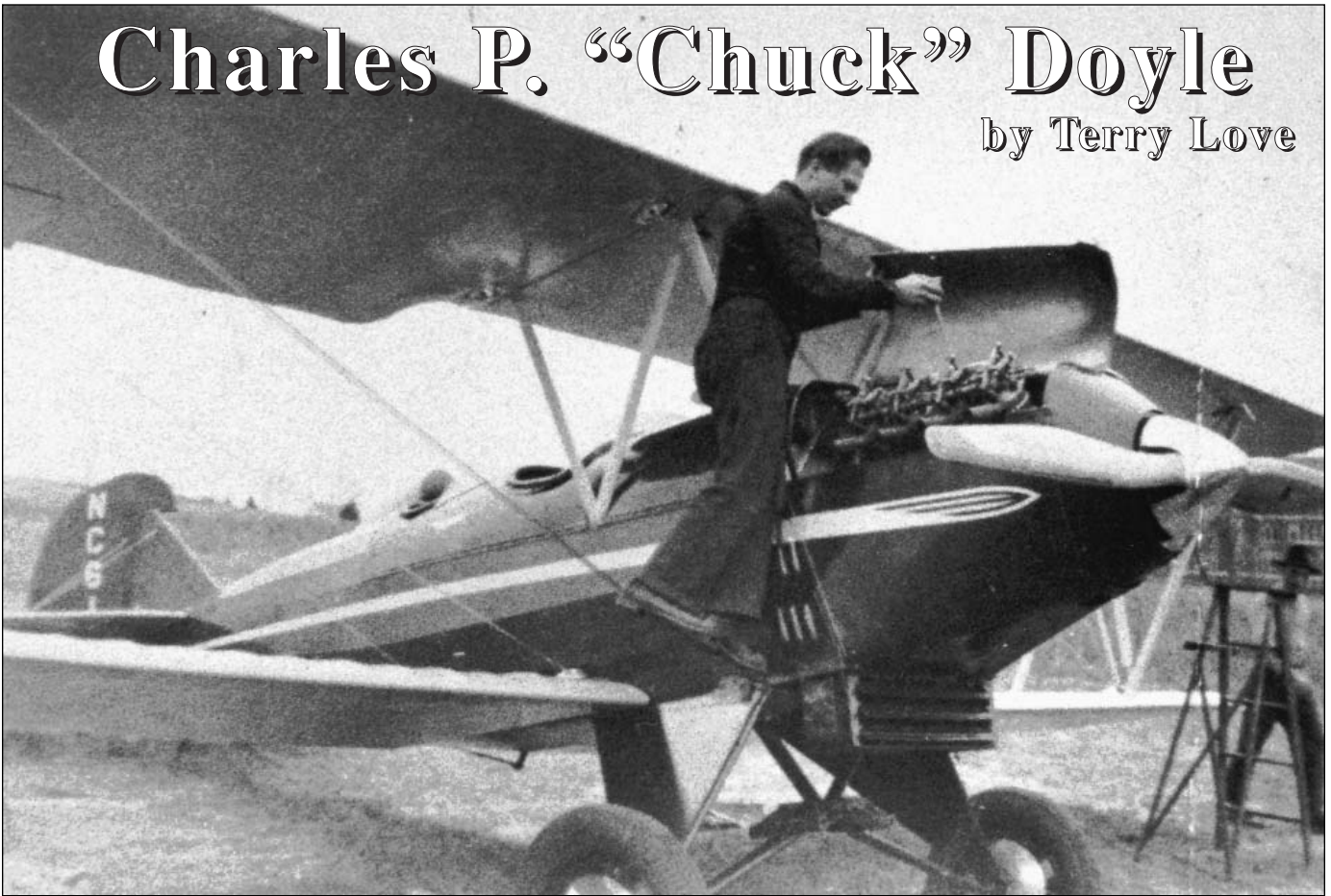


Charles P. “Chuck” Doyle

by Terry Love



Chuck Doyle is oiling the rockers on the OX-5 engine of his Travel Air 2000 in the late 1930s. The airfield was located at 66th Street and Nicollett Avenue, which is now a very busy commercial area of the Twin Cities. (via Noel Allard)

When a person thinks of aviation in Minnesota, the first person that comes to mind is Charles Lindbergh, and rightfully so. The “Lone Eagle” was from Little Falls, Minnesota, about 100 miles north of Minneapolis. There are other famous Minnesotans that were in the aviation field like Charles “Speed” Holman, stunt pilot and the first pilot of Northwest Airlines, and the “Flying Grandfather,” Max Conrad. But the man that comes to mind for me is living legend, Charles P. “Chuck” Doyle.

