kind of quarters for a night's sleep. Fortunately, because English is pretty much the language of aviation all around the world, I didn't have many problems of making myself understood. But I was always tired and feeling pretty wrinkled—both in appearance and spirits. Usually, if there was time before landing, I would take a quick look at myself in a mirror, comb my hair, and maybe put on some fresh lipstick.

At Paramaribo they put me up in the airport V.I.P. quarters, actually, just an upstairs room that was available for transients. After I had done Chinese laundry and hung clothes up to drip-dry, I crawled into bed and thought about tomorrow. The next leg would take me 1,500 miles southeast along the South American coast to Natal, Brazil. This would be mostly over jungle, pretty wild and dangerous country. I thought about all the rivers that I would be flying over and all the alligators and the little man-eating fish, piranhas, that were in them.

The next morning, as my plane was being fueled before takeoff, I could see gasoline leaking out of the bottom of the fuselage, and I traced it to a broken weld in one of my auxiliary tanks. These tanks had cost me a couple of thousand dollars and were supposed to be the best available—but one of them had somehow cracked. If this had happened in flight, it could have been disastrous—causing either explosion and fire or asphyxiation from fumes.

It took six hours to remove the tanks from the plane. I pushed everybody as hard as I could, but Surinam was pretty primitive, and I was really afraid I was going to have to abandon the trip right there. The tanks had to be shipped 30 miles from the airport to Paramaribo for repairs. Everything moved at a maddeningly slow pace. Days passed, and the rains came down. I stayed right at the airport most of the time, standing by the plane, drinking gallons of black coffee and wondering what this would do to my carefully planned flight schedule.

Finally, after six days and \$300 worth of repairs, the tanks were replaced, and I was ready to fly over the Amazon and the alligators to Natal. I took off at dawn on March 30—and flew into new danger.

Over French Guiana a front of boiling thunderclouds reaching 50,000 feet blocked my way. My plane, even with the turbochargers, could only climb to 25,000 feet, so I had to try to zigzag around under the base of these ferocious clouds. I went down to 500 feet, racing against time, never knowing when this sky would fall right down on me. My main concern was to keep a line, a horizon—however faint—ahead of me. I was flying on instruments and watching all of them second by second, because if anything failed now, there was just no place to set down for hundreds of miles. At high altitudes you don't consider the type of terrain you're flying over, but at 500 feet you begin to think about it. One thought never left my mind: those alligators. At

300 feet I could see the Amazon jungle and swamps in detail, and I knew that if I were forced down here, my chances of getting out alive were awfully slim.

There was no hope of getting through the thunderclouds to Natal, so I decided to follow the Amazon downstream toward Belém. I wasn't even sure I could make Belém, but I knew it was up ahead somewhere, and I was going to try. It was afternoon now, I had been flying since dawn, and I was beat. Then out of the rain and darkness I saw a small, light-colored airfield completely surrounded by

jungle: Belém. It seemed like the sweetest little airport I'd ever seen. The runway was pitted with holes and the facilities were primitive, but after looking at the jungle for so many hours, I was mighty glad to be on safe ground.

Next morning the weather was better, and I took off for Natal. There were some more storms, but nothing I couldn't fly around. When I landed at Natal in the afternoon, I found plenty of evidence that Brazilian politics really were boiling. The military was in revolt against President Goulart, and the field was swarming with armed guards. Officials advised me to stay in quarters right at the airport rather than go to a hotel in town. They put a guard on my plane and another guard watched over my room. I ate my meals in the officers' quarters of the Brazilian Air Force. I was the only woman on the base, and I felt like a goldfish. I'm basically a little on the shy side at best, so I just gobbled my food and got out as fast as I could.

The U.S. consul in Natal, Frank Walton, told me the Goulart government was tottering, communications throughout the country were uncertain, and that I should leave as soon as possible. But that was easier said than done. My route from Natal was over 1,900 miles of South Atlantic ocean to Dakar on the western bulge of Africa. It was going to be the longest overwater hop of my trip so far, and it would take at least 13 hours. To make it safely, I needed reliable weather information—but thanks to this Brazilian revolution, none was available.

The Goulart government fell on the morning of April 2. All domestic and international flights from nearby Recife were canceled. I was afraid if I waited around much longer, I might be grounded too. I decided to take off early the next morning without a weather forecast and trust to luck that I could pick up advice from the African side of the ocean after I was in the air.

I took off on April 3 with 20 hours of fuel on board. I flew on instruments at about 5,000 feet for a couple of hours, then broke out into some better weather. Within another hour, however, I could see trouble ahead—lines of huge clouds which marked the dangerous intertropical front. Violent winds converge in a band about 150 miles wide in this region, making the equatorial route dangerous even for airplanes much bigger than mine. But this was the way Amelia had planned it. She wanted to circle the globe along a line as close to the equator as possible, and I wasn't about to try to find an easier way.

With radio clearance from Natal I climbed to 9,000 feet to clear the tops of the storm clouds, but when I reached that altitude, I could see it wasn't enough. I went to 13,000 feet. Still not enough. I went down to lower altitude again.

At 5,000 I ran into torrential rains. My visibility was zero; all I could see was a great blur of water beyond my wing

tips. The rain came so hard that the windshield began to leak, and water started seeping in around the door and across the cabin floor where my radio power packs were. In all my years of flying I had never seen such rain. It made such a racket as it pounded on the airplane that I had to put my headset on to hear signals, which I had been getting over the loudspeaker. I began to worry that the windshield might break under the pressure.

I came down to 2,000 feet and then to 500 feet to get below the storm. The undersides of the clouds were ragged, black and boiling. In places the sea, the air and the sky seemed to be inseparable—all one piece, one torrent. For the next 150 miles I flew between 400 and 500 feet above the ocean on instruments. Finally, after two hours of battle, I emerged from the intertropical front, thankful to be in one piece.

I was now five hours out—too far away to reach Natal anymore on my short-range radio. I switched to my long-range set and tried to raise Dakar for weather information, but couldn't make any contact. A radio beacon I had been receiving on my automatic direction finder had also become erratic and useless. I knew I should be about midway to Africa by now, but I was flying by magnetic compass only. If winds or more bad weather forced me off course, I feared I might drift so far south that I would miss Dakar altogether.

I also knew I should be reporting my position every 30 minutes. In this way, if I went down in the sea, rescuers would know approximately where to look for me. No search would be started, of course, until my 20 hours of fuel time were up—but, by then, without any half-hourly reports to go by, searchers wouldn't know where to begin. I tried not to think of all the possibilities. I just flew the airplane as close to my compass heading as I could keep it and worked the radios constantly. For three hours I never heard a human voice—and no one heard mine. Then somewhere south of me I picked up a B.O.A.C. plane talking with Dakar. They were talking about me! The B.O.A.C. pilot was telling Dakar that he'd heard nothing from me. I tried—oh, *how* I tried—to reach the B.O.A.C. plane, but no luck. Later on I could hear other aircraft at various distances trying to reach both Dakar and Natal with their radios, but they didn't seem to be having any better success than I did. I decided then that it was probably atmospheric conditions, not a failure of my radios, which had cut me off from the rest of the world. I decided to climb to a higher altitude and hope for better radio contact.

At 11,000 feet the bright sunshine dried up the moisture around the windshield. I spread some rags on the floor to absorb puddles of water. Now, after seven hours of storm-fighting and anxiety, I was suddenly very tired. I had a

backache, my right leg hurt, and I had a headache. I loosened my seat belt, moved from side to side a little and stretched each of my legs up over the rudder pedals. I'd bought a couple of cheese sandwiches back in Natal and brought them along, and now I tried one—my first food since takeoff. But the cheese in the sandwich was too strong, and the bread was stale, so after one bite I put the sandwich back in its bag and ate half a box of Metrecal cookies with some water. I was in no danger of getting fat on this trip—in fact, I lost 15 pounds before it was over.

