

MARGERY LOUISE DOIG

Margery Doig was born August 14, 1900. Soon, she was the sole member of her immediate family, as her father died in 1914 and her mother and brother passed away in the early 1920's. In 1955 she suffered a cerebral aneurysm and was paralyzed. According to her family, cited in the right sidebar, she had a hard time coping with her lot. She filed her Final Flight Plan on September 8, 1973. She was among the 42 notable female signers of the Davis-Monthan Register.



Margery Doig, Date & Location Unknown (Source: Sala)

The date and location of the photograph, right are unknown. The portrait is signed by Doig to an unidentified recipient, "With all my love, Dear. Marge."

She landed at Tucson and is signed in the Register on August 3, 1930. She arrived with [Marion Grevemberg](#) flying Pitcairn [NC96W](#). There are excellent images of 96W, some provided by her family, at her airplane's link. Doig and Grevemberg were westbound from [El Paso, TX](#) to [Los Angeles, CA](#). Grevemberg was then chief pilot with the Curtiss-Wright Company, and had been Doig's primary flight instructor in Bridgeport, CT. Her airplane was barely two months old. She bought it on May 29, 1930 at the factory under the name of "Doig Realty Company". See the link for the airplane, and the information below from her pilot flight log book, for details around the purchase.



Contemporary Photo of Travel Air NC9917 (Source: Pitcairn)

There are two conjectures surrounding her Register entry. These arose from examining her 1929-1934 [flight log](#) (2.7MB) provided to us by her family. First is the actual date of her visit. The Register on page 142 clearly records her arrival on August 3rd. The handwriting in the Register is not hers (probably Grevemberg's), but her personal flight log records her visit on August 1st (On page 22. Please note, when I refer to a page in her flight log book, I mean the page number in the PDF document). In her log it looks like she made a series of entries at the

same time, perhaps resolving a few days' flights at the same time. It would not be unusual for her to overlook the exact date. Or it may have been Grevemberg who got the date wrong when he signed the Register.

While we're talking about her flight log, there is at least one other airplane in her log, the [Travel Air 4000 N9917](#), which, although not a Register airplane, is still flying. A recent photograph is above. You can also see an image of it at the link. Image and link courtesy of David Pitcairn.

Further, Mr. Pitcairn points out page 17 of Doig's flight log. There, she has identified "NC213W" as one of the aircraft she flew when visiting the Pitcairn factory. He says about this log entry, "The Pitcairn PA-7 mailwing NC213W in the logbook does not exist according to company records. However the PA-7 prototype was NC213M (s/n 50) and is pictured on page 280, volume 2 in [Juptner](#). It was probably retained as a factory demonstrator so it is likely she flew 213M and somehow flipped the W."

But, I digress. The second discrepancy has to do with who was actually flying her airplane. She arrived with Grevemberg, whose signature appears in the Register in the pilot's column, with Doig listed as passenger. According to her pilot log, however, she was the pilot and Grevemberg was the passenger. You can see her log entry on page 18 of her log PDF. Take a look; you can make your own decision.

Margery Doig's page is especially rich in photographs, anecdotes and news articles that are shared with us by her family. In some cases, the information and photos are dated and sourced, in some cases not. This is typical for information that has been clipped and collected over the years and stored in boxes.



Margery Doig, Ca. 1916 (Source: Sala)

Curiously, we know about as much about her aviation exploits as we do about her as a person. Daughter Susan states, "I don't know if my mother owned a realty company but I do know her family owned a lot of real estate in New York and Connecticutaround 1932 she went to work for a department store on Fifth Avenue and flew for recreation on weekends. My mother never talked much about this part of her life.... Her only cousin that she kept in touch with died in 2001 so I don't have anyone to ask about her flying days."

For your convenience I divide this page into segments, LEARNING TO FLY (just below), [FORMATION OF THE NINTY-NINES](#), [AIR RACING](#), [TOTAL FLIGHT EXPERIENCE](#), [AIRPORT AERIAL VIEWS](#), and [MISCELLANEOUS](#). Please click on the links to be taken directly to each section, or just scroll down and enjoy the story as it unfolds.

LEARNING TO FLY

According to her flight log, she first soloed in a [Curtiss](#) Fledgling, registration number 8672 (not a Register airplane), on August 16, 1929. She acquired a State of Connecticut license (#190) based on her check flight with "Captain Generous". Her state license is below, left, dated September 26, 1929, signed by Harry W. Generous. Compare this with her flight log, page 7.

Form 108-896-12-25

STATE OF CONNECTICUT
DEPARTMENT OF AVIATION

Aircraft Pilot's License 190

for operating Airplane

THIS CERTIFIES that Margery Louise Doig
of Roulet's, Danbury, Conn.

described as follows: Age 29 Sex Female Height 5'4"
Weight 136 Color of Eyes Blue Color of Hair Brown

has complied with the provisions of the laws concerning the licensing of Aircraft Pilots and is hereby licensed to operate an Aircraft of the above class in this State until the last day of November 15, 1930, at midnight.

CLARENCE M. KNOX, Commissioner.

Dated September 26 1929. Per Margery Louise Doig

If not revoked or suspended this license expires December 31, 1929

Margery Doig, State of Connecticut Pilot License (Source: Sala)

UNITED STATES OF AMERICA
DEPARTMENT OF COMMERCE
ADMINISTRATIVE BRANCH

PILOT'S IDENTIFICATION CARD

This Identification Card, issued on the
15th day of Nov., 1929, accompanies
Pilot's License No. 10073

Age 29
Weight 136 Color hair Brown
Height 5'4" Color eyes Hazel

Margery Louise Doig
Pilot's Signature

FORM 68-54 11-2927

Margery Doig, Federal Pilot License, November 16, 1929 (Source: Sala)

State of Connecticut
DEPARTMENT OF AVIATION

Be sure to sign your name on the back of the enclosed

Aircraft Pilot's License

Chapter 324, Public Acts of 1927

See that your name is correctly typed
If any error has been made in spelling, etc.
return to this office for correction.

Margery Doig, State of Connecticut Pilot License, Sheath (Source: Sala)

UNITED STATES OF AMERICA
DEPARTMENT OF COMMERCE
ADMINISTRATIVE BRANCH

10073

This Certifies, That Margery Louise Doig
whose photograph and signature accompany this license, is a
PRIVATE PILOT

of civil aircraft of the United States. The holder is not authorized,
for hire or reward, to transport persons or property, nor to give
piloting instruction to students.

Unless sooner suspended or revoked this license expires
November 15, 1930

FORM 68-54 11-2927 Director of Administration

Margery Doig, Federal Pilot License, November 16, 1929, Back (Source: Sala)



**Bridgeport Newspaper Article,
April 28, 1930 (Source: Sala)**

A copy of her Federal private pilot license, number 10078, is above, right. Her signature tells us she was not the one who signed the Register, rather it was probably Marion Grevemberg. This copy of her license was in force, and on her person, when she visited Tucson.

This news article, left, from her local Bridgeport, CT newspaper noted her receipt of her pilot certification. Doig is circled in red. The other two women are Margaret Huber and [Novetah Holmes](#). The article does not say which one is which.

The day before, the article below appeared that built more prose around Doig's accomplishments. Her fellow student Margaret Huber is also mentioned.

Her flight log is instructive, as it allows us to piece together various activities, such as her cross-country flights, the purchase of NC96W and her participation in the 1930 National Air Races (NAR). For example, on March 4, 1930, she and instructor Grevemberg flew the schools' Fledgling from Bridgeport, CT to Providence, RI. She logged it (on page 13) as dual instruction.

Note the article at the bottom of the first column mentions her throwing down a baseball from her airplane at the opening of the baseball season. You can see a photograph of her below in her flight experience section doing just that. Further note that she is, "... at present trying a number of planes to decide which one she will fly in the national air races in the latter part of the summer."



Bridgeport Newspaper Article, April 27, 1930 (Source: Sala)

Club Hears Aviation Talks



NOTED WOMEN ADDRESS QUOTA CLUB AT LUNCHEON MEETING

First row, left to right, are Mrs. Margery Louise Doig, only licensed woman pilot in Bridgeport; Miss Frances Harral, famous aviatrix. Second row, left to right, Mrs. Helen L. Weber, director of "Women Speakers' Bureau for the Curtiss-Wright Flying Service of New York; Miss Mildred Harrington, hostess at the Bridgeport Airport, and Mrs. Helen Manson Hopkins, wife of the assistant service manager at the Sikorsky plant.

"The owl and the pussycat went to sea,

In a beautiful pea green boat,"
And after they sailed and sailed, it seemed they landed on a long table in the breakfast room of the Stratfield hotel Wednesday afternoon and became part of the decorative scheme which was planned for the Quota club luncheon and meeting held there.

They sat very solemnly on the table, clad in orange and black suits. And the eyes of the owl peered longingly into space, as if dreaming of the roll of the ocean waves. And the head of the pussycat was slightly tilted to one side, as if she, too, was dreaming of the beautiful pea green boat. But as the afternoon went on, the owl and the pussycat forgot about the sea and the lovely boat. They saw themselves flying, soaring into the infinite spaces of heaven in aeroplanes more beautiful than a boat could ever be. And they listened spellbound, as one speaker after the other stood up and told of her aeronautical experiences. As did all the listeners at the table.