Doyle was born May 26, 1916, in Minneapolis, Minnesota, the only son of an Irish plumber. He had a normal childhood, but was always fascinated by things that went fast and dare-doing. Doyle was always a daredevil with an interest in anything exciting, and he had an “air” about him. When Doyle was 11 years old, he rode his bicycle to the Minneapolis airport to see Charles Lindbergh, who was touring the nation after his historic flight across the Atlantic Ocean. It was there that Doyle got his first ride in an airplane, a U. S. Navy trainer. Doyle’s father, Fred, had been hired to do the plumbing for the new Navy hanger. He swapped the plumbing work for 2 hours of flight time. Chuck flew for forty minutes and his father flew for an hour and twenty minutes. As a young teen, Doyle would race his motorcycle around the streets of Minneapolis. What really caught his interest, other than girls, was airplanes and flying, so he started hanging around the Minneapolis Airport, Wold-Chamberlain Field (now Minneapolis-St. Paul International Airport MSP). In those days, it was a huge grass field out in the countryside, that at one time had been a race track for cars (it was promoted as the “Indianapolis of the

North”), operated by the Minneapolis Park Board.

There Doyle met a man named Bill Shaw, who was an instructor pilot. The cost for flying lessons was \$7.00 per hour in an OX-5 powered Waco 10 biplane. Doyle was enthralled, but it was the depression and there was very little money to live on - let alone take flying lessons. So Doyle swapped his Harley 45 motorcycle along with upkeep and repair of the Waco for flight instruction with Shaw. A few days after his sixteenth birthday in 1932, Doyle soloed after an hour and forty minutes of instruction. Doyle was hooked on flying. Bill Shaw later became a Northwest Airlines pilot, as did Doyle. He and Shaw would fly many trips together.

To say that Doyle was an active kid would be an understatement. He rode his Harley 45 to school, and also rode it during lunch hour. He loved it! He was also on the football team at Washburn High School. That fall after school started, the coach would not let Doyle play in the homecoming game, because he had missed practice. He had been flying - naturally! So Doyle borrowed a plane and “buzzed” the homecoming game. The principal took a dim view of this situation and expelled Doyle. That was it - Doyle was off on his life-time adventure of flying.

So Doyle joined the C. W. Hincks Congress of Thrills Show that toured the country as a carnival, and midway exhibition company. This was the middle of the depression and jobs were very scarce, but Chuck loved it. In 1935 he started parachute jumping and wing-walking with the show. He was the hit of the 1935 Minnesota State Fair when he jumped from a Ford Trimotor flown by Mel Swanson, also later to become a



Chuck Doyle's Travelair 2000 at the Skelly-Wright's station at Wold/Chamberlain Field in 1938. In the background is Doyle's father's plumbing truck. (via Noel Allard)

Northwest Airlines pilot. At that fair, Doyle also did the first double parachute jump and group (five) parachute jump from a Travel Air J-6. In 1937, Doyle did a nine person parachute jump at the Minnesota State Fair. He was getting \$20 per stunt, for which it cost \$5.00 to rent a parachute. That was a lot of money when a beer was 5 cents, gas was 12 cents a gallon, lettuce was 6 cents a head, and flour was 10 pounds for 15 cents. It was good money and, at least, the Doyle home was not repossessed.

Later, Doyle joined Captain Bob Ward and the Hollywood Daredevil Aces in touring the country. Captain Bob liked to roll cars over in stunts, but left the other stunts on motorcycles and flying to Doyle. In California, in the movies, Captain Bob Ward contracted to do stunts during the off-season. Captain Bob was "killed" many times in Hollywood, usually as an Indian getting shot off of a horse by Tom Mix or some movie star. He made good money in those days, getting \$20 every time he was "shot" off a horse. He could get "killed" about four times a day.

