

# *The Rare Woman, Indeed*



*Jerrie  
Cobb,*

*An  
Aviation  
Pioneer*

*By Debbie Michalke*

Tree branches offered a front row seat for a freckle-faced, blonde, pig-tailed girl with big bright blue eyes. She dreamed of joining the birds in the light blue Oklahoma sky. When not daydreaming among the treetops, young Jerrie Cobb lived for horseback riding. Upon a galloping horse, with her pigtails suspended in the wind, Cobb felt the elation of flying through the air.

The young girl who dreamed of the sky grew up, set aviation records, and earned the title of first woman astronaut. When the

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space program cancelled plans to include women, Cobb prayed. She reevaluated her thirty years of life experience and realized her love of flying could serve humanity in another direction than outer space.

The introspective Cobb was born on March 5, 1931, in Norman, Oklahoma, to William Harvey and Helena Stone Cobb. The Cobbs' first daughter, Carolyn, loved tea parties and dolls; Geraldyn, called Jerrie, ran through fields, played soldier, rode horses, and sat in trees.

Cobb's father, a colonel in the reserves, sparked her imagination when he purchased a Waco bi-plane because he needed air hours to qualify for a pilot's license so he could serve overseas during World War II. Jerrie wanted to fly, but had difficulty convincing her parents; finally they relented on her twelfth birthday. Pillows elevated her so she could see over the rim of the rear cockpit of the Waco which soared to ninety-two miles an hour. Later, when they walked to the hangar, a lieutenant friend of her father gave Jerrie a blue memo book with the pages divided into columns. The two men joked about her "pilot's log," but she planned to fill up the little book. Cobb recorded the hours spent sitting behind her father.<sup>1</sup>

When she entered Classen High School in Oklahoma City, she took on a new flying instructor, Coach J.H. Conger. In March, 1947, a barely sixteen-year-old Cobb flew Conger's Aeronca solo. Her fledgling, but expensive, hobby consumed most of her thoughts. When not in school, Cobb worked a variety of odd jobs to earn an hour or more flying time on the weekend at a grass field airport in Moore where Conger kept his plane. She rode an Oklahoma City bus to a gas station in Moore where she purchased five gallons of regular gasoline, then walked three-fourths of a mile to the grass field where the Aeronca waited. After she logged her flight time, she walked back to the gas station, left the gas container, and caught a bus back to the city. Finally, on her seventeenth birthday, March 5, 1948, she received her pilot's license.<sup>2</sup>

Cobb struggled with the relevance of English, history, and math in comparison to the beckoning blue sky. The only high school activity which held her interest was softball. Cobb decided that the semi-professional Sooner Queen softball team might be her ticket to more air hours toward a commercial license.

The Sooner Queens chose Cobb as their first baseman. When she took the news of her plan to her parents, her mother said she

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wanted her to stop playing games and dreaming of flying. Her father said flying held no future for a woman. Both said she had to go to college. In the end, they reached a compromise—Sooner Queens in the summer, Oklahoma College for Women at Chickasha in the fall.<sup>3</sup>

The Sooner Queens had first baseman Cobb for three seasons, college had her two semesters, but she did earn a commercial license. The year after college rang with her father's words, "flying held no future for a woman." A flight operations manager at Will Rogers Airport told her, "Pilots are a dime a dozen today, and they've had thousands of hours in fighters and bombers."<sup>4</sup> During her last season with the Sooner Queens, she went into hock with the airport's management for \$500 to purchase a Fairchild PT-23 in Denver.

The Fairchild helped her land a professional job in the fall of 1950, patrolling pipelines in Oklahoma, Kansas, and Missouri; the pay barely kept fuel in the plane. To pay for three nights a week of ground school in Wichita, Cobb worked part time at her father's new Pontiac-Cadillac dealership in Ponca City.<sup>5</sup>

The ground school instructor license got her a full-time job in Duncan teaching flight and ground operations to burly middle-aged oil workers who joked about taking instructions from a "dame."<sup>6</sup> Unfortunately, two and a half months later, the flight school lost its certification. The Oklahoma City Downtown Airpark hired her as a flight instructor, pilot-for-hire, and restaurant waitress. Six months later, her father needed her help at the dealership; as his business problems disappeared, Cobb picked up miscellaneous flying jobs.<sup>7</sup>