For the first time in many hours I put the plane on autopilot and tried to relax. I still couldn't make any radio contacts. Some crazy things went through my mind. Now that I wasn't concentrating on fighting the weather, I began to look down at the clear sea far below and to worry about the sharks down there. I'm as scared of sharks as I am of alligators or piranhas. I became very conscious of the life raft that was stored on top of the gas tank behind me. I wondered how long a person could keep his sanity if he was adrift in one of those things for many days.

Now the sun was gradually going down behind me. In flying, you almost consider the sun an old friend—especially when you are over unfamiliar oceans or terrain. About a half hour before it went down, I started looking back to see where it was in relation to the horizon—and then all of a sudden it was gone. I wanted it to stay up just a little longer. When it was gone, I was lonely.

### Marooned in the sky

I turned on my red instrument-panel lights, and everything in the cabin picked up their eerie glow. Outside, the horizon, the sea and the sky all became one black void. There were no stars yet. Then without warning I picked up Natal radio asking Dakar if they'd heard anything from me. Dakar said no, and Natal, sounding

concerned, said that I had left there 11 hours ago. Natal reported that I had 20 hours of fuel, gave the radio frequencies I was using and listed the survival gear I had on board. Then Natal said I had two hours to go before the expiration of my flight-plan time.

Dakar said, "Roger," and then called me over and over again: "Apache three two five one Papa, this is Dakar Oceanic Control. How do you read on eight eight seven nine point five?" I tried to answer, but didn't get through. After 20 minutes the calls stopped coming. It was a terrible feeling, like there was some barrier between me and the people who were trying to help me. Like hearing my own obituary.

At the end of 12 hours of flying I still had no contact with Dakar. Without radio navigational aid I continued to stick to my compass heading. After 14 hours I heard Dakar calling ships in the area, asking if anyone had contact with me. I picked up my mike and yelled into it as loudly as I could. There was no reason for yelling, but by now I was getting really worried. My flight-plan time had expired. Unless I had miscalculated, I should be somewhere near my destination—but what if something had gone wrong? I began to think about having to ditch my plane at sea when the fuel ran out. What was the ocean like down there in the dark?

In the 15th hour my eyes began to tire from the strain of reading instruments. I flipped on the overhead cabin light and took a look at myself in the mirror. I looked pretty wild. I drank some water and munched some hard candies. There was still nothing but silence coming from my radio. I switched to a homing device known as VOR. I figured that if I were within 150 miles of Dakar, I should get an indication on the instrument's needle. I watched this hopefully for about 10 minutes—and then it happened! A signal from Dakar. It told me I was on a line only about 40 miles north of the city. I corrected course, and before long I could see lights in the distance. All my tension left me then. "Well," I said aloud, "I've lucked out again."

an indication on the instrument's needle. I watched this hopefully for about 10 minutes—and then it happened! A signal from Dakar. It told me I was on a line only about 40 miles north of the city. I corrected course, and before long I could see lights in the distance. All my tension left me then. "Well," I said aloud, "I've lucked out again."

I landed at Dakar at one A.M., just 16 hours after taking off from Natal—and barely an hour before officials were going to send out search-and-rescue planes for me. I was tired and hungry, but the idea of being in Africa, seeing native people in colorful costumes, hearing strange tongues—all of this was exciting. While I waited for the usual paper work to be completed, I passed out a few ink-marker pens I had brought with me and invited everyone around the plane to sign his name or write a greeting on the fuselage. I did this everywhere I stopped. By the end of my flight I had over 800 signatures covering most of the airplane.

From the airport I went to a hotel in Dakar, and even though it was the middle of the night, I ordered a steak dinner for myself. To play it safe and take no chances with strange food, I had to specify "well done" on the meat, even though I'm usually a rare-steak eater. Throughout the trip, I ate only well-done beef, canned vegetables, coffee without cream, no fruits, vegetables or dairy products. It made for a pretty dull diet; but illness from food poisoning was something I had to beware of, particularly when I was flying long hours alone.

I went to sleep on my first night in Dakar thinking of how far I had come from Oakland and how much of the globe I still had to circle. I could see the route as it had looked months before when I stretched my charts out on the living-room floor at home, 28 legs of approximately 1,000 miles per leg. When I had them all pieced together, they were 18 feet long, and when people came into the room; they had to take their shoes off to walk around. I had a 12-foot strip of aluminum floor molding which I used as a straightedge, and I spent about six hours figuring each 1,000 miles—more

than 150 hours of plotting in all—marking off checkpoints, double-checking radio frequencies, looking for errors. Now it was four A.M. on April 4, and I was dropping off to sleep in a strange hotel in Africa. I was nine days behind schedule, and I still had about 12 feet of charts to fly.

I slept until noon the next day and then went out shopping. Maybe I was feeling thankful for getting across the Atlantic safely or something, but I bought a 14-karat gold cross and two saint figures carved out of mahogany. They went into the plane with St. Christopher and the koala bear.

I took off from Dakar on April 5. My route would take me right across the beltline of Africa, flying almost straight east toward the Red Sea. The weather was good, communications were crystal-clear. From 9,000 or 10,000 feet the land below looked a little like our Nevada or Arizona deserts. I thought about what might be down there—no sharks or alligators now, but lions and that sort of thing. I didn't think my small pistol would be much use. I also thought about that B-24 bomber, the *Lady Be Good*, which came down in the desert in World War II. It wasn't found for 17 years. I thought, There's only one thing that's as bad as going down at sea and that's going down in the desert. But if you've been flying on course, rescuers have a better chance of finding you. Just stay in the shade of the plane, the book says, and burn something to make smoke signals. Thoughts like these come easy when you are alone.

I flew on to Niamey in Niger, where I refueled, then took off again for Fort-Lamy. This was easy, pleasant flying. In spite of my long hours in the air over Africa, I wasn't tired. In the African night the stars stood out more vividly than I had ever seen them in my life. They gave me a feeling that I was not just below them, but *among* them. Below me it was pitch-black, except for tiny red flares that came into view once in a while—from campfires in small Nigerian villages. I kept myself awake by taking an occasional drink from a Thermos of coffee and flew all night. I landed at Fort-Lamy in Chad in the early morning, refueled and took off again.

Between Fort-Lamy and Khartoum I discovered how rough desert flying could be. The land didn't look like our Southwest anymore, and the heat became almost unbearable in the plane, even at 10,000 feet. The combination of heat and blinding glare in the cockpit and the effort of hand-flying the plane through very turbulent air was so fatiguing that I began to have a hard time staying awake. To keep alert I began washing my face with water I had in a plastic bottle. To do this, I would fly with one hand or both hands off the wheel—the auto-pilot was useless in such turbulent air—then grab the controls again when the plane veered off. I became very aggravated with the airplane because it wouldn't hold a heading, and handled it roughly as my discomfort grew. I flew on this way all day, dog-tired, sometimes getting my knee up under the wheel, trying to stay on course. Finally at dusk I saw the blue and yellow lights of Khartoum ahead of me on the western edge of the Blue Nile. It was 105 degrees when I landed, and after 36 hours of nonsleep flying, I was ready for bed.

Extreme heat and air turbulence kept me from leaving Khartoum the next day, but on April 8, I took off before dawn, heading over Ethiopia for the Red Sea port of Aden. From Aden I followed a slightly northeasterly course to Karachi, India. This was 12 hours and 1,600 miles of boredom. I flew slightly off the Arabian shore most of the way. With the auto-pilot on, there was little to do, and wherever I looked, there was nothing to see. But there was a special significance to reaching Karachi—it was my halfway mark around the world, 14,000 miles from Oakland, and I reached it in 23 days. My dream was beginning to look as though it had a chance of coming true.