Doyle was the first person to ramp-jump a motorcycle over cars and that was before Evel Knievel was born. He used his own replacement 1933 Harley 45. It was light weight, and his first jump was 147 feet long, over a dozen cars. Doyle always landed on the ground - never on a ramp on the other side. He



Doyle's beautiful OX-5 powered Travelair 2000 that he paid \$215 for, but he had to finance it for \$20 per month for a year to buy it!

would remove the exhaust system, and add a siren to make it louder. As part of the show, Doyle would climb from a speeding motorcycle to a rope ladder hung from a passing airplane - usually a Piper J-3 *Cub*, letting the motorcycle roll down the track in front of the grandstands. He also rode his Harley motorcycle through a fifty foot tunnel of flame, rolled cars, drove head-on car crashes, drove cars into brick walls, and did what he called "stepping off of cars" at 60 mph. He also did other car "acts" like rollovers, head-on crashes, T-bone crashes, brick wall crashes, etc.

Doyle crashed airplanes into buildings at Topeka, Kansas, and Gulfport, Mississippi. He had to go purchase an old airplane, usually for around \$200 or so, and then crash it into a specially built fake building at local fairgrounds. For that he was paid \$500, and that was really BIG money in those days. Eventually, because of the danger involved, the event became



Above: Doyle is shown here when he was with Captain Bob Ward and his Hollywood Daredevil Aces. His favorite jump 1933 Harley model 45 had daredevil Aces' painted on it. Note the owner's beautiful new Packard in the background.

illegal. Also about this time, Doyle started skywriting, and he did that well into the 1990s. Most of Doyle's skywriting was done above 10,000 feet. The letters were about three miles tall and two miles wide. When later Vice President Hubert Horatio Humphrey was mayor of Minneapolis, Doyle tried to write his name - it did not work. It was too long. So Doyle just wrote HHH. Thus started the initial names for politicians like JFK, LBJ, HHH, etc.

Years later when Ronald Reagan visited the Minneapolis



Above: The first dual parachute jump was with Chuck Doyle and Stella Kindem jumping from Mel Swanson's Ford Trimotor on June 17, 1936, over St. Paul, Minnesota. They were teamed as a "brother-sister" act, but they were not related.



Above: In the summer of 1937, Chuck and eight other people did the first nine-person parachute jump at the Minnesota State Fair. They are shown here just prior to that jump in front of Mel Swanson's Ford Trimotor. Chuck is in the back row, third from the right with the white canvas head covering on.



Above: Some of the members of Captain Bob Ward's Hollywood Daredevil Aces show with Chuck Doyle on the far right. Captain Bob Ward is the man on the far left in this September 11, 1937, photograph. The same "johdpur" canvas pants and riding boots can still be seen at gate 9 at the Minneapolis/St. Paul International Airport on the manikin in Doyle's replica of the 1910 Curtiss Pusher.

area, Doyle was hired to pull a banner stating "Minnesota's Reagan Country." Reagan's office called and Doyle was told the parade route, but not to get too close to it for security reasons. They also suggested to spell Reagan's name wrong on purpose for publicity, even though it was far from the parade route. So that is what Doyle did, and the campaign people were pleased, because it drew a lot of laughs and media coverage.

But adventure, daring, and especially flying had taken Doyle over. He continued flying, and even was one of the first persons to obtain a commercial glider pilots license. Doyle bought his first airplane in 1934. It was an OX-5 Travelaire 2000, NC6124, that he paid \$215 for. He had to finance it for one year, though, at \$20 per month!

After Pearl Harbor Northwest Airlines ran a modification center out of St. Paul's Holman Field (named after "Speed" Holman, Northwest Airline's first pilot). Northwest was also in dire need of pilots at this time, and Doyle was hired in January 1942. By this time, Doyle had about 1500 hours of flight time in his logbook. Since the military had "confiscated" almost all airliners for the war effort, Northwest Airlines contracted to the government to fly supplies and material to Alaska. Doyle began flying Douglas C-47s and later Curtiss C-46 *Commandos* to Alaska with the 11th Wing of the Air Transport Command (ATC). He was a copilot for three months before he became a captain. And, thus, began his commercial airline pilot's career. The ATC was known as "Allergic to Combat" according to Doyle, but he was shot at numerous times over the Japanese-held Aleutian islands of Attu and Kiska. Flying in Alaska provided the world's worst flying conditions, especially when flying was done under 10,000 feet with no pressurization, through wind, rain, snow, and ice. Doyle flew USO shows to Alaska including famous people like Joe Louis, Kaye Francis, and Reginald Gardner. Doyle was averaging over 100 hours per month flying time due to war-time demands.