Cobb liked flying anyplace, anytime, but decided she needed a challenge. The Skylady Derby from Dallas to Topeka provided the challenge. She placed third in the 500-mile race and received \$125, \$100 for third place and \$25 for being the youngest participant. The following week she flew to Santa Ana, California, in a Cessna 140A to enter the Transcontinental Air Race (TAR).<sup>8</sup>

Cobb made her way across the United States for the first time in the TAR; however, skyscrapers blocked her view of the Teterboro, New Jersey, airport. After a frantic search, Cobb spotted the Statue of Liberty; relieved, she radioed the tower. The controller told her to head up the river. There, Cobb descended at an airport tower then frantically pulled up the plane's nose as she read "U.S. Air Force" on top of a hangar. The Teterboro tower explained she had



*Even as a young teen playing softball for the Sooner Queens, Jerrie Cobb dreamed of and worked toward obtaining her pilot's license (All photos courtesy Oklahoma Publishing Company).*

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followed the wrong river and gave her an easterly heading. With the plane sputtering on its last ounces of fuel, Cobb landed at Teterboro and claimed \$100 for a fourth place position.<sup>9</sup>

Cobb entered five races and only won one, but she learned valuable lessons she would need later in her career—conserving fuel, spotting weather changes, and plotting unknown courses. She also discovered Florida.<sup>10</sup>

After her racing stint, Cobb took a secretarial job at the Miami International Airport while waiting for a pilot slot. One morning, a gruff, impatient man waited for her parts-ordering window to open. He snapped, “Whodyahaftaknow to get some work done around here?”<sup>11</sup> Cobb filled out a work order for the cranky Jack Ford’s De Haviland Beaver.

Several hours later, a handsome man with wavy black hair and shining brown eyes entered the office and spoke with Cobb’s boss. Cobb admired his looks until she realized he was Ford. She hid her blushing face amid the pile of paperwork on her desk.<sup>12</sup>

Moments later, her boss said, “Miss Cobb, Mr. Ford would like to buy you a cup of coffee.”<sup>13</sup> Behind him stood a smiling, charming

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Jack Ford. Over coffee, Ford introduced himself as the founder and president of Fleetway, Inc., a company which delivered American surplus planes purchased by other countries. The grounded De Haviland Beaver plane was en route from Canada to a South American country. More than plane parts, Ford's main problem was finding single-engine pilots who had experience flying over the ocean and mountains.<sup>14</sup>

Cobb introduced herself as a pilot waiting for a job. Ford had no objections to women flying, but piloting was a man's career. Through clenched teeth, Cobb informed him of her credentials. Ford said, "If that's true, you are the rare woman, indeed." Cobb retorted, "there are hundreds of such rare women."<sup>15</sup>

A week later, Cobb's telephone rang. When Cobb answered, Ford said, "This is Jack Ford. You win."<sup>16</sup> For the next two years, Cobb flew planes to South America over breathtaking jungles, through mountains in the clouds, to exotically named cities in countries with indistinguishable boundaries in Amazonia but usually in the middle of civil strife.

Cobb once spent twelve nights in a military jail in Guayaquil, Ecuador, because they were at war with Peru, the country waiting for her to deliver a T6. Her school book Spanish improved quickly. The Peruvian Air Force treated her like a princess when she finally arrived. During an emergency landing at the headwaters of the Naya River, Cobb encountered native Indians. They took her up river on a rickety barge to a village where a train stopped en route to Cali. Cobb scrutinized the jungle during the train's slow ascent of the Andes; she held on tight as the train careened down the opposite side. Cobb chartered a plane and mechanic to take her back to her downed plane.<sup>17</sup>

In the summer of 1954, while flying formation over South America, Ford declared his love for her over the radio. A busy delivery schedule dictated their sporadic romance at destination points in South America and in Europe. In 1955 Cobb left her Fleetway job to become a test pilot in Burbank, Florida, Fleetway and Ford's home base. As a test pilot, she flew endurance runs; if nothing fell off or collapsed, the company assumed the plane deliverable.<sup>18</sup>