Mrs. Helen L. Weber, director of the Speaker's bureau for the Curtiss-Wright Flying Service of New York, acted as mistress of ceremonies and introduced the other speakers. Mrs. Helen Manson Hopkins, wife of the assistant service manager of the Sikorsky plant, read some of her experiences, embodied in a story she has named "Altitude," which will shortly be published. Her account was followed by one given by Mrs. Margery Louise Doig, of Redding, the first and only woman pilot to receive her license here in Bridgeport. Mrs. Doig has been taking her lessons at the Bridgeport Airport, Inc. and in September, took her first solo flight.

"Flying," said Mrs. Doig, "is the most normal thing in the world. It becomes as natural and easy, after a time, as eating and sleeping, and certainly, one derives much more satisfaction out of driving a plane than driving an automobile.

"Aviation is just wonderful. There is

nothing that can right life as much as getting out into the wide open spaces, literally. And certainly the sky is wide and spacious enough for anyone."

Miss Frances Harral, one of the three women pilots who recently competed in the Ford Reliability tour and is noted from her aviation experiences as a speaker. Miss Harral is a demure dark haired person, hailing from Texas. Speaking with a most delightful Western drawl, she gave her experiences as a pilot.

"Flying is just the hottest thing. I can't think of anything that will even come up to it. And there is a wide field for women in it. I can only tell the women here that I sincerely wish that they all become licensed pilots."

Mrs. Weber outlined the various fields of work aviation has opened up to women, and mentioned among these aviation law, aerial photography, airport hostessing, ground school teaching, selling planes, lecturing about them, research work, statistical work, interior decorating of planes and suit designing.

She also outlined the following ground school course which would be given at the Y. M. C. A., Main street, beginning Friday, and held through the winter two evenings a week: (a) Theory of Flight; (b) Aerial Navigation; (c) Cross Country Flying; (d) Engines; (e) Structure and Rigging; (f) Meteorology; (g) Air Regulations; and (h) Commercial Aviation.

She smilingly looked at the owl and the pussycat at the end of her lecture and said, "I hope that neither one nor the other is the symbol of the club. For if the owl is your symbol, you are much too wise, and if the cat is your symbol, heaven help me."

But the owl and the pussycat didn't hear her at all. In their imagination, they were already flying. The rolling ocean and the sea green boat were forgotten. And as they looked at each other they seemed to say—"The sky will be our limit now. Isn't it wonderful."

On May 3, 1930 (page 17 of her log PDF) we find her flying from Bridgeport to Pitcairn field in Pennsylvania. There she flies two Pitcairn PA-7 aircraft, NC213W and NC96W. She bought 96W. Early in her flying career, Doig was a booster of women's aviation. Soon after acquiring her license, she participated in a panel presentation at the Quota Club, founded in 1919 as the first international women's service organization. The article, left, describes how and what the participants presented. This article is undated and unsourced, but it probably is late 1929-early 1930.

In this article, Doig (circled in red at the left of the photo) is cited as being the first woman to acquire a pilot's license in the state of Connecticut. She states, "... flying is the most normal thing in the world."

Another participant, Frances Harall (later Frances Marsalis), next to Doig in the front row, goes further and states, "Flying is just the hottest thing." Marsalis would die in an airplane crash in August, 1934.

News Article, Undated & Unsourced,
Quota Club Meeting (Source: Sala)

FORMATION OF THE NINETY-NINES

Margery Doig was a charter member of the women pilot's association known as the [Ninety-Nines](#). It was formed on November 2, 1929. The news article below records the first meeting of the group (22 by count of names, although the article states there were 24) at Valley Stream, LI, NY. The article claims that Doig arrived for the meeting by airplane, but there is nothing in her flight log (page 11) to suggest she flew there herself.

Furthermore, the 99s Web site (link above) states that the weather was foul

on that day and that most attendees drove to the meeting. But, the news article, right, documents the fact she flew there solo regardless of the weather. We'll never know for sure. This article also cites her speaking at the Quoto Club documented above.

See [Bobbi Trout](#), another charter member, for some anecdotes about the formation of the 99s.



**Flight to Curtiss Field, LI, NY, Ca.
November, 1929 (Source: Sala)**

NEW YORK SUN, MONDAY, NOVEMBER 4

leaped from the plane when only about 200 feet from the ground."

The Sunrise Airport on the Sunrise Highway at 125th street, South Ozone Park, Queens, will be opened formally on next Sunday with a program of air races and stunts. Several prominent aviators have accepted the invitation to attend the dedication of the new airport in Queens county.

An aircraft show will be held in the municipal auditorium at Oakland, Cal., from February 22 to March 1, according to the plans of Capt. William Erwin Post of the American Legion. The Oakland chapter of the National Aeronautic Association will assist the legion with the plans for the aircraft exposition.

Twenty-four girl flyers met to form an organization at Curtiss Field, Valley Stream, L. I., on Saturday afternoon, but the noise in the hangar was too much for the "lady birds," who decided to postpone the organization meeting until next month, and away from the din of an airplane hangar. Miss Viola Gentry, who recently was discharged from the Nassau Hospital, was among those present at the hangar meeting. Miss Gentry was injured seriously several

months ago when her endurance plane crashed.

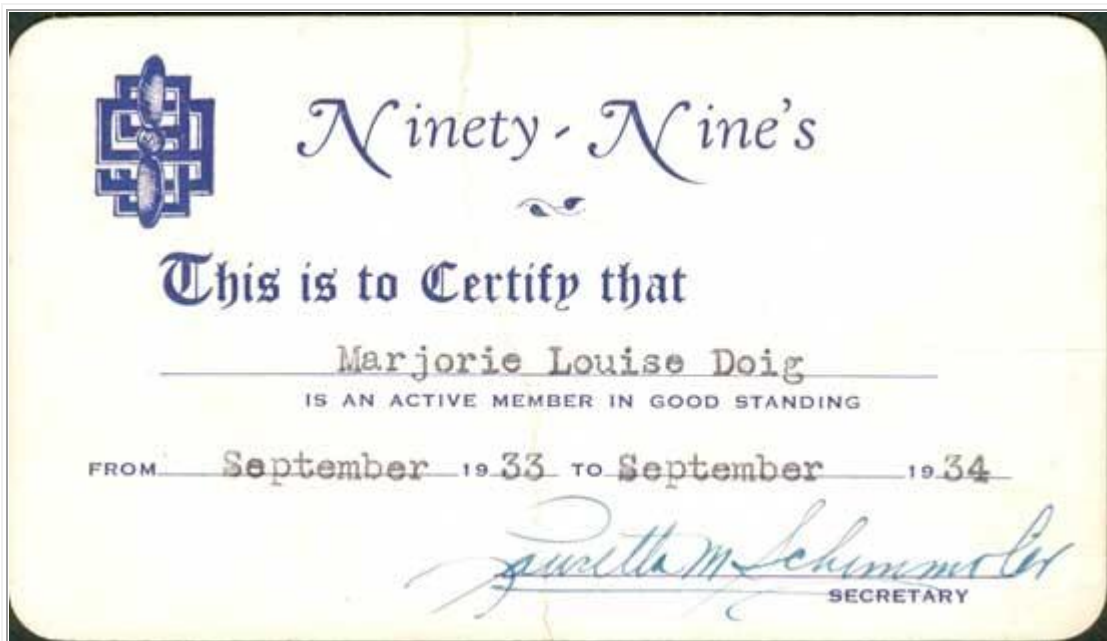
Miss Ruth Nichols of Rye and Miss Margery Doig of Bridgeport, Conn., arrived at the field by plane, while the others came by motor car, train and bus. The others who attended were Amelia Earhart, Betty Huyler, Mary Goodrich, Mrs. Marjorie May Lesser, Mrs. Opal Kunz, Mrs. Mary C. Alexander, Mrs. Jean D. Hoyt, Wilma C. Walsh, Meta Rothholz, Mrs. Keith Miller, Sylvia Nelson, E. Ruth Webb, Dorothea Leh, Margery Brown, Olivia Mathews, Frene Chassey, Foy Gilles and Margaret O'Mara.

The girls served tea from a wagon which ordinarily is used to hold spare parts.

Newark Municipal Airport has taken umbrage because it has been referred to as the "New York terminal" of an airline which began operating a passenger service from Pittsburgh to New York on Friday. Newark officials were nettled especially when the plane landed without any advance notice, and when it was discovered that its pilots had letters for Mayor Walker and Commissioner Whalen, and had delivered letters to the city officials of Phil-

Formation of the 99s, November 4, 1929 (Source: Sala)

Below, Doig's membership card for the 99s during 1933-34. The interesting logo in the upper left corner was designed by the husband of fellow member [Opal Kunz](#).



Margery Doig's Ninety-Nines Membership Card, 1933-34 (Source: Sala)

The formation of the 99s was interesting, in that the club was originally informally named basically for the number of women who initially responded and demonstrated their interest in the club. Below, two news articles that demonstrate the evolution of the organization's name. It was at one time called the 86s, 90s, 91s and the 97s. Both these articles are unsourced and undated. They are probably circa 1929 or early 1930.