When Doyle's father died in 1939, Doyle, being an only child, had gone to Minneapolis to take care of his mother, and took up running the Doyle Plumbing and Heating Company. (Doyle still has his master's plumber's license). Doyle was the youngest Master Plumber in Minnesota at the time. Once, when Doyle was piloting a Northwest Airlines DC-3 to Chicago, as he walked up the aisle to the cockpit, and he heard a woman say "Why Mr. Doyle, what are you doing on this airplane?" Doyle said. "It looks like I am taking you to Chicago." She said "You cleaned out my sink this morning!"

In 1942, Doyle also participated in high altitude oxygen experiments as Northwest Airlines contracted with the Rochester, Minnesota-based Mayo Clinic to determine oxygen starvation newly experienced by high-altitude bomber pilots. These studies were conducted by Dr. Loveless, who later became a NASA doctor with the Loveless Clinic which NASA named after him. At that time, Doyle was also rated as an instrument instructor for Northwest Airlines, training student pilots for the 11th Wing of the ATC. Doyle did not receive his honorable discharge until April 24, 1995, 40 years later when some veterans rules were changed.

After the war, Doyle became a line pilot with Northwest Airlines, flying just about everything that Northwest had. He flew the DC-3, DC-4, DC-6, DC-7, *Electra*, and Martin 202, and when he retired on May 26, 1976, he was the number one seniority Boeing 727 captain with Northwest Airlines. By 1956, Doyle, then married, had three children - Chuck Jr., Brian, and Shannon. His son, Chuck Junior, is a pilot with Sun Country Airlines, and son Brian is also a pilot, both having inherited their love of aviation from their dad. Chuck Senior



Above: Doyle leaping new Chevrolets at the Minnesota State Fair grounds as a part of Captain Bob Ward's Hollywood Daredevil Aces thrill shows, and this was before Evel Knievel was born.



Above: Doyle getting ready for a five person parachute jump at the Minnesota State Fair in 1936. Doyle is on the far left.



Above: Doyle is shown here jumping from his motorcycle to a rope ladder hung from a passing Piper J-3 Cub. The motorcycle just spun out of control and crashed. Doyle used a sledge hammer to straighten it out for the next show, if it was severely damaged.



Above: Doyle posing with his rope ladder hanging onto the Piper J-3 Cub. Doyle was never hurt or injured while doing his stunts or later in all of his flying career. However, Doyle did once slip and twist his ankle while on a date after a thrill show.

now has four grandchildren who, hopefully, will also inherit a love of aviation.

Since Doyle loved flying and airplanes, he needed some place to keep them. At one time, he owned all or parts of three different airports. One was at his home Doyle International Airport in Apple Valley, Minnesota. It now has been displaced by a middle school to which Doyle donated a chromed \$20,000 Hamilton-Standard propeller for display at the main entrance. Doyle was part owner of two other airports - Jensen Field and Southport Fields in Rosemont, Minnesota. Today, he keeps four hangers at Fleming Field in South St. Paul, Minnesota, and a hanger at Jansen Field.

The previously-mentioned donated Hamilton-Standard propeller was from a surplus PB Y and was planned to handle the extra horsepower of a "souped-up" Pratt & Whitney R-1830-75 with a single-stage blower which would give 2,000 hp. Doyle was going to install it all on a much streamlined Seversky P-35 for an attempt at the world's speed record in that weight category of aircraft. But, in the end, it would have altered his beloved P-35 too much, so he did not do it.

Doyle's favorite war bird was the Seversky P-35. Doyle saved the only known Seversky P-35 from destruction in 1952. It is serial number 36-404. It was used as a classroom training aid at a vocational school in Minneapolis. The military wanted to update the school's training aircraft, and Doyle bought it, instead of letting it be scrapped. It was originally from Selfridge Air Base near Detroit, Michigan. The trade school was run by Paul Payne, a famous World War I pilot.