Cobb and Ford talked of marriage; she dreamed of a formal church wedding, a vine-covered cottage, and perhaps children. Ford talked of a justice of the peace and a honeymoon chosen by a delivery of planes. Cobb loved Ford enough to let him go; his true

love was the sky. The dream and reality did not match. Cobb then left Florida and took a job in Kansas City. Two years later in 1959, the love of Cobb's life would die in an airplane explosion.<sup>19</sup>

Ivy Coffee, a friend and writer for *The Daily Oklahoman*, telephoned Cobb in Kansas City and suggested Cobb set an aviation record in an Oklahoma-built plane as part of the Oklahoma Semi-Centennial Exposition. Without a second thought, Cobb rushed to Oklahoma City to meet with officials at Aero Design and Engineering Company. Aero Design supplied an Aero Commander, nicknamed "Boomtown," for Cobb to attempt to beat the nonstop distance and altitude records held by two Soviet pilots. Cobb, the semi-centennial committee, and Aero Design's engineers planned a route of 1,504 miles for the nonstop record.<sup>20</sup>

Cobb took off from Guatemala City on May 25, 1957, for an eight-hour, five-minute flight over mountains, through high winds over the Gulf of Mexico, and tornadoes, hail, and slashing rain in Texas. Cobb and the Aero Commander broke the Yak II distance record with a speed of 190 miles an hour. While still in the air, without an auto-pilot, Cobb exchanged overalls for a dress, stockings, and high heels, a maneuver no one had expected of the Russian pilot.<sup>21</sup>

Five weeks later, Cobb, in a twin-engine Aero Commander 630, flew above 30,361 feet to break the altitude record, a feat neither had experienced. Cobb carried an oxygen tank and extra clothing since the temperature would drop from ninety to about minus-ten degrees. Later Cobb remembered, "An hour and a half after take-off, I saw the bluest sky I'd ever known. I could scarcely breathe. And not from lack of oxygen either. It was the stillness, the never-ending beauty, the Godliness of it all. I wanted to go on and on, up and up."<sup>22</sup>

At 30,361 feet, the struggling plane brought Cobb back to reality. After a word of thanks, she started down. One of the two barographs, unfortunately, did not function, so no record could be proved. On July 5, 1957, Cobb and "Boomtown II" repeated the experience to set a national and world altitude record of 30,500 feet.<sup>23</sup>

In March, 1959, Cobb moved back to Oklahoma City as Aero Design's sales promotion manager. For her first promotion, she broke the world speed record for the 2,000-kilometer (1,233.7 miles) closed course. She planned the flight as part of the First World Congress of Flight conference at Las Vegas on April 13, 1959.<sup>24</sup>

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*Whether flying for Aero Design and Engineering Company (above, and p. 372) or in air shows and races, Cobb always dressed fashionably.*

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Soon after takeoff, Cobb discovered several glitches—an automatic direction finder arrow had reversed, vapors leaked out of her extra gas cans, she had forgotten her sweater, the first checkpoint flare jammed in the tube, and the radio went out. Without flares or radio, Cobb lowered her altitude and hoped the professional observers saw her at the Reno, San Francisco, and San Diego check points. Changing altitude used up precious time and gasoline. She danced between adding fuel and trimming the flight path. The Las Vegas observers had begun to leave when suddenly Cobb broke through the clouds. The official calculations showed Cobb beat Russian Petre Zakhoudanine's time by twenty-six seconds

and averaged a speed of 226.148 miles an hour, almost three miles per hour more than the record.<sup>25</sup>