From Karachi I flew on via Ahmedabad to Calcutta, and each day now seemed to bring me closer to Amelia. At every stop in India there were people who remembered her and who told me stories about her:

Now it was Rangoon, Bangkok, Singapore, Surabaya—all the romantic names and places of Southeast Asia. I remembered that when Amelia and Noonan were flying in this part of the world, they were caught in some torrential rains. For a lark, they began singing *On the Road to Mandalay* . . . *where the flyin' fishes play*.<sup>\*</sup> They thought of themselves as flying fishes. I've always liked that song, too, especially the way Frank Sinatra sings it, so as I flew near Mandalay, I sang the words out loud to myself: *An' the dawn comes up like thunder out of China, 'cross the bay*. . . .<sup>\*</sup>

In each place I landed now, the routine became more familiar: the boredom of airport paperwork, the excitement of meeting people who had met Amelia when she came this way, the dullness of overcooked meat and canned vegetables, the never-fully-satisfied need for a little more sleep. But I was leaving the miles behind and getting closer to a special place. On April 18 I took off from Darwin, Australia, for Lae, New Guinea.

In all my years of wanting to fly around the world, the point that stood out in my mind as most important was Lae. This was the last place Amelia was seen alive. Somehow it seemed there would be more of her spirit still there than at any other spot along her route.

My flight had obviously stirred a lot of interest in Lae, because there were several hundred people waiting to greet me—among them a half dozen men and women who had seen Amelia. They included a pilot, the wife of another pilot, a woman who owned the hotel at which Amelia stayed. (I wanted to stay at the same hotel—and in the same room if possible—but the place was being repaired, and I had to stay at another hotel.)

I joined these people for lunch and for two hours they all discussed their memories of Amelia and, naturally, we speculated on what may have happened to her. A few had taken snapshots of A.E. in 1937, and now they presented me with copies of these photos.

I stayed an extra day at Lae because I wanted to see more of the place. I took pictures from the air and from the ground of the airport and at the very spot where Amelia's wheels last touched the runway. A.E. was heading for Howland Island, 2,500 miles away, when she left Lae—but Howland is uninhabited today and its facilities abandoned. Therefore when I took off on April 22, it was for Guam—and what I hoped would be my first reunion with my husband in four months.

I passed through the intertropical front in the region of the equator for the fourth time, but without too much difficulty. Then, about 200 miles out of Guam, I was intercepted by prearrangement by a couple of U.S. Navy jets and a DC-4 transport. As a Navy wife, this was my escort to the island. There was a big, noisy welcome for me ashore with a Navy band and a big cake and garlands of flowers—but no husband. With all my delays, Jack was now back on sea duty aboard his minesweeper.

On April 23 I decided to take a short hop over to Saipan to see the place where Amelia was rumored to have been imprisoned by the Japanese. I don't really believe this story, but it is now a part of the Earhart legend, and I wanted to see for myself. I talked with some people on Saipan who claim that the Japs shot Noonan and that Amelia died a few weeks later. I saw the place where she was supposedly kept in prison and the spot where she is said to be buried. All fascinating to me, but still only rumor.

It was on this side trip to Saipan that I started to have trouble with my landing gear. The hydraulic system that keeps the wheels up was faulty, allowing the wheels to drop part way down while in flight. When I got back to Guam, it took a full week of work to repair the trouble.

On the morning of May 1 I took off for Wake Island, a dot in the Pacific 1,500 miles away. It would be my last stop before Honolulu. I got only about 300 miles out of Guam, however, when trouble developed in my electrical system. I was really beginning to feel jinxed. I wanted to go on to Wake anyway,

but I knew that if the new trouble put my radios and direction-finder equipment out of operation, I would never find Wake by dead reckoning. I turned back to Guam once again—disgusted and discouraged.

After repairs I took off again from Guam on May 3, disappointed at the last minute to learn that the forecast, which had been for tailwinds, was now predicting headwinds instead. Then, an hour out of Guam, the landing gear started slipping down again, further cutting my airspeed. I tried to lift the landing gear by working a hand pump in the cockpit, but it was jammed. I figured out that a piece of metal—something I couldn't see and couldn't reach—was jamming the pump. If I had had a copilot this might not have been such a problem, but trying to get at the trouble with a long screwdriver and still fly the airplane with one hand—and sometimes with no hands at all—was a nerve-racking job.

I finally got the wheels up into the plane again, but I knew the trouble would recur and that I would have to go through this whole maddening process over and over again before I reached Wake. By now I was getting pretty aggravated, but I made up my mind not to

turn back to Guam again. Everything else in the plane was functioning, and I was confident I could find Wake by afternoon. I flew on—and every hour or so I fiddled and pumped and cursed the slipping wheels back into position. After 11 hours of this I landed at Wake—a three-mile-square spot of land which I hit within seven minutes of my estimated time of arrival.

Wake is a bleak, empty, flat sandspit which is run by the Federal Aviation Agency these days. The facilities are plain, the food fair-to-middling. I had no desire to stay at Wake any longer than necessary, but strong headwinds kept me there, bored and impatient, until May 5, when I took off on the long, 2,300-mile jump to Honolulu. I now felt so near and yet so far from Oakland. Guam, Wake, Honolulu are all American soil, and it should have felt like the home-stretch, but the Pacific is mighty broad,

and my misfortunes with the airplane were beginning to eat away at my confidence. I knew the landing gear was still not repaired, the autopilot was unreliable—and my troubles were not over.

Two hundred miles out of Wake I noticed that my right engine was overheating. With more than 2,000 miles to go to Honolulu, I couldn't take a chance on an engine failure. Sick with disappointment, I returned to dreary Wake for more repairs. The thing that really began to get me down was the feeling of being cut off from the world in this part of the Pacific. There were no aviation mechanics on Wake who knew what to do with a plane like mine, no real expert assistance of any kind. We finally discovered that the cause of the engine's overheating was an accumulation of dead grasshoppers clogging the oil cooler. After two more days of delay I took off from Wake for what I hoped would be the last time.

I had now been on my way around Amelia's world for 52 days, and by this time I had expected to be back in the U.S.A. As I flew toward Hawaii, I began to think about some favorite music Jack and I used to listen to in our apartment in San Diego back in 1962—*Around the World in 80 Days*, the Frank Sinatra record. I hoped it wouldn't really take me 80 days, but with the way troubles were piling up, I wasn't too sure.

### Out of luck—and gas

Four hours out of Wake my jinx caught up with me again. A routine position check told me I was an hour behind schedule on my course to Hawaii. This meant the headwinds were stronger than I had anticipated, and the 20 hours of fuel I carried, probably wouldn't be enough. Disappointed again, I turned north toward Midway Island for fuel.

On May 8 I landed at Honolulu—back in the States at last and only one hop away from final success. My reception in Hawaii was happy and hectic, with newspaper and television people all over the place and very little time left for relaxing. Everybody wanted me to say when I thought I'd arrive in Oakland,

but I just couldn't say. I had to get that landing gear fixed, also the autopilot. The weather forecast for my final 2,400-mile flight to California wasn't too favorable either. At best it would be a 17-hour flight, and I could carry only 20 hours of fuel, so I had to wait for the best possible wind conditions. It was two days before things looked right. In this time I managed to get exactly two hours in the sun on Waikiki beach and had time to shop for two new dresses. Then it was back to the Apache and into the air again on May 10.

A short time out of Honolulu I found that my right engine was overheating again, and I turned back for an overnight engine inspection and magneto retuning. The next day I took off shortly after noon and, flying at 11,000 feet, all went relatively smoothly until I had passed the point of no return. The landing gear was still acting up, but by now I was so accustomed to fixing that problem that it was becoming routine.

Shortly after passing the point of no return I began to notice a slight rise in fuel consumption in my right engine. I cut back a little on the mixture to conserve fuel and continued this way for several hours. Ahead of me, when I was about 14 hours out of Honolulu, the blackness of the night was broken in the east by a bright, thin line on the horizon—a wonderful sight that made me forget my fatigue. It was the dawn over mainland, U.S.A., and I knew that the sun had already lighted up Oakland. In a few minutes I was in bright sunshine. I tuned in my radio to San Francisco and heard people congratulating me on my approach to home. I guess that's when I first felt I was going to make it.