The 97s Meet at Newark, Doig Circled in Red (Source: Sala)

Informatively, the larger article below lists all the names of 89 charter members. Among them, [Ruth Elder Camp](#), Doig, [Amelia Earhart](#), [Lady Mary Heath](#), [Opal Kunz](#), [Jean LaRene](#), [Ruth Nichols](#), [Gladys O'Donnell](#), [Phoebe Omlie](#), [Neva Paris](#), [Joan Shankle](#) (misspelled "Shenkle"), [Ruth Stewart](#), [Bobbie Trout](#) and [Mary Von Mach](#). All these women signed the Davis-Monthan Airfield Register and are commemorated on their individual biographical pages on dmairfield.org.

Women Flyers Outgrow Club Name First Day

With More Applying for
Charter Membership, '86'
Won't Hold Them All

124 Are Eligible in U. S.

Miss Earhart Wires Names
of Feminine Coast Pilots

"86," the name of the club for women pilots, which was organized Saturday night, will have to be changed to "90" or "91" or some figure thereabouts, for the number of women applying for charter membership was found yesterday to be larger than was known at the organization meeting.

Mrs. Neva Paris, of Great Neck, L. I., temporary secretary-treasurer of the club, said yesterday that upon returning from the meeting she found that Miss Amelia Earhart, who flew the Atlantic, had telegraphed from California several additional names. Miss Earhart served with Mrs. Paris as secretary during the organization.

Response to invitations to join the organization was almost unanimous from the 124 women pilots in the country licensed by the Department of Commerce. Membership is restricted to holders of private, limited commercial, or transport licenses. Holders of student licenses will not be admitted.

Eighty-nine on Charter List Now
The present charter membership list totals eighty-nine women pilots. They follow:

ALEXANDER, MRS. MARY C., Baltimore.
BADE, MRS. LOUISE, Pittsburgh.
BANCE, MRS. ESTHER, Great Falls, Mont.
BANCROFT, MRS. BARBARA W., Melrose, Pa.
BRIDWELL, MISS RUTH, Houston, Tex.
BROWN, MRS. MARJORIE H., New York City.
BROWN, MISS MYRTLE MADELENE, Wilmington, Del.
BROWN, MISS VERA, Detroit.
BURLING, MISS SELMA H., Minneapolis.
BACON, MRS. W. BARTLETT, Brookline, Mass.
CALDWELL, MISS MYRTLE C., Cleveland.
CAMP, MRS. WALTER JR., (formerly Miss Ruth Elder).
CHASE, MISS MILDRED, Chelsea, Mass.
CHASSEY, MRS. IRENE J., Hartford.
CLARK, MISS MARIAN, Baltimore.
DAVIDSON, MISS JEAN, Greenwich, Conn.
DODD, MISS JANE, Germantown, Pa.
EARHART, AMELIA, New York City.
FENNO, MRS. J. K., Barrington, R. I.
FERGUSON, MISS FRANCES, Ponca City, Okla.
FISKE, MISS ADELINE, Kansas City, Mo.
FOLTZ, MRS. EDITH, Portland, Ore.
FOX, MISS H.A., Davenport, Iowa.
CENTRY, MISS VIOLA, Mineola, L. I.
GILLIS, MISS FAY, New York City.
GODDARD, MRS. PHYLLIS M., Stanford University, Calif.
GOODRICH, MISS MARY, Hartford.
CORBY, MISS MELBA M., Pasadena, Calif.
HALL, MISS CANDIS I., New York City.
HALLIBURTON, MISS RUTH M., Toledo.
HART, MRS. BERYL, New York City.
HERRALL, MISS FRANCES A., Mineola, L. I.
HEATH, LADY MARY, Reno, Nev.
HOPKINS, MISS NANCY, Roosevelt Field, L. I.
HOYT, MISS JEAN B., Syracuse.
HUYLER, MISS BETTY, New York City.
JOSEPH, MISS ANGELA L., Denver.

Heads Women Aviators



Mrs. Opal Kunz

JOHNSON, MISS KATHERINE F., Fort Worth, Tex.
KELLY, MISS BETSY, Cambridge, Mass.
KELLY, MISS MADELINE B., Alameda, Calif.
KENNY, MRS. CECELIA, Buffalo.
KENYON, MISS TEDDY, Brookline, Mass.
KLINGENSMITH, MISS FLORENCE, Fargo, N. D.
KUNZ, MRS. OPAL, New York City.
LAY, MISS ELEANOR B., Syracuse.
LANGE, MISS EVA MAY, Bakersfield, Calif.
LA RENE, MISS JEAN, Indianapolis.
LEH, MISS DOROTHEA, Allentown, Pa.
LESSER, MRS. R. W., Albany.
LOVELACE, MISS ETHEL, Houston, Tex.
LUTZ, MRS. LOLA L., Oshkosh, Wis.
McCONNELL, MISS EDWYNA, Fort Worth, Tex.
McCULLOH, MISS RETHA, Beaumont, Tex.
MANNING, MRS. HELEN, New Canaan, Conn.
MATTHEWS, MISS KEET, Dedham, Mass.
MILLER, MRS. KEITH, Philadelphia.
MILLS, MISS ACNES A., New York City.
NELSON, MISS SYLVIA, Ardmore, Pa.
NICHOLS, MISS RUTH R., Rye, N. Y.
NICHOLSON, MISS MARY, Greensboro, N. C.
NOYES, MRS. BLANCHÉ, Lakewood, Ohio.
ODDOWELL, MRS. GLADYS, Long Beach, Calif.
O'MARA, MISS MARGARET F., Fort Washington, L. I.
OMLIE, MRS. PHOEBE, Memphis.
PARIS, MRS. NEVA, Great Neck, L. I.
PEACOCK, MRS. ASCHA B., Bakersfield, Calif.
FERRY, MRS. MARGARET G., New York City.
PLACE, MRS. ELIZABETH, Colorado Springs, Col.
PORTER, MRS. LILLIAN, Pasadena, Calif.
RASCHE, THEA, Hamburg, Germany.
RAY, MISS MATHILDA J., Los Angeles, Calif.
ROTHHOLZ, MISS META, Brooklyn.
RULAND, MISS GERTRUDE, Syracuse.
SHENKLE, MRS. CLARENCE, Boston.
SPANACE, MISS HELEN, Lakewood, Ohio.
STEWART, MISS RUTH, St. Louis.
STINSON, MISS MARJORIE, Washington.
STOCKER, MISS DOROTHY, Houston, Tex.
SPINOFF, MISS MILDRED, Akron, Ohio.
THOMAS, MISS MARGARET, Grand Prairie, Tex.
TROUT, MISS EVELYN B., Los Angeles.
VON MACK, MISS MARY E., Detroit.
WALKER, MISS WILMA L., Belleville, N. J.
WEBB, MISS E. RUTH, Lanark, Pa.
WILLHITE, MISS NELLIE Z., Sioux Falls, S. D.
WILLIS, MISS MARGARET, Stanford University, Calif.
WORLEY, MISS ALBERTA B., Oklahoma City, Okla.

Evolution of the 99s, Undated & Unsourced News
Article, Ca. 1929 (Source: Sala)

AIR RACING



Allentown, PA Air Meet, June 21-27, 1930 (Source: Sala)

She flew 96W for about 20 hours before heading from Connecticut to Allentown, PA on June 21, 1930 for what she described in her log as a "Women's Race". This meet is cited in the truncated, undated and unsourced news article at left. This was a big deal air show for the time, with 106 aircraft participating. She took first place in the Women's Race.

Flush with victory, on July 20th she embarked on her cross-country trip to the NAR. You can find the beginning of this trip documented on page 19 of her flight log. Grevemberg was her passenger.

Doig had flown for a little over a year before she enrolled in competition for the 1930 NAR.

The 1930 race ran from [Long Beach, CA](#) to Curtiss-Reynolds Airport in [Chicago, IL](#). The records provided by her family document very well her participation in the event. Her pilot log, pages 23-26, records her itinerary for the race, as well as her position at the end of each leg.

Part of her preparation included acquiring a special license to enable her registration for the race. Below, an image of one page from her National Aeronautic Association license issued May 29, 1930. Competitors in the Races were required to have this certification in addition to their Federal pilot license. Note it is signed by Orville Wright. Click to see the [complete license](#) (PDF 2.8MB). Note that it was recertified through 1932.



Margery Doig, NAA License, May 29, 1930 (Source: Sala)

After 16 flight legs from Bridgeport, Doig and passenger Grevemberg reached Tucson on August 1st (or the 3rd if you hold with the date in the Register), having flown there on that day via Douglas, AZ from [Lordsburg, NM](#) (refer to page 21 of her log). There is no mention in her log of their departure from El Paso, TX, as is written in the Register. She had logged about 145 hours of flight time by the time she touched down at Tucson.

Among other preparations for the race, each pilot was issued a set of rules for the competition, including a schedule of waypoints and distances. The women were provided a special set of rules, preserved for us among the albums held by Doig's family. Click for a PDF download (5.4MB) of the [entire schedule](#). Notice as you review this document that Doig recorded in pencil each elapsed time between waypoints. She discontinued her annotations after her Wichita stop (p. 13 in the schedule), because she suffered an engine failure before she reached her next destination. This is documented further below.

Below, a graphic summary of the route of the 1930 NAR cross-country event. This image is of one entire page of Doig's scrapbook. Note fellow competitors Gladys O'Donnell and [Florence Lowe "Pancho" Barnes](#). The date and source of these articles are unknown, but they precede the August 17 beginning of the event. Her first impressions of California were very positive, in that she states she might like to live there someday. She never did.