Cobb then introduced Aero Design's twin-engine plane to the international market at an air show in Paris, France. Her planned business trip got a small mention in the business section of *The Daily Oklahoman*, but the idea of a beautiful Oklahoma woman in front of crowds in the world's fashion capital excited Fay Taylor, a women's fashion writer. Taylor belonged to Regional Fashion Group, an Oklahoma nonprofit organization, who agreed to sponsor Cobb's wardrobe for the Paris trip. Oklahoma designers and seamstresses produced a white billowing fiesta gown edged in gold braid, a "cocktail dress of sapphire peau de soie overlaid with matching lace," and an apricot floor-length stole. For sightseeing, designers contributed three ensembles in black and white, a white leather cape, a "summer denim," and an "understated two-piece in aqua with amusing tulip applique." Taylor accessorized the outfits,

but bought the wrong size shoes. Cobb left on the trip with only the turquoise moccasins she liked to wear when flying (when she wore shoes at all). Taylor hoped Cobb would purchase the correct shoes during a stopover in Washington D.C.<sup>26</sup>

Cobb first flew "The Magic Carpet" to the Azores and Copenhagen where she demonstrated the Aero Commander's capabilities. During the Paris air show, the Fédération Aéronautique Internationale, the governing body of world aviation records, presented her with their gold wings. Cobb was the fourth American ever to receive the honor. Reporters never even mentioned the beautiful Oklahoma outfits.<sup>27</sup>

Cobb received other awards during 1959. Oklahoma's Theta Sigma Phi, the professional fraternity for women in journalism, acknowledged her as the state's outstanding woman in business and industry during a luncheon in May. The National Pilots Association gave her an achievement award during their December Wright Day dinner in New York City. The Women's National Aeronautic Association named Cobb the 1959 "Woman of the Year in Aviation." *The Daily Oklahoman* reported on the good-looking woman, "size 12," to whom Oklahoma's Senator Mike Monroney presented a trophy from the Aero Club during a luncheon in Washington D.C. The article also told the world that Cobb rarely wore shoes or goggles while flying and the Aero Commander twin-engine plane was so comfortable that she wore a dress instead of an aviator jumpsuit.<sup>28</sup>

The pilot who wore dresses and no shoes had often wondered whether and when women would be included in the planning of manned space flight. Cobb received her answer during an Air Force Association meeting in Miami Beach, Florida, in September, 1959. Cobb attended the meeting with Tom Harris of Rockwell-Standard Corporation, the parent company of Aero Commander. On an early morning beach walk, Harris introduced Cobb to Dr. W. Randolph Lovelace II and Brigadier General Donald D. Flickinger, members of the National Aeronautic and Space Administration's (NASA) Life Sciences Committee for Project Mercury.<sup>29</sup>

Later in the day, Lovelace quizzed Cobb about whether a group of highly experienced women pilots existed. He explained that medical and psychological investigations showed women able to tolerate "pain, heat, cold, loneliness, and monotony" better than men, but no data existed on women under the "stresses of space."



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Lovelace invited Cobb to be the first tested if her qualifications as a pilot proved true.<sup>30</sup>

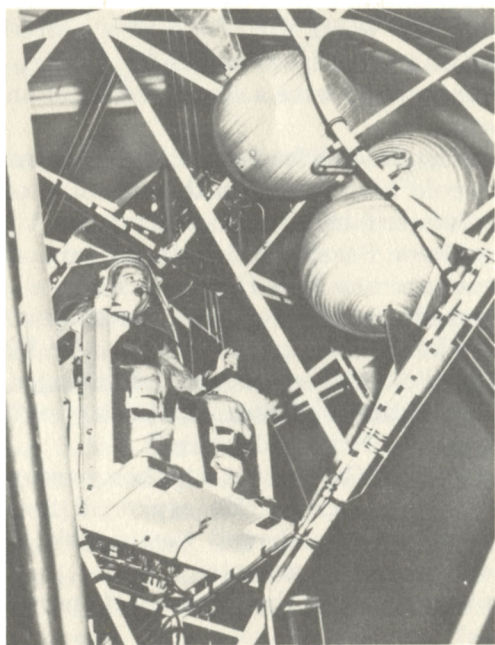
Cobb began the NASA testing at the Lovelace Foundation in Albuquerque, New Mexico, on February 16, 1960. She endured the same seventy-five gruelling tests administered to the men vying for a position on the Mercury capsule. Lovelace measured Cobb's results against the men. Her scores set a standard for future training of other women.<sup>31</sup>