But the right engine had other ideas. Just as I had calculated that I had only an hour to go, I noticed an ominous sign on my control panel. The engine, which had by now exhausted its fuel supply from the right-wing tank and was now drawing fuel from the left side of the plane, was starting to overheat seriously. I knew I would have to shut it down and limp home on half power.

Under the circumstances, I felt obliged to do something that I had never done before in 11 years of flying—I asked San Francisco for an escort to the coast. They promised help, but meantime, flying on only one engine, I had to consider the possibility of ditching in the Pacific less than an hour from home.

A few minutes later my ailing plane was intercepted by a Coast Guard Search and Rescue aircraft, and some of the pain of uncertainty began to leave me. At least there were other friends in the sky now to escort me home.

An hour after the escort picked me up, I had Oakland airport in sight, and I switched on the sick right engine once more for maximum power during landing. Slowly I settled down for what seemed like a surprisingly good landing, considering my fatigue and tension at that moment, and I was home again after 56½ days! I had covered 27,750 miles to complete the longest single solo flight around the world ever made. As I taxied from the runway to the terminal area, I just kept telling myself, "I've done it. I've done it!" But I could hardly grasp the overwhelming fact that my dream had come true at last. It was only when I was receiving the cheers, the bouquets of roses, the telegram from my husband, the welcome-home speeches and the wired congratulations of President Johnson that my accomplishment began to seem real.

And then I thought of Amelia, and the flowers I was holding suddenly seemed a sort of tribute, not just to me but to her too. A telegram was handed to me which said, "In Amelia's name I thank you for your generous gesture in dedicating your flight to her. May this be the first of many triumphs in the air." It was signed Muriel Earhart Morrissey, Amelia's sister.

Now my dream was ended in joy.

THE END

Columbus Dispatch 3/19/64

## Around the World in 30 Days

MRS. JERRIE MOCK, Columbus' round-the-world aviator, took off this morning on the first leg of her projected globe-girdling adventure. She hopes to complete her flight in 30 days or less, to become the first woman to circumnavigate the earth alone.

SHE IS PINNING her hopes on the mechanical efficiency of her new single-engine Cessna, her 750 hours of experience and a year of planning and preparation.

Her takeoff came two days later than that of 27-year-old Joan A. Merriam of Long Beach, Calif., who left Tuesday in a twin-engined plane in a solo attempt, over a route 3000 miles longer. Her flight plan follows, in its final stages, the itinerary mapped out by Amelia Earhart, who disappeared in 1937 in mid-

Pacific on a projected world flight.

You'll be reading plenty about Jerrie Mock's adventure in our news columns in the days ahead since The Dispatch feature syndicate holds exclusive rights to her story.

WE WISH BOTH of these courageous young women well in their respective bids for fame, although quite naturally we hope that our home town entrant sets the new record first. Both disclaim that they are racing against one another and, in any event, there is plenty of glory for both in their hoped-for achievements.

### ETERNAL WISDOM

*The young lions do lack, and suffer hunger; but they that seek the Lord shall not want any good thing.—Psalm 34:10.*

# Housewife Jerrie Mock, Newark Is To Circle Globe In Drip-Dries

By ADRIENNE BOSWORTH  
Associated Press Writer

COLUMBUS, Ohio (AP) — Jerrie Mock can't decide whether to cut her hair short or wear it this way, explains Jerrie Mock. This is one of a number of important, uniquely feminine decisions she must make now.

Mrs. Russell Mock, is the daughter of Mr. and Mrs. T. J. Predritz, 1130 Moundview Ave., Canton, Ohio, who have been living in Canton temporarily, since last August.

Mrs. Mock was graduated from Newark High School. Her father has just taken retirement from the Ohio Power Company, after an association of 47 years as supervisor of the general accounting department over the world, alone, in a single engine light aircraft.

The spunky housewife is going around the world, alone, in a single engine light aircraft. Since no woman has accomplished this before, she will automatically establish a woman's speed record for around-the-world flight.

"I've been experimenting with drip-dry dresses, you know, some of them don't really wash and wear the way the tag says," Mrs. Mock adds. "She intends to wear dresses because in many countries women do not wear slacks and 'I don't want to be looked down upon'."

The date of her departure from Port Columbus here will be reported at some time this week, depending upon how soon all details fit in with her regulations. And she is a self-acclaimed fussy budgeter. "I want to make sure every thing in my airplane is just right. Then I won't worry about it. Then I'll just go."

Jerrie Mock figures she will

These include perfect operation of the engine and the special radio for long-range communications. It includes detailed knowledge of flying regulations and entry requirements in the various countries, correct visas for each stop and some correspondence with airport officials in each country. "so I won't be delayed by red tape."

Countries have different regulations concerning where you can fly, whether night flying is permitted, whether you fly north or south, and instrument regulations and many other rules, she says.

There are regulations all over the world and sometimes even the manuals disagree as to what's what. "But I'm prepared for anything. In addition to reading the printed regulations, I've talked to lots of pilots who have been to the different countries," she says.

Aside from such weather problems as rain and wind and ice, "my biggest rush is to beat the monsoons" in parts of India and Asia.

So with mechanics, regulations, clothing and hairstyle set, Mrs. Mock will be ready to go "unless somebody starts another war."

Mrs. Mock explains that she will be required to report at every country she hits, "so they don't shoot you down. I suppose, in Algeria they identify planes to permit her to fly over the Soviet Union."

Most of her family backs her up. Her husband, Russell, an advertising agency copy writer, first sparked the idea.

In December, 1962, she told him she was itching to go someplace. "Why don't you take a trip around the world," he suggested. The months of planning began.

Sons Roger, 17, and Gary, 16, are right up to the stacks of maps and manuals that cover the Mocks' dining room table.

Daughter Valerie, a 3 1/2-year-old with her mother's "not brown" eyes ("the driver's license says one color, the passport another; all I know is that they're not brown") likes to fly and see the little houses and the "little people." But she also misses her mother and clings to

garner her share of honors even if a possible California rival get into the air first this week in an around-the-world flight attempt.

Mrs. Mock hopes to leave here Wednesday in her quest to be the first woman to pilot a light plane around the globe. Joan Merriam of Long Beach, Calif., plans to leave from Oakland, Calif., Tuesday.

Mrs. Mock's husband, Russell, says Miss Merriam's flight is not sanctioned by the Federation Aeronautique Internationale and can't be classified for any speed records. The Ohioan, if successful, will set the women's speed record for an around-the-world flight and the first globe-girdling by a plane in the 2,204-3,858-pound class, her husband says.

Mrs. Mock's route figures 3,000 miles shorter than that charted by Miss Merriam, who plans to follow the path of Amelia Earhart on the flight during which she vanished in the South Pacific in 1937. But Jerrie still would go 1,200 miles more than the minimum sanctioned for a flight around the world.

Ask her why she wants to make the trip and she counters: "What made Columbus go? I love to fly. I like to travel. Somebody ought to do it. What would have happened if Columbus didn't go?"

Most of her family backs her up. Her husband, Russell, an advertising agency copy writer, first sparked the idea.

In December, 1962, she told him she was itching to go someplace. "Why don't you take a trip around the world," he suggested. The months of planning began.

8 Newark (O.) Advocate  
Mon., Mar. 16, 1964 Sp

her skirts when she is home. Taking care of the Mock men and Valerie during momma's flight will be her mother-in-law. There is no fear in her mind about the trip, Mrs. Mock emphasizes.

"I'm not going to take any chances. I feel that if an engine is in good condition it is not going to quit. You just eliminate the reasons why it would quit beforehand. It's safe as long as you take the proper precautions. Flying can be just as safe as you make it."