DRAFT OF ROUTE FOR WOMEN'S AIR DERBY

RACE STARTS AT LONG BEACH

CHICAGO FINISH OF RACE

Participants: C.F. Lienesch, Gladys O'Donnell, Florence Lowe Barnes, Clifford W. Henderson

FIRST OF ENTHANTS ARRIVES.

Arrangements are nearing completion for the Women's Air Derby, which starts from Long Beach Sunday, August 11. Shown here is the route of the flight with various points to be made along the line. Two of the popular contestants and two air officials also are pictured above. Below is Miss Margery Doig of Dubuque, Iowa, another entrant. Her arrival yesterday marked the vanguard of a score or more feminine fliers on their way to Long Beach to participate in the three-day cross-country race to Chicago. The route for the derby covers 2800 miles. The black circles on the cross-country trail indicate the overnight control points. The Western Derby is a feature of the National Air Races at Chicago, August 22 to September 1. The Long Beach Aviation-Industrial Exhibits Committee, which is backing the start of the cross-country flight, will commemorate the event with a celebration from August 21 to September 1, inclusive. More than thirty women fliers are expected to participate in the Long Beach-to-Chicago Derby.

First Aviatrrix to Arrive for Derby Feted at Banquet

More Than Score of Women Expected to Enter in Great Air Race.

Margery Doig Says She Would Like to Live in California

"When we flew over the mountains into California I felt for the first time that I would really like to live here," Margery Doig, entrant in the Women's Air Derby, said yesterday. Miss Doig arrived here yesterday after a transcontinental flight from Dubuque, Iowa.

"I have been in California several times before but this is the first time that I have wanted to make my permanent home. Gladys O'Donnell and the others who met me at the airport were perfectly wonderful and the beauty of Long Beach have all been very gratifying to me."

"After flying through all kinds of weather on the trip west, it was the flying into California to see the green hills and feel the warmth of the sunshine."

M. E. Greenwald, pilot and instructor of Dubuque, Iowa, accompanied Miss Doig on her trip west. They were flying a Curtiss Mail Wing biplane. This is the first time that a woman has flown from the north to California in an airplane.

Aviatrrix Kites

Margery Doig, New England girl, who says she would like to live in California, had work to do in the national women's air derby, set on the wings of her rugged and fast biplane at the hotel airport yesterday morning-while her a dozen excursions preceded the action.

1930 Women's Race Summary, Ca. August, 1930 (Source: Sala)

Below, the start of the 1930 NAR at Long Beach, CA. Doig in her Pitcairn is circled in red at the upper left rear of the photograph. You can barely make out the numeral "2" on the side of the fuselage in the original newspaper in Doig's scrapbook. This photo is from the Sunday rotogravure picture section of the paper.



New York Times, August 24, 1930, Start of the 1930 NAR, Long Beach, CA (Source: Sala)



Tucson News Description of Doig's Accident, August 19, 1930 (Source: Sala)

Another interesting feature about the photo above is headgear. Despite the fact that most people are wearing hats, there are two people of special interest. They are at lower left wearing what looks like striped caps. One person is the first on the left of the front row of seats, and the other is just to the right of the two people standing up in the rear row (he would be the 6th person from the left). This headgear is a sunshade, similar to the one you can see on [Hub Fahy's](#) Web page (look in Fahy's right hand).

Wearing race number "2", Doig records the beginning of the 1930 NAR on page 23 of her log, with the first leg of the women's race from Long Beach to [San Diego](#) on August 17th. She then flew the next day from San Diego (Lindbergh Field) to Phoenix, then, on the 19th from Phoenix to Tucson.

Although her log places her there, there is no record in the Register of her landing at Tucson on the 19th. Little wonder, as she was involved with the race. We know she was delayed in Tucson, however.

The reason for the delay was that, because of a blown tire, her airplane nosed over on its propeller, which

required repairs. Both the accident and the repairs were captured in the news and in photos. At left, the local Tucson article from August 19th.

In a feat of great industry, having landed at 10:46AM, Doig set her goal of a 2:30PM departure. That she did this is supported by other news articles where she was still placed second at Douglas, AZ, the next stop in the race. Below, a candid snapshot of NC96W on its nose at Tucson.



Pitcairn NC96W on its Nose at Tucson, August 19, 1930 (Source: Sala)

This photograph was taken by one Fred Patton of Tucson. He mailed it to Doig after the race with the annotation, below, on the back, offering good wishes and suggesting that she might like to have, "... a record of your stunts." Interestingly, above, the interwing I-strut and aileron linkage visible on the wingtip of the airplane just out of view at the right looks a lot like those on [NC21M](#), the airplane flown by Gladys O'Donnell (see below). O'Donnell had just landed in first place minutes before Doig, who held second place from Long Beach. In the original image, seven people can be seen rushing to Doig's aid. Under magnification, the tall, slender person farthest on the right is wearing a white jump suit and white helmet. This person could very well be O'Donnell rushing to help her friend and fellow competitor.

13092 Broadway
Tucson, Arizona
Aug 20, 1930

Miss Margery Doig,
Danbury, Conn.

My Dear Miss Doig;

I did not see any photogra-
phers around your plane
so I thought you might like
this snap shot - not very
good, but something for
your album, if you are
keeping a record of your
stunts.

Here's hoping you win.

Very truly yours

Fred H. Eaton

Pitcairn NC96W on its Nose at Tucson, August 19, 1930,
Caption (Source: Sala)

The news articles below, dateline Douglas, AZ, have Doig still in second place behind Gladys O'Donnell. She was in good company, as the articles have her accompanied by Register pilots [Ruth Barron](#), [Jean LaRene](#), [Mildred Morgan](#) and [Ruth Stewart](#).

Gladys O'Donnell Leads Women Flyers at Douglas
Derby Contestants Close on Arizona Lap

DOUGLAS, Ariz., Aug. 19 (UP).—Gladys O'Donnell, of Long Beach, Calif., held an elapsed time lead of fourteen minutes and thirty seconds over the five other contestants in the women's national air derby when the last of the racing planes reached this control point today. She had covered the mountain route between here and Tucson, the noon control point, in thirty-seven minutes and forty-nine seconds. She landed five minutes ahead of her nearest competitor at 3:09:44 p. m. (mountain standard time).

Margery Doig, of Danbury, Conn., was second here.

As Miss Doig landed at Tucson her plane crashed. She was unhurt and she supervised hurried repairs which enabled her to take off for Douglass on time.

Ruth Barron, who furnished the first sensation of the derby by losing her course late Monday, was third to reach Douglas, and was followed closely by Jean La Rene, of Chicago; Mildred Morgan, of Beverly Hills, and Ruth Stewart, of St. Louis.

The women are to leave tomorrow at 8:30 a. m. on the lap to Lordsburg, but officials said the time probably would be extended to allow the flyers more rest. From Lordsburg they will fly to Deming, N. M., for the fourth overnight stop.

Unidentified News Article, August 19, 1930 (Source: Sala)

Mrs. O'Donnell Leads Air Race In Arizona Lap

Flies From Tucson to Douglas in 37 Minutes, With Miss Doig Close Behind

Second Plane in Crash
Pilot, Uninjured, Takes Off After Quick Repairs

DOUGLAS, Ariz., Aug. 19 (UP).—Gladys O'Donnell, of Long Beach, Calif., held an elapsed time lead of fourteen minutes and thirty seconds over the five other contestants in the women's national air derby when the last of the racing planes reached this control point today. She had covered the mountain route between here and Tucson, the noon control point, in thirty-seven minutes and forty-nine seconds. She landed five minutes ahead of her nearest competitor at 3:09:44 p. m. (mountain standard time).

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Unidentified News Article, August 19, 1930 (Source: Sala)



After a few more legs of the race, on August 23rd near Wichita, KS, her airplane suffered a piston failure and she was finally forced down (pilot log page 23). She remarked in her log, "Finis". Although out of the cross-country race, on August 27th after repairs she continued on her way and arrived at Chicago on the 28th.

Despite the nose-over at Tucson and the engine problem in Kansas (which took four days to repair), she proceeded to Cleveland and placed 4th out of the money in Event 32-A, the Women's Free For All. She also placed second in Event 34, the Women's 800 cu. in. Open race (winning \$450). See articles below.

**Unsourced Kansas City News
Article, Ca. August 23,
1930 (Source: Sala)**

Below, a "scorecard" for the race for logging progress of the pilots at an unidentified municipal airport.

<i>Number</i>	<i>Pilot</i>	<i>Make of Plane</i>	<i>Arrival Time</i>	<i>Order of Arrival</i>
7	Gladys O'Donnell	Waco	-----	-----
2	Margery Doig	Pitcairn	-----	-----
60	Ruth Barron	Buhl	-----	-----
20	Jean La Rene	Curtiss-Robin	-----	-----
38	Reth Stewart	Curtiss-Robin	-----	-----
59	Mildred Morgan	Travel Air	-----	-----

Watch for numbers as racers arrive at Municipal Airport to identify pilot and plane

Women's Air Race, Scorecard, 1930 (Source: Sala)

Below, a photograph of Margery Doig in the cockpit of her Pitcairn. This photo was probably taken during the 1930 NAR, because her race number is on the side of the fuselage. Exact date and location are unknown. The red fuselage and cream wings are shown to good advantage (see the page for NC96W for color information), as is her name painted below the cockpit coaming. Notice the front passenger cockpit covered over for streamlining. The engine is running.