After a complete ground up restoration in the early 1970s, a huge ceremony was held at Minneapolis for the rollout of the P-35. Many dignitaries were there, including Alexander P. de Seversky himself, in one of his last public appearances. This event was widely covered in all of the aviation magazines and aviation media that year.

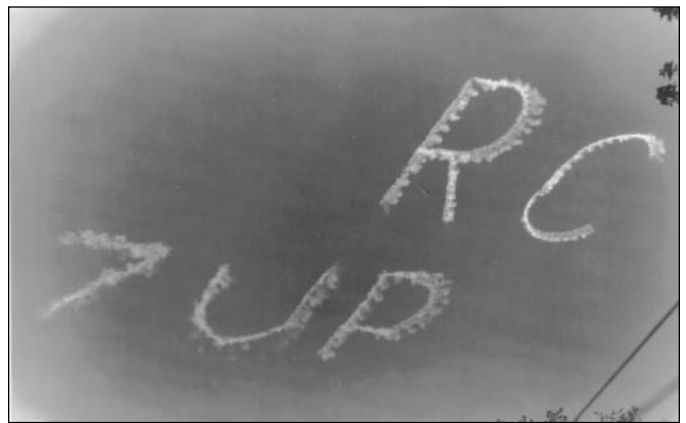
Why did he have so much hanger space and airports? The answer is because he was (and is) a licensed aircraft dealer, in addition to everything else that he does. After the war in 1946, there was a glut of excess military aircraft around. So Doyle bought seven North American P-51Ds from the Royal Canadian Air Force in Winnipeg, Manitoba, Canada. The cost was about \$750 each, after they were de-militarized. All seven of these P-51s still exist today. One was RCAF 9273, of No. 402 Squadron. It was ex-USAAF, serial number 44-74908. Why did he buy them in Canada? They were close to Minneapolis, they were a good price, and, since they were U. S. goods returning to the U.S., there were no duty or taxes on them; i.e., they were CHEAP! Later Doyle flew one of them at the National Air Races in Reno, Nevada. It was N711UP, a clipped-wing racer and the year was 1969. During the race, Doyle's canopy blew off slapping his flight helmet as it spun off into the air stream. He finished fifth.

After the war, Doyle started crop-dusting in the Dakotas. This was vast, wide-open country and easily dusted. However, Doyle lived in the Minneapolis area. So, in his spare time, he flew a Beech *Staggerwing* back and forth to Fargo, North Dakota, so he could crop-dust in the area.

Over the years, Doyle has owned and traded many different type of airplanes. He has owned at least five *Stearmans*; three



Chuck Doyle in his ATC flying gear is on Attu Island, Alaska Territory in 1942. He was averaging around 100 flying hours per month during this time of high priority war-time needs.



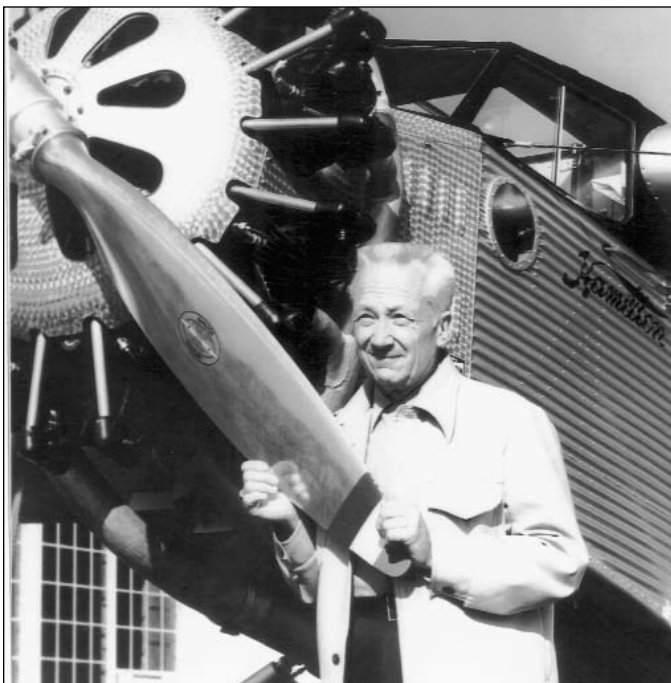
Above: Doyle was a skywriter for decades. Here he is writing an advertisement for RC Cola and 7 UP for a beverage distributor in the Twin Cities area after World War II.