Although she majored in aeronautical engineering at Ohio State University, Mrs. Mock considers herself only an amateur mechanic and did "mostly watching" the several weeks in Fort Lauderdale, Fla., as her plane was prepared.

Despite a decades-long interest in flying, Mrs. Mock has only had her license for seven years and has logged a seemingly meager 750 flying hours.

"I'm really a beginner," she says, "but I feel that I've put those hours to good use. I haven't been just flying around looking at people's houses."

About the only regret Mrs. Mock has about the trip is that she will not have time for sight-seeing.

"My husband says that when I get back I should write a book, 'How To Go Around the World and Not See Anything,'" she says.

**Four Americans  
Sentenced By  
Spanish Court**

BARCELONA, Spain (AP)—A Spanish civil court sentenced four Americans, a Spanish woman and a British girl to long prison terms today for the robbery-murder of a Barcelona furniture dealer.

The sentences were: James Bell Wagner, 28, of Union Beach, N.J., 30 years; Maria del Pilar Alfaro Velasco, 32, Spanish mother of two daughters, 23 years;

John Joseph Hand, 40, Southfield, Mich., and James Stephen Johnston, 50, Bluejacket, Okla., 21 years each.

Nancy Karen Hand, 25, Detroit, Mich., 12 years and one day; Joan Douglas Bryder, 22, a British librarian, 6 years.

Court attaches said the prison terms would be cut at least in half by an amnesty which Ger-

Robert the New Toastmaster area one Reprer bridge, Z W Va. for the tr in the Nt night. Toastm were pres Parkersb Laurent Winter F Other c Bassitt S Stebbins Newark c Beck and ville; anc bridge.

Monday CENTI ERN OH er this af cloudines low 34-40 Tuesday cooler, hi in the 50

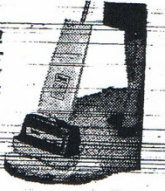
Yestert low 28-3 Advocate Year ago

The W By THE Newark, c Akron, cle Albany, sn Albuquerque Atlanta, cl Bismarck, ct Chicago, cl Cincinnati, Cleveland, Columbus, Dayton, cle Denver, cle Des Moines Detroit, cle Fairbanks, Fort Worth, Helena, cl Honolulu, cl Indianapolis Jacksonville Juneau, sno Kansas City Los Angeles, Louisville, c Memphis, ch Miami, clea Milwaukee,

**Rent electric carpet shampooer for only \$1**

Make your carpets new again! Rent electric carpet shampooer for only \$1 a day when you buy Blue Lustre Carpet Shampoo at:

JOHN J. CARROLL  
60-64 North 3rd Street



**GHILONI'S KITCHENS**



Mrs. Jerrie Mock, former Newarkite who began a solo trip around the world in a light plane this morning, shows the press that there is room for her in the crowded cockpit of the specially-rigged Cessna. (Advocate photo).

## Jerrie Off On World Flight

COLUMBUS — The former-over the Pacific in that little gen equipment and life raft and Newark woman who wants to plane?" Mrs. Glenn remarked stacks of maps take up space be the first of her sex to fly? Mrs. Mock's parents, Mr. and her few items of clothing alone around the world took off Mrs. T. J. Fredritz, live at 1130 and personal belongings are for Bermuda this morning on Moundview Ave. He has just re-stuffed into odd corners the first leg of her flight tired after 47 years with the Her plane also is crowded Mrs. Jerrie Mock, 38-year-old Ohio Power Company with much additional radio and mother of three, lifted her sin. Mrs. Mock was graduated navigation equipment for the gre-engine red and white Cessna from Newark High School in long over-water flights. The off the runway at Port Colum-1943 before studying aeronau-equipment installed for the flight bus at 9:32 a. m. EST tical engineering at Ohio State's worth more than the original She estimated the flight time University with that back-plane. Her husband estimates the for the first hop will be about ground, she personally super: plane is now worth more than seven and a half hours. Vised much of the modification \$20,000. A newspaper syndicate "I'll be careful — I'm not work on her 1953 model Ceena she 180. is paying for part of the trip. going to take any chances." she 180. is paying for part of the trip. promised her husband, Russell. Normally a four-place plane, Jerrie, who has seven years a Columbus advertising man, three seats have been taken out of flying experience, has a lot and sons Roger, 17, and Gary, to make room for extra fuel of confidence in her plane. "It's 16, before her departure. Daugh-tanks. The extra 178 gallons will a capable, sturdy aircraft," she ter Valerie, three-and-a-half, extend the range of the smallsaid, and pointed out that it had said goodbay at home. plane to 3,500 miles. been very carefully checked for Besides her family, there was The longest hop of the trip the flight. a big civic send-off: Gov. James will be between Honolulu and The Continental engine has A. Rhodes shook hands with the Oakland, Calif., a distance of been especially built for her aviatrix, before the take-off, 2,400 miles. She figures she has and surprised the Cessna engi Wives of two astronauts, Mrs. plenty of reserve for unexpected near who flight-tested the John H. Glenn Jr., and Mrs. headwinds. plane. Scott Carpenter, were there. Getting everything into the The flight, originally sched. "Can you imagine starting off plane has been a problem. Oxy-uled for Wednesday, was de-

**3 BIG DAYS... Thursday, Friday, Saturday. Shop Early!**

**ALL SIZES AND TYPES**

played a day because work on the plane at the Cessna plant in Kansas was not completed until Tuesday night. All the work was topped with a new coat of paint.

From Bermuda, her schedule, depending upon weather and the condition of her plane, calls for halts at the Azores, Casablanca, Tunis, Cairo, Bahrein Island, Karachi, Bombay, Madras, Singapore, Manila, Guam, Wake, Honolulu, San Francisco, and back to Columbus.

She told The Advocate that she got special permission to fly over Morocco, and understands hers will be the only non-sched-uled plane flying there.

What does her family think of the trip? "They think its great," she declared. Russell suggested the trip.

Mrs. Mock has a rival of sorts, although she points out that hers is the only sanctioned flight. Mrs. Joan Merriam Smith of California took off Tuesday, planning to follow the route Amelia Earhart took on her at-tempted globe-girdling flight in 1937.

Flying around the world with Mrs. Mock will be a box of Girl Scout cookies which were sold to her by Beth Varner, member of Granville Girl Scout Troop 557. She is the daughter of Mr. and Mrs. Robert Varner, Lancaster Road.

The fourth graders in Newark some 30 years ago spoke that universal phrase of childhood "when I grow up I'm going to fly airplanes."

Today, three decades and 32 miles from that conversation, she began the trip with high hopes of setting some solo flight records for women.

She hopes to do it in 30 days or less, but says that under the Federation Aeronautique Internationale she can set some records if she does it within 90 days. The federation has sanctioned her flight.

The years between that fourth grade and today's take-off have been filled with diversions from the childhood ambition. Her pilot's license is only seven years old.

She kept house, reared her children, studied opera and wrote radio programs about it, co-produced an educational television program for Central Ohio schools and dabbled in photography.

But the one she came in a decor addressed to: "Je Magellan of Colu

Bone cancer de frequently in pers years old, but is of according to the F Service. Other part breast, skin, and cer.

44 Newark Thurs, N

The dream of ant, but not de ready a pilot wt Mock, Valerie, May 1960.

"I wish I had to fly every day hold to take cau times difficult," she flew all thr the northern rea and to the Baha past year, all pi day's take-off.

"I haven't tho thing else for ; the last six mo been pushing," plained.

The long fligh sals for the glo

"I'll be flying 3; a day, depending and all," she sa is going to mak quickly and safe

Keeping her bi to piloting the c filled with flying

each country she try requirements of her stops.

When her trip nounced she wa letters from pers the country. Most ed advice. Some gious medals. O was "crazy and home."

