

file Jerrie Cobb

DONNA KOCIAN

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October 20, 1998

Ms. Missy Darwin Kincaid
Special Assistant to the First Lady
The White House
Washington, DC 20500

Dear Ms. Kincaid,

Jerrie Cobb and I met you and Mrs. Clinton at the White House on July 29. So far, neither of us have received the photos which were taken by the staff photographer. When one of the NBC Dateline producers contacted the White House in search of copies of the pictures, she said they had difficulty finding them, but did have success.

I understand how busy you all must be these days so I was not concerned about eventually receiving copies of the photos, until I spoke with NBC.

Could you possibly send a copy of my picture with The First Lady to the above address, and a copy of Jerrie Cobb's picture to her at the following address: The Jerrie Cobb Foundation, 1008 Beach Blvd., Sun City Center, Florida 33573.

Thank you again for your trouble. Jerrie and I fondly remember the tour you so kindly gave us.

Blessings,

Donna

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First Lady Hillary Rodham Clinton
The White House
Washington, DC 20500

Dear First Lady,

I thought you would be interested in the latest update with Jerrie Cobb and NASA. Jerrie and the other 12 women who comprise the "Mercury 13" received invitations this week for John Glenn's launch. We are learning the power of public and private pressure. Once again, thank you so much for your interest and support of Jerrie. With our combined efforts, hopefully we will all be watching her lift off soon!

The good news for the campaign is the continuing interest from the press. Requests continue to flood Jerrie's fax every day. Jerrie has a full week of press scheduled prior to the John Glenn launch in Cocoa Beach and at the Cape. We will all be arriving sometime Monday.

I am enclosing additional information on Jerrie, which I thought would interest you. It was great fun for me to learn about, since I have been a flight attendant with American for 18 years! Her life continues to amaze and inspire me!

Thank you again for all you have done and continue to strive for to promote women in our world.

You and your family remain in my daily prayers.

God bless you.

A handwritten signature in cursive script, appearing to read "Donna".

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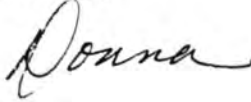
October 20, 1998

First Lady Hillary Rodham Clinton
The White House
Washington, DC 20500

Dear First Lady,

Please excuse my oversight in not including the referenced material in my letter earlier today which was FedExed under separate cover.

Blessings,

A handwritten signature in cursive script that reads "Donna".

Enclosures

Jerrie Cobb of UC Shows AA's Huge Electra Responds to Woman's Touch

By ROBERT J. SERLING
WASHINGTON, Nov. 19 (UPI)—A lady, who scales 120 pounds, took on a controversial 65,000 pound plane this week and emerged the master.

For more than three hours, an attractive pony-tailed blonde named Jerrie Cobb, from Oklahoma City, put an American Airlines Electra through its paces. Under the watchful eye of an American check captain and somewhat fearful eyes of this reporter, she did everything but loop the giant turbo-prop.

Miss Cobb is holder of numerous aviation speed records for women and is the first of her sex to qualify for space flight training under Project Mercury. American, which is conducting an aggressive campaign in behalf of the controversial Electra, staged the demonstration to prove that even a frail woman can handle the big ship safely with a minimum of training.

Veteran Pilot
Miss Cobb is no aviation neophyte. She has more than 3,000 hours of flight time but mostly on small aircraft. Up to today, she had never seen the inside of an Electra cockpit let alone fly one.

I was sitting in the jump seat when Capt. Arthur Weidman, a 5,000-hour veteran with American, briefed Jerrie on take-off procedure.

Miss Cobb took off her shoes in what I thought was a rather ominous gesture.

"Can I fly in heels," she explained laconically. She manipulated the engine throttles expertly as she steered the Electra toward our assigned runway. The tower gave us the go-ahead. Jerrie poured on the power and before I could say "I don't trust women drivers," we were airborne.