Margery Doig and NC96W, Date & Location Unknown (Source: Sala)

Long Beach, Calif., Aug. 17 (A.P.).—Marjorie Doig, of Danbury, Conn., led six entrants in the women's national air derby to the take-off line for the first lap of the nine-day race to Chicago at 3:30 p. m., here today.

One minute after Miss Doig roared her plane to a perfect take-off for San Diego, Calif., the first night's stop, Gladys O'Donnell, of Long Beach, took off. Jean LeRene, Chicago, who drew third position, attempted to start her engine, but failed, and Ruth Stewart, St. Louis, roared on ahead.

One minute later Mildred Morgan, of Beverly Hills, Calif., sent her plane down the runway, and Ruth Barron, of Hollywood, Calif., followed. By this time Miss Le Rene had her motor running, but when she got into the air she was eight minutes behind the other entrants.

Claire Fahy, widow of Herbert Fahy, fatally injured in an air crash near Detroit recently, although listed among the entrants did not appear at the field. Contest officials said her entrance had been tentative.

Others Fail to Appear.

Although the deadline for entrance was extended until 3:30 p. m. yesterday, in the hope that some of the women fliers reported en route from distant airports to the starting point might arrive in time for the race, no new names were added.

Helen Cox, of Valley Stream, N. Y.; Joan Shankle, Fort Sill, Okla., and Mary Bacon, Brookline, Mass., reported en route, did not arrive in time for the race.

The fliers will stop at Phoenix, Ariz., tomorrow night and Douglas, Ariz., Tuesday. Other night halts will be at Roswell, N. Mex.; Amarillo, Tex.; Wichita, Kans.; Kansas City and Madison, Wis. The finish in Chicago will be made at the national air races.

All of the women entrants have more than 150 hours of flying time to their credit. Their planes are powered with engines of not more than 800-cubic-inch displacement.

1930 National Air Races, *Washington Post*, August 18, 1930 (Source: NASM)

The news article, left, from the *Washington Post* of August 18, 1930, reads like a who's who of female pilots who signed the Davis-Monthan Register at one time or another. Besides pilot Doig, and the others highlighted above, represented are [Claire Fahy](#) and [Joan Shankle](#).

Doig's family scrapbook contains many other news articles that follow her from town to town and day to day during the 1930 race across the country. They all report competitor positions and other significant happenings, including lap prizes and entertainment, for the individual race legs. Many are redundant, so they will not be exhibited here.

Ultimately, 1st place in the women's cross-country race went to Gladys O'Donnell in her Waco Taperwing, 2nd place to Mildred Morgan in her Travel Air (NC8192), and 3rd place to Jean LaRene in her American Eagle. This was the second annual women's race. The first, in 1929, earned the moniker "Powder Puff Derby" when Will Rogers named it so.

On August 29th Doig competed in the 800 cu.in. closed-course race and placed 2nd behind O'Donnell (unsourced news article, below).

On September 3rd she competed in the free-for-all race. She departed Chicago on the 3rd, arriving back at Bridgeport on the 7th.

Curiously, she next took a winter break from flying. The next entry in her flight log was March 22, 1931 (page 25).

Below, the results of the 800 cu.in. 25 mile race of the 1930 NAR, dateline Chicago, IL. Mentioned in the article, besides Doig and O'Donnell, are Register pilots Mildred

Morgan (linked above), [Charles Lindbergh](#), James Doolittle and [John Livingston](#). Betty Lund, wife of [Freddie Lund](#), is also mentioned. The Golden Age pilot community was tightly-knit, and met at most of the significant aviation loci of the era, including at one time or another the desk at Tucson that held the Davis-Monthan Airfield Register.



Chicago Newspaper Article,
August 29, 1930 (Source: Sala)

Image, below, from an unidentified magazine dated October, 1930, shows some of the competitors in the 1930 women's race. All these women are Register pilots and links to their individual biography Web pages appear above.



Starters in the Women's National Air Derby from Long Beach, Cal., to Chicago, Ill. From left to right: Marjorie Doig, of Danbury, Conn.; Jean Le Rene, Chicago; Ruth Stewart, St. Louis, Mo.; Ruth Barron, Hollywood, Cal.; Gladys O'Donnell, Long Beach, Cal.; and Mildred Morgan, Beverley Hills, Cal.

Women In the 1930 National Air Races (Source: Sala)

MARGERY DOIG TO ENTER AIR RACE

Local Girl Flier and Lieut.
Grevemberg to Compete
Saturday.

10/14/30

Lieutenant Marion Grevemberg, former chief pilot at the Curtiss-Wright airport, and Margery Doig, Park place, who was forced out of the cross-country women's race in September because of a fire in her plane, will leave Saturday morning for Trenton, N. J., where they will compete in the All Eastern States Air races on Saturday afternoon and Sunday.

For the past three days mechanics at the Bridgeport Airport have been making a thorough examination of the plane and its motor under Lieutenant Grevemberg's supervision. Today it was stated at the airport that the Pitcairn Sportwing is in as fine condition as it was prior to the start of the cross-country race in which Miss Doig held second place for the first few days and until she was forced out of by motor trouble and finally when her ship caught fire, forcing her down.

The races Saturday and Sunday will be held at the Mercer airport under the auspices of the American Legion Memorial Chapel association. The funds will be used to assist in the erection of the Cathedral of the Air at Lakehurst, N. J.

Further to 1930 racing, the news article, left, describes a trip for air racing at Trenton, NJ. dated October 14, 1930. There is no record in her pilot log book that she ever made the trip to New Jersey (p. 26). In fact, her log shows a hiatus in her flying between September 17, 1930 and March 22, 1931.

**Proposed NJ Racing, October 14,
1930** (Source: Sala)

Doig also took NC96W to Cleveland for the 1931 NAR. Surprisingly, she did not document any details in her log (page 25). She notes simply "Racing" at "Cleveland" in NC96W for a total of 45 minutes on September 3rd and 6th.

Right, from the *New York American* of August 28, 1932, preparations for the 1932 NAR with Clyde Pangborn (not a Register pilot). Pangborn placed 8th in this event (his prize was \$50) from Roosevelt Field to Cleveland for private owner planes only.

It is not clear whether Doig accompanied him to Cleveland, but her flight log, page 29, shows she did not fly NC96W between June 4th and September 5, 1932. Likewise, in the [Aircraft Yearbook](#) for 1933, which reported results for the 1932 NAR, Pangborn is cited as flying a Pitcairn aircraft with a Wright J-6 engine. Chances are it was NC96W.



1932 NAR Wm. B. Leeds Trophy Race (Source: Sala)



**1932 NAR Wm. B. Leeds Trophy
Race (Source: Sala)**

Above, left, a photograph taken almost contemporaneously with the one at right. Behind them is Doig's NC96W. Pangborn's race results, and Doig's flight log, together suggest she was not with him at Cleveland (corroborated by the fact that the front cockpit was covered over, too).



Flipped News Photograph

Interestingly, if you examine the details of the two images above, you can see they were snapped probably within seconds of each other. One of the photos was flipped horizontally for printing, probably the news shot. Friend of *dmairfield.org* (and owner of Register Pitcairn [NC6708](#)), David Pitcairn, states about the image, "You are right about which photo is flipped. It is the news shot because the other photo is clearly of the right hand side of the airplane because the left side has a zipper just above the cream stripe. The zipper runs from the inst. panel to the firewall and provides access to the electrical wires and can be seen in one of the last photos on the page which shows the left side."

Chances are, too, they were taken by two different photographers. At left, I flipped the news photo in PhotoShop. Now notice the parallax change when you compare the position of Pangborn's head against the

windshield in the background of the photo above, left (the news photographer was standing to the other's right!). Further, there is a slight change in Pangborn's finger positions, and in his and Doig's gazes.

Regardless, the annotation on the article states "they" started to Cleveland, so it may be that she did accompany Pangborn in her airplane, but not as pilot in command of the ship, since there is no record in her pilot log of her flying the plane. The front cockpit cover could have been removed, carried to Cleveland and reattached.

Regardless, again, according to her flight log, NC96W was back in Connecticut by September 5th. Doig logged a round-robin flight to Montgomery, NY on that day. By the end of December, 1932, she had accumulated about 235 flight hours.