But the one si came in a decor addressed to: "Je Magellan of Colu

But the one si came in a decor addressed to: "Je Magellan of Colu

But the one si came in a decor addressed to: "Je Magellan of Colu

But the one si came in a decor addressed to: "Je Magellan of Colu

But the one si came in a decor addressed to: "Je Magellan of Colu

But the one si came in a decor addressed to: "Je Magellan of Colu

But the one si came in a decor addressed to: "Je Magellan of Colu

But the one si came in a decor addressed to: "Je Magellan of Colu

But the one si came in a decor addressed to: "Je Magellan of Colu

But the one si came in a decor addressed to: "Je Magellan of Colu

But the one si came in a decor addressed to: "Je Magellan of Colu

But the one si came in a decor addressed to: "Je Magellan of Colu

But the one si came in a decor addressed to: "Je Magellan of Colu

**ROBERTS TAI**  
FIRST CHOICE OF PEOP  
HAVE MADE THEM GRE

IN JERRIE'S LIFE — Strong  
ers for Jerrie Mock's around-the-  
world flight try, women of her family  
father, round-for-airport-farewells—Jer-  
rie's mother, Mrs. Timothy Fredritz of  
Newark, pins to her daughter's coat the

message sent by Jerrie's Phi Mu sorority  
sisters. Watching, left to right, are  
Jerrie's sisters, Mrs. Roger Keck of  
Newark and Mrs. Clair Sarr of Colum-  
bus, and her mother-in-law, Mrs. Sophie  
Mock of Columbus.

## THOUGHT OF FLYING IN 4TH GRADE

# Mrs. Mock's Dream at Newark 30 Years Ago Now Comes True

By ADRIENNE BOSWORTH  
Associated Press Writer

The fourth graders in Newark, Ohio, some 30 years ago spoke that universal phrase of childhood . . . "When I grow up I'm going to . . .

... Fly airplanes," finished little Jerrie Fredritz.

**THURSDAY, THREE** decades and 32 miles from that conversation, a single engine plane took to the skies, and Jerrie, now Mrs. Russell Mock, 38-year-old housewife and mother, began a trip with high hopes of setting some solo flight records for women.

She'd like to be the first woman to complete a solo flight around the world, in the fastest time for planes in her Cessna's class. She hopes to do it in 30 days or less, but says that under regulations of the Federation Aeronautique Internationale she can set some records if she does it within 90 days. The federation has sanctioned her flight.

**THE YEARS** between that fourth grade and Thursday's takeoff have been filled with diversions from the childhood ambition. Her pilot's license is only seven years old.

She majored in aeronautical engineering at Ohio State University, but stayed on the ground to marry high school sweetheart Russell Mock in 1945. Two years later Roger was born and, a year after that, Gary.

She kept house, reared her children, studied opera and wrote radio programs about it, co-produced an educational television program for Central Ohio schools and dabbled in photography.

**THE DREAM** of flying was dormant, but not dead. She was already a pilot when the youngest Mock, Valerie, came along in May 1960.

"I wish I had the opportunity to fly every day. With a household to take care of, it's sometimes difficult," she said. But she flew all through Mexico, to the northern

reaches of Canada and to the Bahamas during the past year, all preliminary to Thursday's takeoff.

"I haven't thought about anything else for a year and for the last six months I've really been pushing," Mrs. Mock explained.

**THE LONG FLIGHTS** were rehearsals for the globe-cir-

## RUBY

Continued from Page 1

Ariz., the bar association head, said in San Francisco Belli's "unrestrained comments" were a "flagrant disregard of the code of professional ethics and his oath as an attorney."

**REACHED IN** Mexico City, Belli said his handling of the Ruby case should not be judged by the public or fellow lawyers until all "technical details" are generally known. "I feel I did everything that could be done. I am not repentant. I did my utmost."

Belli said he should not be judged by other attorneys until they are thoroughly familiar with what happened "and not just what they read in the newspapers."

## 13 Prospective Kidney Donors Are Selected

**CLEVELAND (AP)**—A team of doctors has picked 13 of 102 persons willing to give a kidney to prolong the life of 11-year-old Allan Pert Jr. of Garden City, Mich.

The kidney donor is expected to come from the 13 selected Wednesday by the medical team at Cleveland Clinic.

Doctors say a successful kidney transplant is the only hope for the freckle-faced youngster brought to the clinic Feb. 1. Last summer he was stricken with a kidney disease that is incurable by conventional treatment.

eling trip. "I'll be flying 8, 18 or 20 hours a day, depending upon the winds and all," she said, adding she is going to make the trip "as quickly and safely as possible," and emphasizing the "safety."

Keeping her busy, in addition to piloting the craft, is a book filled with flying regulations for each country she passes and entry requirements for each one of her stops.

**WHEN HER TRIP** first was announced, she was deluged with letters from persons throughout the country. Most of them offered advice. Some contained religious medals. Others said she was "crazy and ought to stay home."

But the one she showed off came in a decorated envelope addressed to "Jerrie Mock, the Magellan of Columbus."

## BAKER

Continued from Page 1

purchase by Baker of a mansion in an exclusive Washington neighborhood, without checking Baker's statement of financial worth.

Collins admitted having written the following note for the bank's files in connection with the Baker loan: "Mr. Baker's position with the United States government recommends our serious consideration to the transaction as he is a gentleman with innumerable friendships and connections whose good offices in behalf of our bank could be very valuable to our group."

**BOLTON SAID** AT a news conference that in addition to this loan, the bank had made a \$10,000 personal loan to Baker and also had made loans to Serv-U Corporation, the vending machine company which has figured large in the Senate investigation.

With reference to Baker's stockholding in the bank, Bolton said that although the stock, offered to a selected group, was in Collins' words "heavily oversubscribed," Baker was able to obtain 1500 of the 1700 shares he wanted at \$15 a share.

nicipantes are interested in participating in the cost of the installing a series of incinerators.

Commissioners indicated that they have been asked by suburban officials for help in solving the disposal problem but said it was up to the private firms to conduct any survey.

Taylor also sought to have the survey included in the Blue Plan studies. However, Philip Hertenstein, chairman of the Comprehensive Master Plan Study, said the prospectus approved by the federal government did not include such a survey.

COMMISSIONERS said they

## 2 Men Hurt In Traffic Accidents

A car-truck crash at E. Main St. and Champion Ave. and an auto-truck-pedestrian mishap at the rear of 1136 Walters St., early Thursday resulted in injuries to two men.

Leo Franklin Rhoades, 29, of 577 Basswood Ave., suffered severe cuts and a possible back injury when his auto collided with a tractor-trailer truck at 4:05 a.m.

**RHODES, IN GOOD** condition at St. Anthony Hospital, was cited by police for running a red light. O'Neal Wood, 40, of Metropolis, Ill., a passenger in the truck, was treated at the hospital and released.

Gene Cunningham, 30, of 870 Pauline Ave., suffered a possible fractured right leg when an auto hit the small truck he was working on and caused the vehicle to roll over his leg.

**CUNNINGHAM WAS** in good condition at University Hospital. George S. Porter, 29, of 852 Leona Ave., driver of the car, was cited by police for failure to keep an assured clear distance.

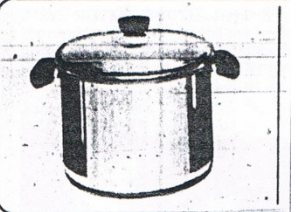
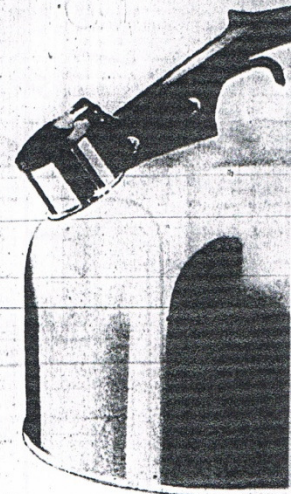
## McNamara Will Finish Term As Defense Chief

**WASHINGTON (AP)**—Defense Secretary Robert S. McNamara, who ranks high in President Johnson's estimation, expects to remain at his post through the present administration.