Lovelace announced in August, 1960, at the Space and Naval Medicine Congress in Stockholm, Sweden, that Cobb was America's first woman space pilot candidate. Although no space project plans included women, he said women probably later would be included in a space ship crew.<sup>32</sup>

The state of Oklahoma and Oklahoma City planned a hero's welcome home. As Cobb neared the Tulakes Airport runway, she gave the fifty officials and her family an aerial salute by streaking over the field at an altitude of only fifty feet before landing her plane. When Cobb's high-heeled feet touched the ground, Lieutenant Governor George Nigh presented her with a large bouquet

of roses and called her "Oklahoma's Ambassador to the Moon." Then the dignitaries whisked her off to a luncheon at the Oklahoma City Golf and Country Club.<sup>33</sup>

Newspapers called Cobb the first woman astronaut. She told a reporter in Pittsburgh that the first manned space flight would be in the fall of 1961, but a Russian woman might beat all the Americans. She assured the reporter that she did not want to compete with men astronauts, saying "There's a place for both men and women in space."<sup>34</sup>



*As part of rigorous astronaut-candidate testing, Cobb flew MASTIF, a three-axis gimbal rig which challenged piloting ability (opposite). She also investigated a display model of the spacecraft she hoped one day to fly into space.*



In October, 1960, Cobb passed NASA's sensory deprivation test conducted by Dr. Jay T. Shurley, a psychiatrist at the Veterans Hospital in Oklahoma City. The test involved being placed into a round pool of tepid water in a completely dark and soundproof room, an environment few people tolerate. After nine hours and forty minutes, Cobb emerged as calm as when she started.<sup>35</sup>

In the meantime Cobb received more awards in 1960. The Oklahoma Sooner Chapter of American Women in Radio and Television honored Cobb with the "Woman of the Year" award at their annual banquet. The Oklahoma City Chamber of Commerce named Cobb the director of the chamber's "lunar division."<sup>36</sup>

Following her tests with Dr. Shurley, NASA swore Cobb in as a consultant. She worked with the medical team to pick twelve other women for training and she pleaded to let an American woman beat a Russian woman into space. As the women traveled to Pensacola, Florida, for more testing, Lovelace notified Cobb that the Navy had cancelled the tests. Cobb demanded answers from many quarters. Finally, Cobb read a statement from Hiden T. Cox, a NASA administrator for public affairs—"The future use of women astronauts is possible, but at what time in the future programs is another matter entirely."<sup>37</sup>

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As an official observer, Cobb watched Colonel John Glenn take off on his famous orbital flight on February 20, 1962. She found strength and determination in the historical event.

On July 17, 1962, the United States House of Representatives held an open hearing of a special subcommittee of the Committee on Science and Astronautics. Cobb explained that women wanted to serve the space program without discrimination, not as “a battle of the sexes.” She explained the NASA test results. Then she was asked how many of the women were jet test pilots.<sup>38</sup>

Cobb replied that the only jet test pilots belonged to the military which did not allow women as pilots. The women tested for the NASA program had test piloted propeller planes, and many had “three times the amount [of air hours] required of the male astronauts.” NASA needed pilots for spacecraft, not jets, she asserted. After committee members asked many more questions of Cobb, Glenn, and other participants of the NASA program, Pennsylvania Congressman James G. Fulton wired President John F. Kennedy, “Strongly urge immediate U.S. program to put first woman in space as national goal.”<sup>39</sup>

On July 16, 1963, NASA announced that it would pick the next ten to fifteen astronauts from a list of 200 applicants. Jerrie Cobb was one of three women on the list, but NASA chose no women. Cobb then resigned her position as a NASA consultant because the space program was not ready to accept women as astronauts.<sup>40</sup> Her hopes for the United States sending the first woman into space were dashed in June, 1963, when Valentina Tereshkova of the Soviet Union took that honor.

If Cobb could not advance human understanding of their place within the universe, then she needed to find another way to serve humankind. Through prayer and self-assessment of abilities she considered again the jungles of South America and her glimpses of the Amazonian tribes. In 1964 she pointed her plane, “The Bird,” towards the South American jungle.<sup>41</sup>

Amazonia is a dense jungle larger than the United States, supported by the Amazon River and divided among six countries—Colombia, Venezuela, Brazil, Bolivia, Peru, and Ecuador. Thousands of natives live in isolation far from the cities and missionary clinics; unfortunately, twentieth-century man’s desire for the riches hidden within the jungle introduced alien diseases.