Above: As line pilot for Northwest Airlines, Doyle had some free time, so he did crop-dusting in the Dakotas. Doyle would fly one of his Beech *Staggerwings* from Minneapolis to Fargo, North Dakota.



Above: The Hamilton that Chuck Doyle helped rescue from Alaska was brought back to the Minneapolis area and totally restored to pristine flyable condition in very early Northwest Airline markings.



Above: Chuck Doyle is standing next to the Hamilton in the early 1980s. The Hamilton is currently at Fleming Field in South St. Paul, Minnesota. It is still used occasionally for Northwest Airlines promotions and publications.



Above: Chuck Doyle lands his 1910 Curtiss Pusher replica in the Minneapolis/St. Paul International Airport on June 16, 1986. The airport was closed for one hour for this flight operation. It made the headlines of the local newspapers.

of which were crop dusters, and two were on the air show circuit. None cost more than \$200 to purchase. All were modified. All had the bigger Pratt & Whitney R-985 engines. He still owns one of them that he purchased in 1948. Doyle modified the *Stearman* by installing an AT-6 canopy, a Pratt & Whitney R-985, 450 hp engine and the cowling from a Vultee BT-13. He added an oil tank and exhaust pipe for skywriting, wheel pants, dorsal fin, prop spinner, and other features. He now had the perfect aircraft for skywriting, banner towing, and air show aerobatics. With this *Stearman* he started his own banner-towing company, and was very successful at it. However, he retired from banner-towing in 2001, at the age of 85. He still is current in the *Stearman*. If the price is right, he says he will tow another banner today. Doyle recalls that his first tow back in the 1930s was for the Griffith Shoe Polish Company.

In 2004, Doyle has over 33,000 flight hours, and has never had an accident. (He really does not know how many hours

that he has, for sure. Because in the early years, he was more interested in flying and girls than in record-keeping. Some of the aircraft that he has owned and flown over the years include a Stitts *Playboy*, three Beech *Staggerwings*, two Cessna *Bobcats*, several Waco UPF-7s, an Ercoupe, North American *Navion*, Piper *Super Cub*, a Twin Beech 18, F8F *Bearcat*, BT-13, H-34 helicopter, C-118 (DC-6), Cassutt racer, a Smith *miniplane*, and others that he says he has forgotten about. He owned a Republic *SeaBee* that he called "the fastest speedboat on the lake, and occasionally it flew." Once, he owned 13 airplanes at the same time. Doyle and Harry McKee (another Northwest Airlines pilot), and with help from famed Alaska bush pilot Noel Wein, rescued a 1929 *Hamilton* metalplane from the Alaska wilds. *Hamilton* NC879H was fully restored in 1976 in early 1930s Northwest Airlines markings, and is now located at Fleming Field, South St. Paul, Minnesota.

Doyle donated a replica of a 1910 Curtiss *Pusher* to the Minnesota Air Museum. This plane was flown in the 1965 movie known as "The Great Race" - starring Tony Curtis. Currently that airplane is hanging above Gate 9 at the Minneapolis-St. Paul International Airport. The manikin pilot is dressed in canvas "johdpur" pants and leather boots that Doyle wore when he was barnstorming in the 1930s. It is quite an impressive display, and if you are ever passing through Minneapolis/St. Paul International Airport, it is well worth your time to visit Gate 9.

Doyle had always loved the Curtiss because Glen Curtiss made the first airplane flight in Minnesota in 1910 at the Minnesota State Fair during an exhibition that saw both the Wright Brothers and Curtiss representatives on hand. Doyle



Above: Chuck Doyle discussing the engine on the pristine restored Seversky P-35 with its designer - Alexander P. deSeversky. Seversky said that it looked better than the day it came out of the factory.