But Assistant Defense Secretary Arthur Sylvester, the Pentagon's official spokesman, said he had not the "slightest idea" whether McNamara would serve in the next administration.

Sylvester said the secretary had disavowed any political ambition.

## SPECIAL OF



4-QUART COVERED  
SAUCE POT

5.97  
reg. 7.97

Gleaming stainless steel, inside and out, with fast-heating copper bottom and snug-fitting vapor-seal lid. Heat-resistant Bakelite handles and cover knobs.

SERVING COLUMBUS NOW WITH 2

GRACELAND SHOPPING CENTER

5100 N. HIGH ST.

GREAT SOUTHERN SHOPPING

3800 S. HIGH ST.

why pay more when you

Wool  
Department 5

Columbus Dispatch Sunday 4/5/64

les in Bermuda and Casablanca. I want to stop in Manila long enough for some repairs—refitting a brake disk and replacement of a tailwheel assembly.

As I look at the maps I have yet to "go through". I realize that while I've passed over a lot of nothing, there's still more ahead . . . more desert, more water.

In Pakistan, and again in India. I will see that much that looks like man has made an impression on the earth. Then nothing more except an isolated city with its airport until I get back to the States.

How far it's been in time and distance since I left—and how far to go. For now, though, it's to bed . . . and India tomorrow.

★ ★ ★

## Mrs. Smith in Senegal After Bad Weather Hop

DAKAR, SENEGAL — Mrs. Joan Merriam Smith, 27, Long Beach, Calif., housewife, arrived here Saturday, two hours behind schedule, from Natal, Brazil.

Mrs. Smith said bad weather delayed the start of her transoceanic flight and that she "lost all radio contact" after only two hours and 40 minutes in the air.

SHE IS SCHEDULED to leave Sunday for Gao, on the Niger River in Mali, about 900 miles from here.

Welcoming the good weather, she said, "all I've seemed to have had is rain and more rain. But despite this, I hope to finish ahead of Mrs. Mock."

In their Saturday stops, the two flying housewives, Mrs. Smith and Mrs. Jerrrie Mock of Columbus, exchanged the closest to barbed challenges they have issued since their respective round-the-world flight tries began.

"I KNOW THAT Mrs. Mock is ahead of me, but she didn't have the same troubles that I've had," said Mrs. Smith.

"One thing that slowed me down was the revolution in Brazil. I had an awful time getting accurate weather forecasts."

And in Karachi, Pakistan, readying her plane for a flight to New Delhi, India, on Sunday, Jerrrie Mock replied:

"I AM NOT IN any race with that woman, but I have to complete the flight within 90 days in order to have it recorded with the Federation Aeronautique Internationale."

Then, obviously referring

## Miss England Is Crowned

MANCHESTER, England (UPI)—Brenda Blacker, 20, a brunette drama student from Liverpool, was crowned "Miss England, 1964."

As winner of the nationwide contest, Miss Blacker re-

TILL THE outbreak of violent intercommunal fighting last December the two contingents remained in their permanent adjacent base camps three miles west of Nicosia.

Turks, armed and ready, were holding the strategic Galfudez Ridge Saturday night after a day-long battle in which they inflicted heavy punishment on the Greek Cypriots.

The fighting is expected to resume at dawn.

THE ENTIRE western part of the island is an armed camp as Greeks and Turks in the tiny mountain hamlets and coastal villages faced each other.

Sporadic firing echoed through the hills.

The battle of Galfudez Ridge, which separates a Turkish town of 500 from the Greek village of Pahl Amos with about 400 population, officially started Saturday morning but in reality it began weeks ago.

The thousand-foot-high ridge overlooks both Kokkina and Pahl Amos — and who-

until, Turks climbed the ridge and pushed them off.

IN THE COURSE of the battle one Greek and six injured—N casualties were reported.

British U.N. Tr ninth Independent Squadron, Royal led by Lt. Mike Littlin, moved in between sides and a three patrol headed by Capt. Martin Packard flew in by helicopter to halt the fighting

## 7 HURT

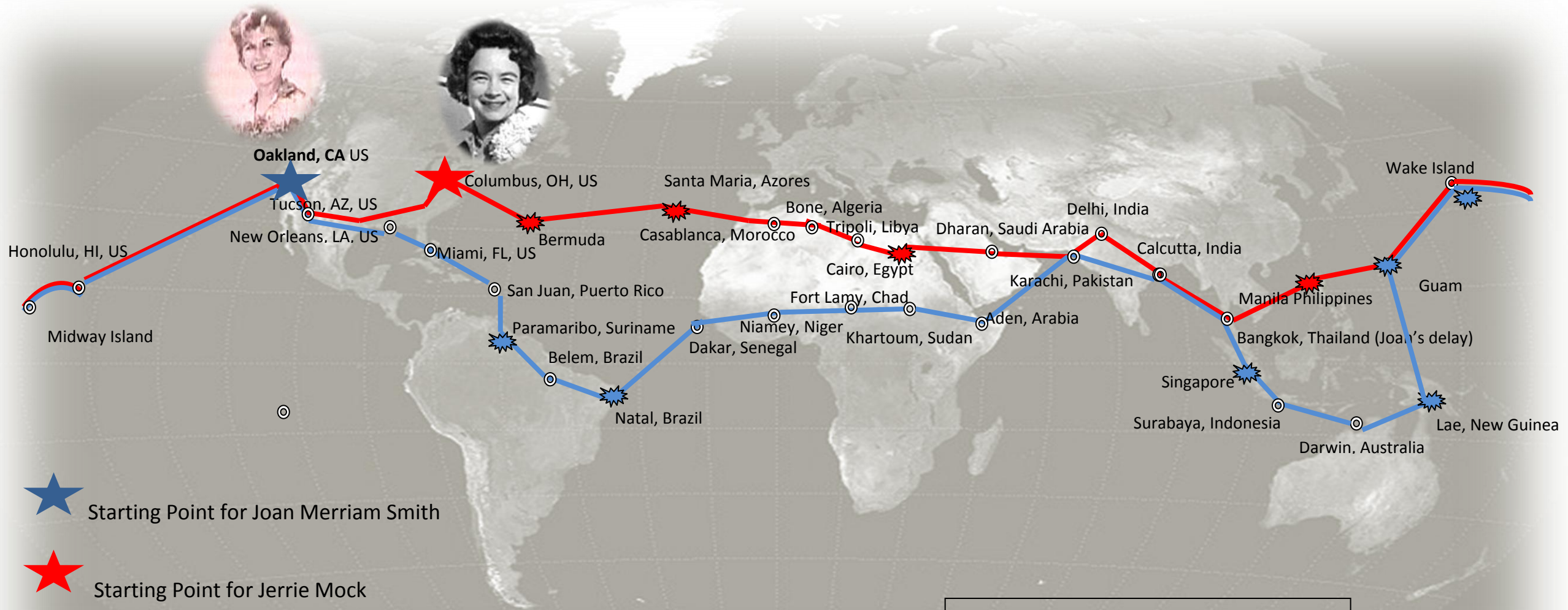
Continued from

Oak St., and Henry 64, of 1703 Frankl

AFTER THE COURSE of the westbound bus race the curb at the northern of the intersection climbed a three-foot race wall and sheared off the side porch of a row house near the bus

# What Took You So Long?

The 1964 Flights of Joan Merriam Smith and Jerrie Mock



Note: Some place names have changed since 1964



**STARTING** and ending point for each team

Each space is equivalent to approximately 1000 miles.