In the next three hours, I modified my opinion of woman drivers. At least woman pilots. Capt. Weidman had her doing 45 degree banks—a maneuver which shook the Electra on each wing. He tested her ability to recover from stalls—and if you've never been in an airplane that stalled, congratulate yourself. It'll shake the fillings out of your teeth.



JERRIE COBB

I asked her how she liked the plane.

This gave me a great idea. If mere woman could fly this monster, why not good old Serling?

"Captain," I said to Weidman, "how about letting me try it?"

"Sure," he grinned. "Jerrie probably could use a little rest." I slipped into the left-hand seat. Weidman took his hands off the wheel.

"She's all yours," he said. "Just try a couple of turns until you get the feel."

I set my jaw like I figured John Wayne would do in a similar situation. I banked the Electra. She handled docilely, even though my flying technique had all the stability of a pogo stick.

Miss Cobb came back to peer over my shoulder. I decided I'd show her what a man could do. I banked the Electra again, only more sharply. My stomach sank like a runaway elevator.

"Keep her nose up," said Capt. Weidman gently.

I managed to straighten out.

Miss Cobb just smiled.

"You're doing fine," she said.

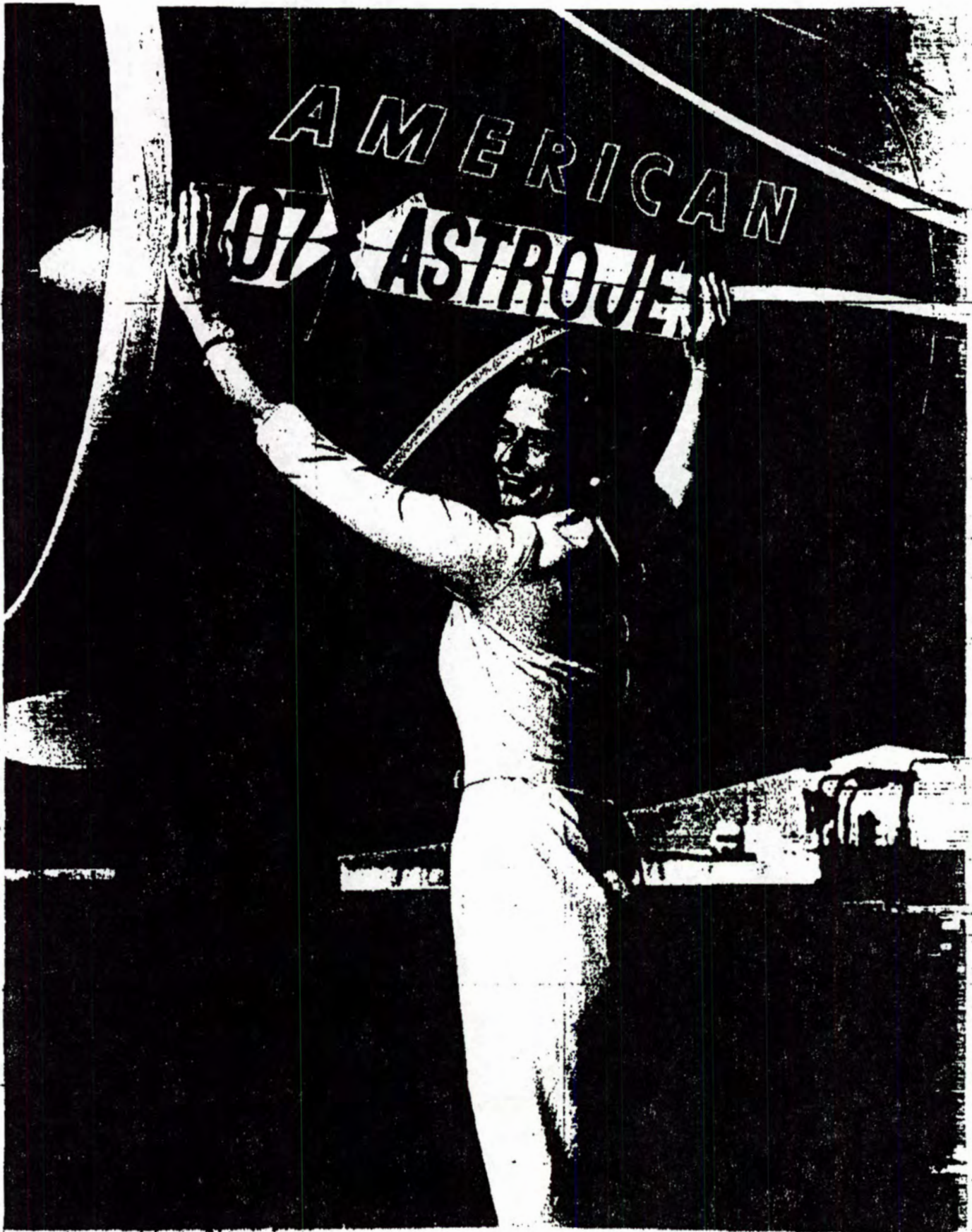
Miss Cobb was a real lady. So is the Electra.