Above: Major Alexander P. de Seversky's last public appearance at the public dedication by the Minnesota Air National Guard on June 2, 1974, of the P-35 that Doyle owned. The P-35 is on the way to the U.S. Air Force Museum at Wright-Patterson Air Force base in Dayton, Ohio. The event was attended by over 17,000 people.

brought the Curtiss to the Minneapolis airport for a commemorative flight after its movie career was over. A very rare occurrence happened. The airport authority shut down this busy major international airport for one hour on the morning of June 16, 1986, so the Curtiss could land, takeoff and taxi. Northwest Airlines was taking plenty of publicity photographs. Some of these photographs made the front page of various newspapers. Shutting down an international airport for this type of event would probably never occur today.

Doyle has always loved things mechanical. Airplanes - for sure, but with lots of hanger space available, Doyle also has fun with cars and motorcycles. He has restored dozens over the years. Doyle has owned a *Model A* Ford, many *Corvettes*, a *type 35* Bugatti, eight Cadillacs, a pair of Austin Healeys, three MGTDs, two Allards, two midget racers, and two sprint cars that are now at Harrah's car collection. Doyle wanted to race the sprint cars, but Northwest Airlines would not let him, so he hired Tony Bettenhausen to race these Offenhauser-powered cars. Tony was later killed racing at Indianapolis. Currently Doyle drives a Chrysler mini-van that is named "Chuck Wagon."

In the 1960s, Doyle began an association with the United



Above: A wall in one of the hangers that Doyle still utilizes is a museum itself with thousands of photographs and aviation artifacts on display. Chuck tells lots of stories and tales, but he has the photographic evidence to back them all up as true.



Above: The thousands of photographs on the walls of one of Chuck Doyle's hangers is proof positive of a very rich aviation history, and all of it is factual and true, and the photographs prove it. Note the race car Number 3 larger photograph on the wall.



Above: Chuck Doyle with his beloved Pratt & Whitney R-985, 450 hp Stearman that he used for skywriting for over 50 years. Note the enclosed cockpit off of a North American AT-6 trainer, wheel-pants, and elongated exhaust pipe for skywriting. The colors of this beautiful Stearman are cream and light blue with red piping. The engine and cowling came straight off of a Vultee BT-13 Vibrator trainer. The sixty years old Stearman is still current and in pristine condition. This 1994 photograph was taken just before Doyle retired from skywriting. (Doug Kuhlman photo)



Above: Chuck Doyle on the ground after just landing from a parachute jump on May 9, 1937, at Wold/Chamberlain Field in Minneapolis, Minnesota. Note that Chuck was jumping with a tie and white shirt on. Luckily, the reserve chute on his stomach was not needed for this jump.



Above: Chuck Doyle just landed at Wold/Chamberlain Field in Minneapolis, Minnesota, on May 9, 1937. His assistants are gathering up the shroud lines from the parachute. Doyle was practicing for the upcoming thrill show season.

States Air Force Museum at Wright-Patterson AFB near Dayton, Ohio. One of the airplanes that Doyle acquired over the years was the first North American A-36 *Apache*, the dive-bombing version of the P-51A *Mustang*. Very few were built. It is 42-83665, the first production P-51 of over 15,000 built.

After being flight tested by North American Aviation pilots and Air Corps service pilots test flew it at Dayton, Ohio, the aircraft was bailed to the Sperry Company in Minneapolis for gyroscope testing. When that was done, Doyle obtained the aircraft, along with two other A-36s. After many years of flying, Doyle traded 83665 to the Air Force Museum in 1974. It is the only known remaining A-36.

Doyle also owned a couple of Curtiss P-40Es. One of them is now on display at the Air Force Museum in beautiful markings of Flying Tigers fame. One of the P-40s Doyle obtained from Frank Tallman in LaPorte, Indiana. Doyle bought it for \$500 in December 1958. The P-40E on display at the AFM is actually serial number AK987. Doyle enjoyed flying the P-40 better than flying the P-51. The other P-40 that Doyle owned was sold to Bob Pond. It was Bob's first warbird aircraft. He now runs Palms Springs Air Museum in Palm Springs, California.

Doyle is the only person to have owned three aircraft that were later on display at the USAF Museum. These three aircraft are worth several million dollars. He also demonstrated foresight when he preserved the first "*Bowlus Baby*" sailplane. This is the sailplane that Anne Morrow Lindbergh learned to fly in, being taught by her husband, Charles Lindbergh. It is currently in the Garber Facility at Silver Hills, Maryland, and is part of the National Air and Space Museum's collection.