# WHAT TOOK YOU SO LONG?



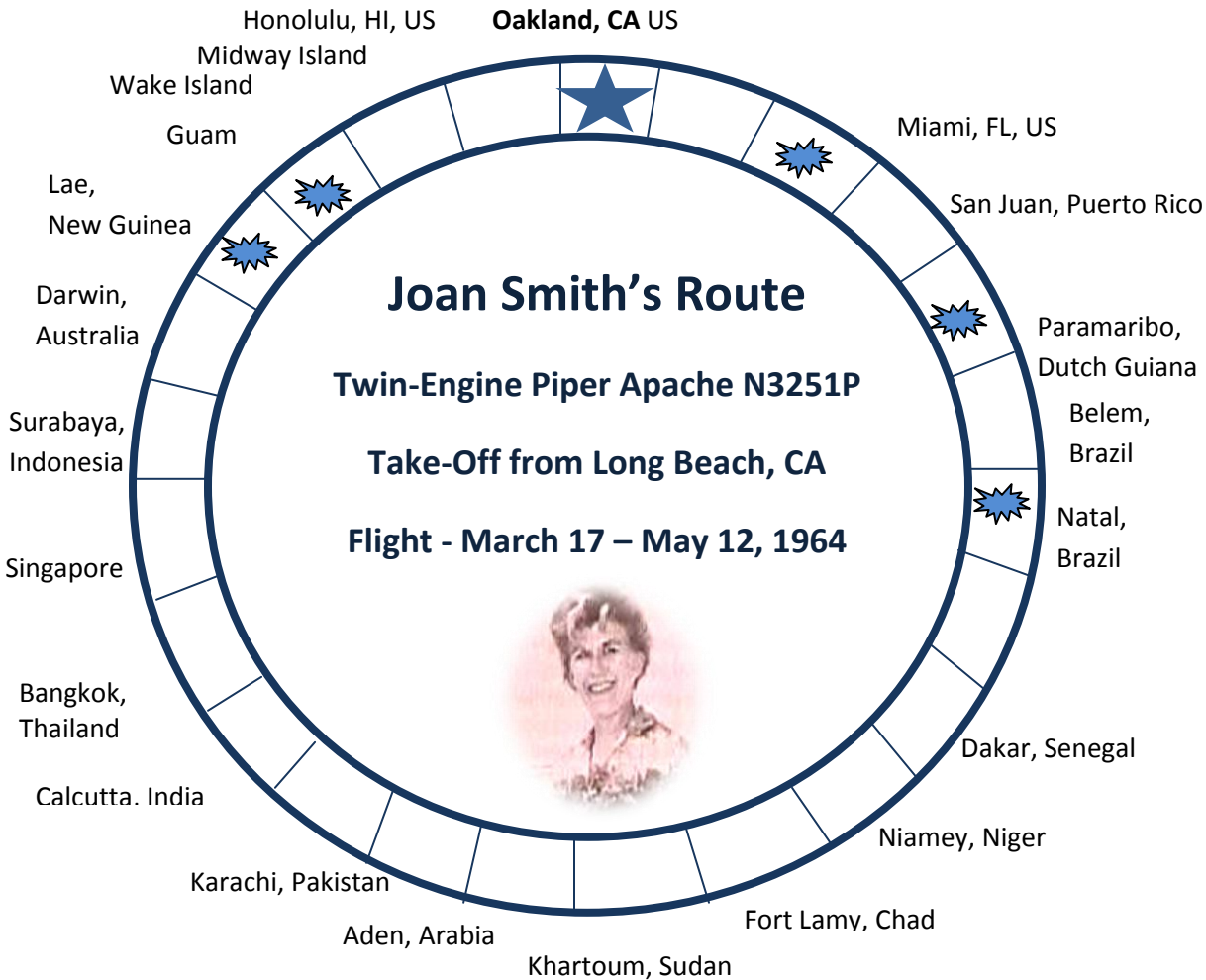
**DELAY** – on your next turn you must correctly answer a challenge question before answering a mileage question. If the answer is incorrect you must wait until your next turn to try again.

## Joan Smith's Route

**Twin-Engine Piper Apache N3251P**

**Take-Off from Long Beach, CA**

**Flight - March 17 – May 12, 1964**

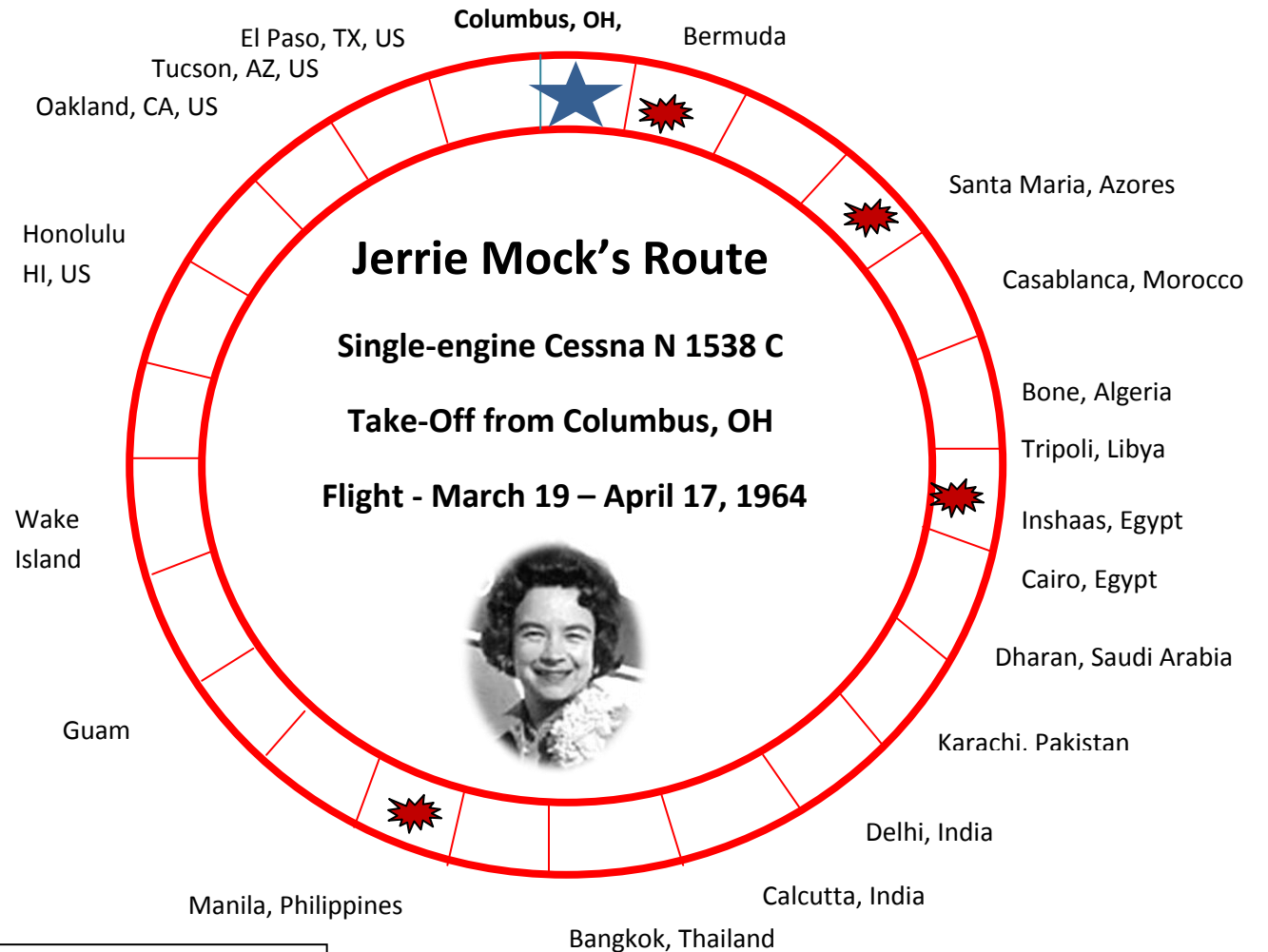


## Jerrie Mock's Route

**Single-engine Cessna N 1538 C**

**Take-Off from Columbus, OH**

**Flight - March 19 – April 17, 1964**



Note: Some place names have changed since 1964.