Shows Perfect Landing
We made three landings at Baltimore's Friendship Airport and by the third one, Miss Cobb was setting the Electra down so gently she wouldn't have cracked an egg shell glued to the landing gear.
At 3,000 feet, Weidman killed three of the four engines. The air speed indicator didn't drop a single knot and the altimeter didn't lose a single foot. This was a tribute to the airplane, of course, but Miss Cobb wasn't doing so badly either. Controlling a four-engine airliner flying on only one engine takes skill and strength.
On the take-off, Weidman chopped an engine just at the critical moment we were supposed to break ground. The Electra clawed upward as if nothing had happened.
On the next take-off, Weidman told Jerrie to leave the throttles at full power even after we were airborne. She did. The Electra climbed almost straight up. We hit 3,000 feet in about 60 seconds.

Donna—
Thanks for your
foxes, and keeping me
up to date—
Love, D

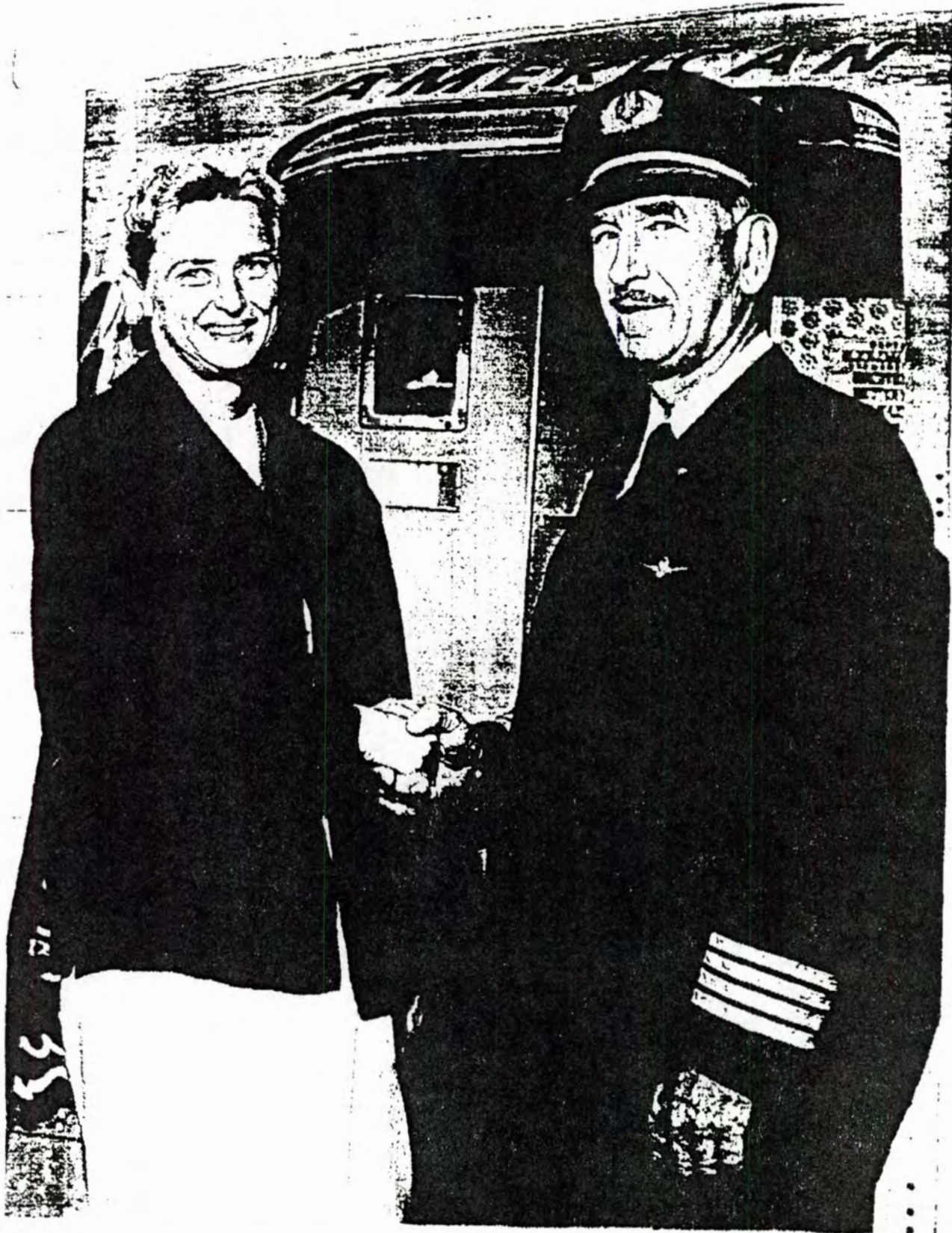
ASTRODOLL CHRISTENS ASTROJET -- Pretty Jerrie Cobb, the first U. S. woman astronaut candidate, puts the 707 Astrojet label on one of the new highly-advanced jetfan engines which powered American Airlines inaugural second generation jetliner flight today (Mar. 12) from Los Angeles to New York.