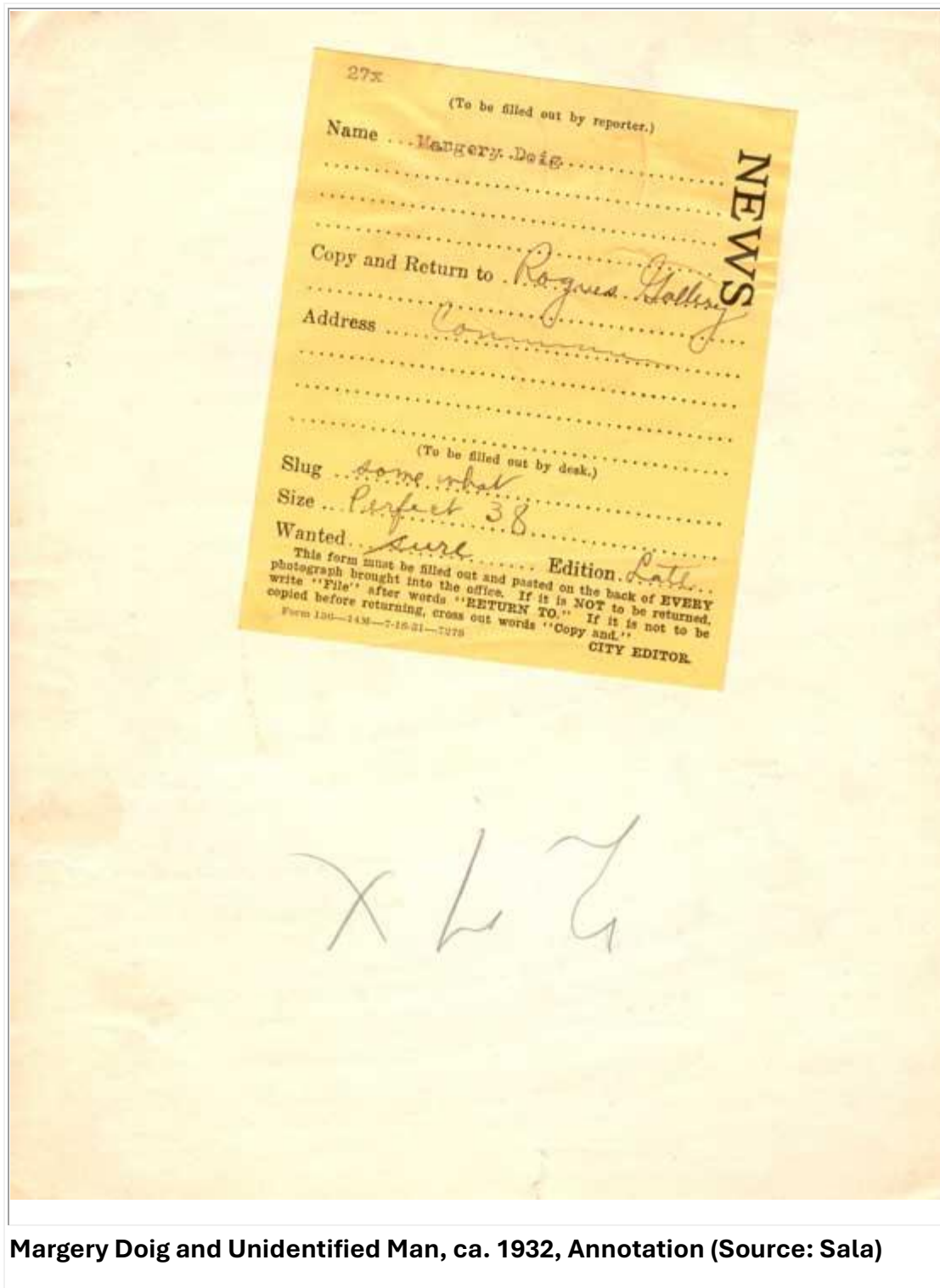
Next, I include the image below not because of any known related significance to her racing career, since we don't really know where or when it was taken. But, her jacket

looks like the one she is wearing in the two images just above (note collar design and elasticized cuffs). Note the monogrammed purse.



Margery Doig and Unidentified Man, ca. 1932 (Source: Sala)

Of interest is the annotation that appears on the back of this photo. The point that sexism was rampant in the news of the 30s was made [here](#) (see the bottom right sidebar at the link). This photo ID is a good example.



27x

(To be filled out by reporter.)

Name ... *Margery Doig* ...

Copy and Return to ... *Rogues Gallery* ...

Address ... *Common* ...

(To be filled out by desk.)

Slug ... *some what* ...

Size ... *Perfect 38* ...

Wanted ... *sure* ... Edition ... *Late* ...

This form must be filled out and pasted on the back of EVERY photograph brought into the office. If it is NOT to be returned, write "File" after words "RETURN TO." If it is not to be copied before returning, cross out words "Copy and."

Form 120-14M-7-16-31-7278

CITY EDITOR.

X L Z

Margery Doig and Unidentified Man, ca. 1932, Annotation (Source: Sala)

Doig and Pangborn had another project in mind. That of a trans-Atlantic flight is alluded to in the undated article from the *New York World Telegram* below (bottom of the 4th column). Note the harsh criticism Doig offers for her sister pilots.

NEW YORK WORLD-TELEGRAM, MONDAY, JANUARY 19, 1930

Margery Doig, Whose Hobby Is Aviation, Says Women Fliers Can't Fly as Well as Men, Aren't Good Sports, and Crave Publicity

Denounces Sisters of the Air as Snobbish, Catty, Neurotic and Just "Screwy."

By EVELYN SEELEY,
World-Telegram Staff Writer.

Margery Doig, business woman whose one luxury is an airplane and whose hobby is flying, would like to be loyal to her sex but can't quite make it.

"Women fliers in the East are mostly a bit screwy, to tell you the truth," she said today.

"They're not good sports.

"They ought to shut their mouths once in a while and do some flying.

Many Publicity Hounds.

"A lot of them are publicity hounds, more interested in measuring their newspaper inches than in the progress of flying.

"Some are good, but in general they're bad. They're like women motorists—they lose their head in an emergency.

"I hate to say it, but women really aren't as good as the men in flying. They just aren't, that's all. They can't be."

Feminine flying clubs are strongholds of cattiness, according to Miss Doig.

As to the "screwy" ones, Miss Doig denounced one as a snob, a high-bat, and a cat. Another she called "neurotic and maladjusted," using flying as an escape from her own personal entanglement. Another is always emphasizing the necessity of women fliers being ethical, she said, in order to impress the men with their lack of feminine weaknesses, while another is anti-man, out to compete with men.

Sensible and Sane.

"All that's necessary," said Miss Doig, "is to be sensible and practical and sane. It's also a good idea to listen to the men once in a while and profit by their advice.

"The hip-hip-hoorah is out of flying. Flying's no trick, so far as getting your plane off the ground and bringing it down again. Anyone can do it. But what you need is a good head in an emergency, steady nerves, and scientific knowledge to carry out what you have to do quickly on the spur of the moment."

Miss Doig omits from her general



Margery Doig.

She Works for Big Store and Indulges in Plane as Only Luxury.

charge and various inspections. It amounts to \$200 a month when she's flying often; sometimes more, sometimes less.

"Flying made a human being out of me," said she. "I don't know what would have become of me without it."

Flew with Nungesser.

Captain Charles Nungesser took her for her first flight when she was in France with her mother. From that time on she longed to fly, but her mother was afraid to let her. Her brother, and later her husband, also discouraged her from what they considered a perilous sport.

But in the space of a few years her family—which counted eight generations of New Yorkers on her mother's side—was wiped out by death.

Miss Doig had divorced her husband. There was nobody left to forbid her flying. She had retired to her Connecticut farm, where she became almost a recluse. She read and went hunting and walked over the hills. Then she bought her Pittsborn Sport Mail Wing and really became interesting again.

Adventure in Kansas.

"I intended to fly only for my own amusement," she said. "But you get intrigued by the desire to prove your skill and that of your plane. I've raced in Chicago and Springfield, Mass., and Allentown, Pa., and Cleveland. I was second in the Cleveland air derby in 1929 all the way from Long Beach to Opeka, Kan. Then my plane began to smoke. Well, I don't mind a broken back, but I didn't hanker being a charred crisp in Kansas. I was side-slipping down and suddenly I found myself down between a pile of rocks and a brick safe. But there were about 350 bulls charging in my direction. I missed them by one barbed-wire fence.

"Now, you know, no girl would want to miss an adventure like that."

Clyde Pangborn wants her to fly "the ocean." But she realizes she hasn't had enough experience yet. She has the "intestinal fortitude," she says, but needs 150 more flying hours.

Margery Doig, Undated News Article (Source: Sala)

And their project is broadened amidst some editorializing in the article at right from the *New York Times* of February 1, 1932. Although this article is truncated at the end, it reflects the same kind of open animosity pilot Doig seemed to have toward her eastern sister pilots.

Going public with, "Women fliers in the East are mostly a bit screwy..." and calling at least one of them, "neurotic and maladjusted" may not be a way to keep friends. Indeed, it may have been difficult for her to interact with them if they read what she had to say. Her opinion was repeated, below, in [Popular Aviation](#) (PA) magazine, November, 1933.

Popular Aviation, November, 1933 (Source: PA)

Women Will Control Destiny of Aviation, Says Girl Flier



EUROPE BOUND—Mrs. Margery Doig looks on intently as Clyde Pangborn, round-the-world flier, plots the course she should follow on her proposed flight to Paris this Spring.

N. Y. American Staff Photo.

"Women hold the future of aviation in their hands."
It is a woman flier who thinks so—a new woman flier named Mrs. Margery Doig, just come to public attention through her plans for a trans-Atlantic solo flight in the Spring.

Mrs. Doig believes that what women did for motoring they soon will do for aviation. In her suite at the Park Central yesterday she said:

"Soon it will be a matter of keeping up with the Joneses. A woman will demand to own an airplane because her neighbor owns one. And she will be very particular about the color and line of it. She will pilot the plane herself, thinking no more of learning to do that than she did of learning to drive a car. Then the plane will become a family convenience. Finally the son of the family will ask for an extra plane of his own to take to college with him."