Deep inside the rain forest, Cobb found “purpose and fulfillment.” Aborigines carved landing strips for “The Bird” and wel-

comed Cobb as a trusted friend. For the first two years of flying into the jungle, Cobb purchased all the food and medicine she distributed to the Indians; she never charged the missionaries, doctors, or anthropologists for flights into the dense regions. She learned dialects of sixteen of the forty tribes she served. Cobb had no desire to change the natives, but wanted to help them survive in the twentieth century.<sup>42</sup>

Friends of Cobb formed the Jerrie Cobb Foundation to support her mission. Donations purchased seed, medicine, and supplies, and "[d]uring one year she successfully supported 15,000 Indians for \$1,200 donated by the Foundation." Cobb steadfastly refused to use donations to support herself and "The Bird." To earn personal funds, Cobb conducted aerial surveys for the countries surrounding and encompassing Amazonia.<sup>43</sup>

The Colombian Air Force awarded her pilot captain wings as the first civilian ever to receive an honorary rank. Ecuador honored her with an airline transport jet pilot's license because she found a new route through the Andes into the jungle. She received a trophy from Harmon International for her flying in the Amazon. In 1976 the Oklahoma Hall of Fame inducted her "as the most outstanding aviatrix in the United States."<sup>44</sup> In 1981 Oklahoma Representative Mickey Edwards nominated Jerrie Cobb for the Nobel Peace Prize. His letter to the Nobel Committee mentioned her high international honors as a "professional woman pilot" who chose to "apply all her aviation skills to helping improve life for her fellowman."<sup>45</sup>

Today, at age sixty-four, Cobb still flies in Amazonia. She returns to the foundation's home base in Moore Haven, Florida, on rare occasions; she sometimes even slips into Oklahoma City unannounced. The Ninety-Nines International Headquarters building at the Will Rogers Airport displays a few of Cobb's awards and a variety of gifts from Amazon natives. Universal Studios plans to present Cobb's life in a movie. Then Americans will meet the young girl who dreamed among the Oklahoma treetops and ended up serving humankind among the rain forests.

In the late 1970s and early 1980s women successfully broke down societal barriers large and small, and earned the right to enter professions and programs previously closed to them. Between 1975 and 1985 women became eligible for Rhodes scholarships and gained admittance to the Air Force Academy and the Jaycees. The first woman entered a major car race, the Indy 500, and a woman won the Iditarod dog sled race for the first time.

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Sandra Day O'Connor became the first woman justice of the United States Supreme Court, Geraldine Ferraro the first woman vice-presidential candidate in the United States, and Marjorie Matthews, a Methodist minister, the first woman bishop of a church in the United States. History has recorded many other outstanding achievements.

On June 18, 1983, twenty years after Cobb left NASA, a thirty-two-year-old physicist, Sally K. Ride, became the first American woman to go into space when she and four colleagues participated in a six-day space shuttle mission. In July, 1984, a Russian, Svetlana Savitskaya, became the first woman to walk in space; a few months later, Dr. Kathryn Sullivan achieved that distinction for the United States.

Whether they knew it or not, the groundwork for their achievements began in the Oklahoma skies decades earlier. Jerrie Cobb herself best summed it up in a statement she made early in her career, "In the perfect order of the heavens, I had seen that the stars and the planets could not be mere scientific accidents. Removed by two or three thousand feet from the little urgencies of daily life, I could sense the heights to which the Lord had hoped we would aspire."<sup>46</sup> Today women, including several Oklahomans, play a vital role in the space program, not competing with men, but taking a place beside them.

## ENDNOTES

\* Debbie Michalke will receive the M.A. in History with Museum Studies option in May, 1996, from the University of Central Oklahoma, Edmond. She currently serves as a part-time curator at the Oklahoma Historical Society's Route 66 Museum in Clinton.