Throughout Doyle's lifetime in aviation, he has known a lot of famous people, and can count as friends people like Jimmy



Above: Chuck Doyle taxiing out in his Curtiss P-40N in the early 1980s. As with all of Doyle aircraft, they are all maintained in pristine condition. Doyle enjoyed flying the Curtiss more than the P-51 Mustangs that he owned over the years.

Doolittle (Doyle participated in the fly over at Arlington National Cemetery during the funeral of his friend and fellow P-35 pilot), Charles Lindbergh, the AFM's Royal Frey, and most aviation dignitaries of the day. Doyle is most proud of his induction into various aviation Halls of Fame. They include the Minnesota Aviation Hall of Fame (along with other famous Charleses - Charles Lindbergh and Charles "Speed" Holman), EAA Warbird Hall of Fame, P-51 Pilots Association Hall of Fame, the OX-5 Aviation Pioneers Hall of Fame, and he is a candidate for induction to the National Aviation Hall of Fame. Chuck has also spent a lot of his time giving talks on aviation to Boy Scouts, and other groups. With the stark white flattop hair that he has had for most of his life, he is easily recognizable.

Doyle has always supported the Minnesota Air National Guard Museum. The Air Guard had a world-class famous aircraft museum located on the Air Guard Base on the north side of the Minneapolis-St. Paul International Airport. The September 11, 2001, terrorist attacks on the World Trade Center Towers, forced the closure of the museum since it was actually located on the base. Doyle donated one of his four hangers at Fleming Field in South St. Paul, Minnesota, free of charge, to the museum, to help them with the restoration of a Curtiss JN-4 *Jenny* that the museum is in the process of building. Doyle's hangers are a veritable aviation museum in their own right. Literally thousands of photographs, awards, plaques, diplomas, signs, etc., abound. Every one has a story. For example, in the early 1930s, Hanford Airlines flew into Wold/Chamberlain field where Doyle hung out. Hanford had a Lockheed *Vega*, which they purchased from Wiley Post. It was the original "Winnie Mae" *Vega*. The one in the Smithsonian is actually the second "Winnie Mae." The fellow in the Hanford prop shop condemned the prop and Doyle helped pull it off, so he bought it. Hanford Airlines later became Mid Continent Airlines, which later became Braniff Airlines.

On June 11, 2002, a special event happened in Doyle's life that again put him on the front pages of the newspapers, only this time it was not some aviation feat, or daredevil activity, or flying event. Doyle went back to Washburn High School where he had been dismissed and graduated with the class of 2002, sixty-eight years later. Chuck Doyle is not only an aviation living legend - he is an icon! □

About the author:

Terry Love and Charles P. "Chuck" Doyle taken in early 2004 in front of Doyle's Minnesota Aviation Hall of Fame plaque at Fleming Field in South St. Paul, Minnesota. This is Love's sixth article for the AAHS *Journal* over the years. Terry has been with Northwest Airlines for nearly 34 years - the same amount of time that Doyle flew for Northwest Airlines. Terry would like to thank Noel Allard, good friend, fellow historian, and Chairman of the Minnesota Aviation Hall of Fame, for his assistance in this article. And especially to the man himself - Mr. Charles P. "Chuck" Doyle - whose vast knowledge, experience and true tales with photographic proof, is an aviation treasure.



Above: Terry Love, the author on the left and the one and only Charles P. "Chuck" Doyle on the right. Photo taken in 2004.

Aviation historian Terry Love has loved aviation since age 3 when he had his first flight in a Republic *SeaBee*. He flew with the U.S. Army in Vietnam from June of 1966 until March of 1968 in Bell UH-1 *Hueys*, deHavilland U-6A *Beavers*, and deHavilland U-1A *Otters*. Terry earned his BS Degree in Aeronautics from Parks College of St. Louis University in April of 1971 with honors. He has worked for North Central Airlines which became Republic Airlines which is now Northwest Airlines for 34 years now. He has worked in various positions with the airlines. Terry earned his Master's Degree (MBA) in 1976, and worked on his PhD. He has written 13 books now - mostly on aviation history, and numerous magazine articles. His first published article with AAHS was in the Winter 1977 issue of the *Journal* on the History of North Central Airlines Aircraft.

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