Mrs. Doig also believes that women gradually will gain a place of their own in commercial aviation and in flying for sport. Just now, she says, the few who do it are too self-conscious about it.

"They must show off for the benefit of their public. They insist on trying audacious stunts in the air before they really have had enough experience to do them. Naturally, great numbers of them crack up. And that gives aviation a black eye, no to mention the bruises a lady gets on her own body in such an accident."

Mrs. Doig sees no reason why women shouldn't be given more piloting jobs the same as men and other commercial jobs too.

"The men who hire pilots shouldn't judge all women fliers by the few who make fools of themselves by talking too much and flying too little."

Mrs. Doig herself flies just for fun. At present she is

Margery Doig, Trans-Atlantic Plans, February 1, 1932 (Source: Sala)

This is One Woman's View

“I HATE to say it”, remarked Miss Margery Doig, department store buyer of New York City, who flies her own plane Sundays and holidays for recreation, “but women aren't really as good as the men in flying. They just aren't, that's all.”

Women fliers, especially in the eastern United States, are poor sports, publicity seekers, catty to each other and inferior to men in all departments of aviation, asserts Miss Doig. She has met and flown with the nation's leading aviators, both men and women, and these are her conclusions.

EDITOR'S NOTE! This statement by Miss Doig is quoted here because it has been widely circulated, but if the reader will check up upon the recent activities of women flyers, he will be convinced of the error in these remarks.

Interestingly, she did not feel that way about some of the western female pilots with whom she competed in the NARs.

Indeed, her outspokenness flies in the face of what her grandchildren had to say about their grandmother. They found her always pleasant, with M&M candies continuously available in the pocket of her apron.

Regardless, as far as I know, Doig and Pangborn never mounted, attempted or completed a trans-Atlantic flight.

TOTAL FLIGHT EXPERIENCE

A summary of Margery Doig's flying experiences, as researched from her pilot flight log, is as follows:

First logged flight, June 10, 1929 in Curtiss Fledgling 265H (not a Register airplane). Her flight instructor was John Battle.

On July 19, she had her first instructional flight with Marion Grevemberg in Curtiss Fledgling 265H.

On September 16 (page 8), she had her check ride with Captain Generous and her first, 10-minute, solo flight in Curtiss Fledgling 8672 (not a Register airplane).

By the end of 1929, she had logged 45 hours and 25 minutes of flight time.

She took a month's hiatus (weather; holidays?) and began flying again in February, 1930. She began a series of cross-country flights in the northeast (Boston, Providence, Hartford, etc.).

In one of the few annotations made in her flight log, she noted on April 16, 1930, "Threw baseballs for Eastern League opening" in Bridgeport, CT. News photograph, right, shows her technique. They were probably some of the longest pitches in history (pp. 15-16).

On May 3rd she flew to Pitcairn Field, PA via an "Air Parade over NY". In Pennsylvania she flew two Pitcairn PA-7 aircraft, NC96W and NC213W. It appears she stayed in Pennsylvania for about a month. She purchased NC96W and returned with it to Bridgeport by May 30th (page 18).



"Threw Baseballs For Eastern League Opening", Bridgeport, CT, April, 1930 (Source: Sala)

On June 21, 1930, she flew from Bridgeport to Allentown, PA to compete in the Allentown Air Meet. She took first prize in the Women's Race. This air meet is recorded in an undated and unsourced article in her scrapbook (above).

WOMEN TO FLY TODAY IN JOB FUND DRIVE

**Mrs. S. A. Clark Will Broadcast
Appeal From Sky During 'Parade'
of Noted Pilots Above City.**

Mrs. Samuel Adams Clark, chairman of the Women's Emergency Aid Committee of the Salvation Army's drive for \$500,000 for unemployment relief, will make an address from the air above the business districts today from the loudspeaker of the tri-motored Fokker monoplane "Voice of the Sky." The plane, which is equipped with special amplifiers for broadcasting to the ground from altitudes up to 2,500 feet, will be at the centre of the aerial parade in which the women pilots of the country will fly in the interests of the drive. The parade above the skyscrapers will be escorted by aviation craft of the Police Department and accompanied by planes of the army and navy reserve forces from nearby airports.

On her first flight Mrs. Clark will be accompanied in the Fokker by her son, Samuel Adams Clark Jr. The parade was organized at a conference held by her and the women pilots on Monday afternoon. Plans made since then call for the dropping of six pilot balloons from the flying squadron, the finders of which may exchange the coupons attached for tickets to the supper dance benefit to be held at the Biltmore tomorrow night.

The planes will make their first circle of the Woolworth Building at noon. They will then fly in formation up and down over the city between Central Park and the Battery while Mrs. Clark makes her appeal for funds to relieve unemployment distress.

Among the fliers will be many of the outstanding women pilots of the nation, including Marjorie Doig, Mrs. Betty Huyler Gillies, Mrs. Opal Kunz, who will be accompanied by Manila Davis; Mrs. H. Porter Bain, the grandmother pilot, and Mrs. Ruth Elder Camp, who will stage a fashion show at the benefit tomorrow night. She and the other women pilots have been waging an intensive ticket selling campaign since Monday for the benefit and will resume the selling as soon as they land today.

**New York Times, December
18, 1930 (Source: NASM)**

On July 30th she departed cross-country for California and the 1930 NAR. She came to Tucson after 16 flight legs on August 1, 1930. Note from her itinerary west, that she flew the race waypoints in reverse. Compare her log pages 19-22.

She had accumulated 152 hours and 35 minutes as of August 15, 1932. She was, thus, a very low-time pilot as she entered this race.

Between August 17th and September 7th (pp. 23-26), she logged her participation in the 1930 NAR and return to Bridgeport, CT.

An interesting finding is that the article at left, from the *New York Times* of December 18, 1930, describes Doig's pending participation in an aerial relief effort. She was to join a number of her female colleagues and fly over Manhattan in a show of support for the Salvation Army's drive for unemployment relief (The Great Depression was a little over a year old).

There is no annotation in her flight log book regarding this flight. In fact, there is a gap in her log between September 17, 1930 and March 22, 1931. We do not know why there was a six-month hiatus in her flying. That she did not participate in this event is supported by a second article from the *Times* dated December 19, 1930, below. There is no mention of her flying that day.



When she continued her log in the spring of 1931, it appears she flew mostly locally in the New York City area. In September, she goes to Cleveland for the NAR (see above). There she takes Register pilot Ruth Elder for a 25-minute ride (page 26).

Through the fall and into the summer and winter of 1932 she expanded her fleet of flown airplanes, adding Travel Air 6000B NC696K, Fairchild 22s NC10774 & 12641, and American Eaglet NC550Y. None of these are Register airplanes. She flew mostly to destinations in New York, Connecticut and New Jersey.

Her last flight in her Pitcairn NC96W was on November 27, 1932. The official FAA record for the airplane contains a letter dated August 24, 1932, handwritten and signed by Doig, requesting from the Department of Commerce (DOC) a Form AB-16 (bill of sale) since she, "... just sold the airplane." A further letter to the DOC, dated February 17, 1933 confirms the purchase of NC96W by Pennsylvania Airlines, Inc., based at the [Pittsburgh-Butler airport](#). By the end of December, 1932 she had accumulated 235 hours and 45 minutes of flight time.

She flew through the rest of 1932 and most of 1933 taking trips mostly of less than an hour. She flew only 696K and 12641. We can wonder if the sale of her airplane and the reduction of her flying hours was a result of the global economy of the time.

On February 28, 1934 she departed for Washington, DC (page 34). She flew NC696K. From Washington, she continued south to Richmond, VA, Fayetteville, NC, Charleston, SC, Savannah, GA, Jacksonville and Daytona, FL, arriving in Miami on March 5th. She remained for nine days (vacation, Miami air race?) and began the reverse trip on April 14th arriving back north on the 16th. She noted that she was "pilot & co-pilot", but no mention of who accompanied her is in her log book.

On September 7, 1934 she flew to Cleveland, OH, returning to Flushing, NY on September 12th. This flight was probably not to attend the NAR that year, as it was held August 31st-September 3rd. On November 3, 1934 her last flight is logged in the Waco C NC13031. She had accumulated just over 300 total flight hours. There are no further log book entries, so it might be assumed that she stopped her flying activities for some reason. There are no other flight log books among her family's records.

AIRPORT AERIAL VIEWS

Among Margery Doig's photographs were a few aerial pictures of airfields. I have not been able to identify any of them, or relate any of them to the flights in her pilot log. I put them here and solicit your [INPUT](#) on any you may identify.

The first one, below, appears to be located just outside a busy industrial area on a waterway. Under magnification of the photos, the lettering on the top of the near hangars appears to say "STOCK YARD", and in the other direction, "BEEF PORK". The far hangar appears to say "YORK" or "PORK" on top, and two other unreadable words.



Margery Doig, Unidentified Airport (Source: Sala)

The next one clearly says "SPEEDATHON" on the roof of the largest building just to the right of the water tower. "Speedathon" may not be related to the name of the airport. Rather, it may be a building where marathon dance contests were held before they became outlawed in 1937. Please direct your browser to this [link](#) to learn about the marathon dance fad known as "speedathons", and why there was a movie named "They Shoot Horses, Don't They?"