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From: Bill Hipple
Public Relations
American Airlines
MA 5 7241



AMERICAN AIRLINES INC.
PRESS PHOTO SECTION
INTERNATIONAL AIRPORT
JAMAICA 30, N.Y.

THIRTY FOUR MINUTES EARLY.....JERRIE COBB, THE FIRST WOMEN ASTRONAUT

CONGRATULATES AMERICAN AIRLINES CAPT. ROY PATTERSON FOR PILOTING
OF 707 ASTROJET. CAPT. PATTERSON PILOTED THE PLANE FROM LOS ANGELES
TO NEW YORK IN 4 HOURS AND 21 MINUTES, CUTTING 34 MINUTES OFF THE
PREVIOUS SCHEDULE.

AA

EC3/12/61

MRS. HILLARY CLINTON
FAX 202-456-6244

BLESSINGS ON THIS
SPECIAL DAY —

HAPPY BIRTHDAY

WITH LOVE FROM YOUR SPACE FRIENDS —

JERRIE COBB

RUTH LUMMIS

DONNA KOCIAN

P.S. WE'RE HERE FOR JOHN GLENN'S LIFTOFF —

(STAYING AT MOTEL 6 (402-783-3103)

(HOPE JERRIE'S LIFTOFF IS NEXT !!!)

Dear Mrs. Clinton,

A belated happy birthday wish! I hope it was a very special day for you!

The four of us girls are here at the launch having a great time. Press has been wonderful to Jerrie, one would think this is her mission!

We are all very pleased & proud! Hope you can come to the launch with your husband.

Many thanks, again!
God Bless You! Donna Kocian