<sup>1</sup> *The (Oklahoma City) Daily Oklahoman* July 9, 1963. All articles by Jerrie Cobb and Jane Rieker in *The Daily Oklahoman* are condensed versions of their book, *Woman into Space*.

<sup>2</sup> *Ibid.*

<sup>3</sup> Jerrie Cobb with Jane Rieker, *Woman into Space: The Jerrie Cobb Story* (New York: Prentice-Hall, Inc., 1963), 26-29.

<sup>4</sup> *Ibid.*, 29.

<sup>5</sup> *Ibid.*, 28-29.

<sup>6</sup> *Ibid.*, 42-43.

<sup>7</sup> *Ibid.*, 47-48.

<sup>8</sup> *The Daily Oklahoman*, July 11, 1963.

<sup>9</sup> *Ibid.*

<sup>10</sup> Cobb, *Woman into Space*, 52-53, 58.

<sup>11</sup> *The Daily Oklahoman*, July 12, 1963.

<sup>12</sup> Cobb, *Woman into Space*, 61-62.

<sup>13</sup> *Ibid.*, 62.

- <sup>14</sup> *The Daily Oklahoman*, July 12, 1963.
- <sup>15</sup> *Ibid.*
- <sup>16</sup> *Ibid.*
- <sup>17</sup> Cobb, *Woman into Space*, 69–82.
- <sup>18</sup> *The Daily Oklahoman*, July 15, 1963.
- <sup>19</sup> *Ibid.*
- <sup>20</sup> *Ibid.*, July 16, 1963.
- <sup>21</sup> *Ibid.*
- <sup>22</sup> *Ibid.*
- <sup>23</sup> *Ibid.* Cobb later set an altitude record of 37,000 feet.
- <sup>24</sup> *Ibid.*, April 5, April 12, 1959, July 16, 1963.
- <sup>25</sup> *Ibid.*, April 14, 1959, July 16, 1963.
- <sup>26</sup> *Ibid.*, June 2, June 4, 1959.
- <sup>27</sup> *Ibid.*, August 19, 1960.
- <sup>28</sup> *Ibid.*, January 27, August 19, 1960.
- <sup>29</sup> *Ibid.*, July 17, 1963.
- <sup>30</sup> *Ibid.*
- <sup>31</sup> *Ibid.*, July 8, 1963; *Life*, August 29, 1960, 73–75; *Time*, August 29, 1960, 41.
- <sup>32</sup> *The Daily Oklahoman*, August 19, 1960.
- <sup>33</sup> *Ibid.*, August 27, 1960.
- <sup>34</sup> *Ibid.*, August 31, 1960.
- <sup>35</sup> *Life*, October 24, 1960, 81, 83.
- <sup>36</sup> *The Daily Oklahoman*, November 4, November 19, 1960.
- <sup>37</sup> *Ibid.*, July 19, 1963.
- <sup>38</sup> *Ibid.*
- <sup>39</sup> *Ibid.* Cobb had unofficially flown a supersonic F-102A Delta Dagger at Tyndall Air Force Base, Florida, in October, 1959.
- <sup>40</sup> *Ibid.*, July 17, 1963.
- <sup>41</sup> *Ibid.*; “Jerrie Cobb: First Woman Qualified for ‘Outer’ Space Now flying in Amazonia exploring ‘Inner’ Space,” pamphlet, The Jerrie Cobb Foundation, Inc., Moore Haven, Florida (hereafter cited as “Jerrie Cobb” and JCF).
- <sup>42</sup> Barbara Fasciani, “Jerrie Cobb’s faith flies high, Sooner proposed for Nobel,” Independent News Alliance article, n.p., n.d., handout, JCF.
- <sup>43</sup> Representative Mickey Edwards to the Nobel Committee, in “Jerrie Cobb Nominated for Nobel Prize,” n.p., n.d., handout, JCF.
- <sup>44</sup> “Jerrie Cobb,” JCF; Betty Wright, “Living a Useful Life,” reprint from *The 99 News*, JCF.
- <sup>45</sup> “Jerrie Cobb Nominated for Nobel Prize,” JCF.
- <sup>46</sup> Cobb, *Woman into Space*, 29.