Margery Doig, Unidentified Airport, "SPEEDATHON" (Source: Sala)

Interestingly, behind the water tower is what appears to be a plateau area with a road leading up the slope, and homes on the right side. This looks like a modern topped and covered sanitary landfill. However, what became known as the first sanitary landfill in the U.S., at [Fresno, CA](#), was opened in 1937 and was in operation for over 50 years. The timing of this first landfill and that of the probable timing of this photo are not compatible, so it's probably not a landfill site. Follow the Fresno link to learn that the Fresno landfill recently became a U.S. National Historic Landmark.

The last airfield is a Curtiss-Wright operation, as evidenced by the lettering on the top of the near hangar. Comparing this image to other known images, it is not the Curtiss-Reynolds field in Chicago that hosted the 1930 NAR. Could it be Bridgeport, CT where she was based and learned to fly?



Margery Doig, Unidentified Airport, "Curtiss-Wright" (Source: Sala)

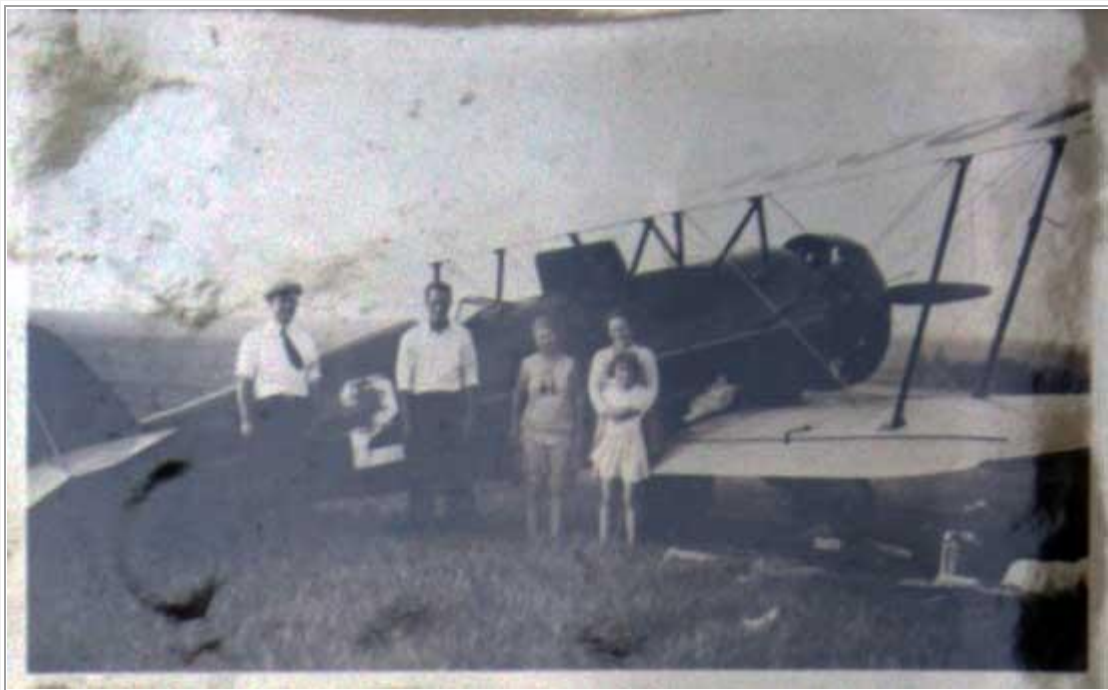
MISCELLANEOUS

Below, two versions of an unidentified group of people standing next to Pitcairn NC96W. The airplane still wears the race number from the 1930 NAR (although it appears to be a bit weathered). It looks like Doig standing behind the child.



Unidentified, Undated Group With Pitcairn NC96W (Source: Sala)

Below, this second copy of the same photograph is pushed with PhotoShop. Sadly, very few details emerge. This may have been an outing, as there appear to be picnic items under the wing. Date, location and other people unknown (although the second gentleman from the left could be Marion Grevemberg).



Unidentified, Undated Group With Pitcairn NC96W, Enhanced (Source: Sala)

Below, Doig stands at center with five men at an unknown place and date. One of the men is identifiable. If you compare this image with the one of Doig with Clyde Pangborn, above, you'll note that the second gentleman from the left is Pangborn. At far left could be Marion Grevemberg. Compare with image just below this one, and another image of him at the [Cosgrove Collection](#). Not sure of this one, though. Further, from the interwing strut geometry, the airplane does not appear to be her Pitcairn. Rather, the wing and struts look like those of a New Standard. Compare the wing plan of [NC9194](#), the oldest flying New Standard D-25 shown to advantage at the link.



Margery Doig With A Group of Men (Source: Sala)

**Amsterdam (NY) Daily Democrat &
Recorder, August 25, 1929**

Try for Endurance Record Marks State Fair Opening

Syracuse, Aug. 26.—(AP)—With an airplane refueling flight attempt to wrest the endurance record from Dale Jackson and Forest O'Brine as the headliner, the New York State fair opened here today with favorable weather and the promise of record-breaking crowds.

Exhibits and features were completed last night. The Empire State Standard, a biplane, will take off today on its attempt to set a new endurance record of more than 420 hours.

The plane will be piloted by Clyde E. Pangburn and Carl A. Dixon. Cy "Shorty" Bittner will pilot the refueling plane, Uneedus. Both planes were christened yesterday afternoon at the Amboy airport.

Dairy and farm produce awards are listed for today. The grand circuit races were to feature the afternoon's program.

Indeed, according to [Plehinger](#), NR9194 participated in the men's landplane endurance record, acting as the supply aircraft for another New Standard D-25, NR182H (named "Empire State Standard"; not a Register airplane). "Empire State Standard" was flown by Clyde Pangborn, with Carl A. Dixon as copilot. Register pilot [Hugh Herndon](#) and two others managed the refueling in NR9194, which was, for the event, named "Uneedus". Alas, the flight lasted only 179 hours, 41 minutes (August 26-September 2, 1929), being forced to discontinue by a broken oil line. The record attempt was unsuccessful. So the airplane in this photograph could be either NR9194 or NR182H.

The news article, left, cites the beginning of the endurance event and dates the photo above to sometime near the end of August, 1929. From the grim look on most of their faces, the photo may have been taken after the event. Can anyone [IDENTIFY](#) any of the others?

Below, Marion Grevemberg. The wing-to-fuselage fairing is shown to good advantage.
Date and location unknown.



Marion Grevemberg (?) Standing Next to NC96W (Source: Sala)

Below, Marjorie Doig, right, with four others. The gentleman at far left looks a lot like Clyde Pangborn. The other three are unidentified, as are the date and location. Does anyone have any [INFORMATION](#) about Knickerbocker Aviation? What about the airplane? The window geometry and the curve of the belly of the fuselage look a lot like those of the Travel Air 6000B. The airplane could be NC696K.



Margery Doig (R) And Clyde Pangborn (L) (Source: Sala)

"[Tailspin Tommy](#)" was a well-known and popular comic character of the late 20s and 30s whose popularity was driven by the growth of Golden Age aviation. Doig, as well as some of the female pilots competing in the 1930 NAR, are mentioned in this copy, below.

Bear with me as I exhibit the strip vertically, since to place it across your screen would make the print too small to read. At least one other Register pilot was touched by "Tailspin Tommy". Hap Russell, when he flew for American Airways, carried Hal Forrest, creator of the character. The letter Forrest wrote to Russell is [here](#). We know this particular strip is pre-1933, because author Chaffin's name is still associated with it. Forrest bought out Chaffin in 1933.



"Tailspin Tommy" Strip From Near the 1930 NAR (Source: Sala)

Below, from a slip pocket attached to the rear cover of her pilot log, Margery Doig's certificate of medical examination dated November 24, 1930. There is no notation in her log book (p. 28) of the receipt of this certification. Pilots today must pass a periodic medical exam in order to maintain their cockpit privileges.

Form FL-41

DEPARTMENT OF COMMERCE
AERONAUTICS BRANCH

Date 11/24/30

This certifies that I have, this date, physically examined
Mr. Margery Louise Doig, 423 W. 21 St., N.Y.C.
 and subject to the approval of the Department of Commerce, have
 found him physically qualified for transport Pilot
(Semi-annual examination given)
Erin Kelley M.D.
 Authorized Medical Examiner
 for the Department of Commerce.
27th St 55 St N.Y.C.

This certificate to be issued only on original examinations of Private, Industrial, Limited Commercial or Transport Pilots. Not to be issued students. One copy only is to be made out and this delivered to the applicant.

U. S. GOVERNMENT PRINTING OFFICE: 1929

Margery Doig's Medical Certificate, November 24, 1930 (Source: Sala)

Below, one of the real pleasures and perks of my work with the Register and *dmairfield.org*, enjoying a refreshing beverage with a Register pilot's family after spending most of the day scanning, photography and talking. Our primary correspondent, Margery Doig's grand daughter Lyn, is second from left and grand

daughter Jennifer Fairchild Smith is at right. Great grand daughter Emma Fairchild Smith is at left. Doig's daughter, Susan, was unable to join us this day, although she did provide information for this page via email.



Your Webmaster With Margery Doig's Family, August 8, 2009

Dossier 2.4.29

THIS PAGE UPLOADED: 11/02/09 REVISED: 07/26/10, 11/30/10, 06/26/14

Website link for this bio: https://dmairfield.org/people/doig_ma/index.html