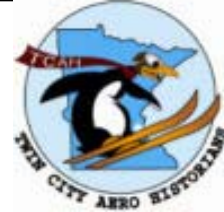


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August 2004

A Minnesota Flying Legend Charles P. "Chuck" Doyle

By Terry Love

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 country-side, 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 Waco10 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 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 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

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TCAH This Month

The monthly meeting will be held Saturday August 14 at Fleming Field, South St. Paul, beginning at 1:00 PM. Socializing and vendor scavenging will begin about 12:30. So come early. This month we feature the second of our Campaign Themes - devoted to the battle of Guadalcanal. Aircraft, armor, ships. A prize will be given for best entry.

General Meeting Minutes

July 10, 2004
by John Dunphy

Vice President Steve Macey called the meeting to order at 1:30pm. New member of TCAH is Michael Ronnie who also brought three 1/48 scale models for display. Welcome to our disfunctional but happy family.

Old Business -

Club Photo - Anyone interested in getting a corrected club photo, please E-mail Jim Kaltenhauser at kaltenhauser@yahoo.com.

Provisions for senior membership will be added to the Constitution/By-Laws and will take effect at November renewal time. The cost for Seniors (65+) is \$10.

American Wings recently tested a Gnome Rotary engine at Anoka County Airport.

The Aviation Hist. Center wishes to centralize information and list meeting of various Minnesota Aviation groups. They wish to have a representative from each group to meet once per month. Whether we will send a member to their meetings will be determined at a later date. The Air Guard Museum is looking to buy land to build a new museum, and are looking form money from anyone willing to donate.

Richard Weisner, a former USAF P-47 Pilot gave an update at Aviation Hist. Center on the MN Air Guard Museum. TCAH Members expressed strong interest in having him speak at a future TCAH Meeting.

Next month is the Guadalcanal Theme Contest. Bring a model representing part of the conflict. Members will vote on best subject. Winner(s) to receive a gift certificate.

New Business -

Anyone interested in running a model clinic at future meeting, please contact either Ken Hornby or Steve Macey.

"Tanks" err "Thanks" - To Dave, Roger and Tom for helping to build the armor kits and a display case for serviceman who is serving overseas.

The possibility of hosting a 2005

Nordicon at Fleming Field was discussed. A deciding vote will be taken at the September 2004 meeting. All those concerned with this issue should be sure to attend. Prints of Fleming's "Vindicator" are now available. Large print -\$50 Postcard - \$5. Please see Bob Arko if you are interested. The Club Raffle was held at the end of the meeting.

Treasurer's Report July 2004 by Tom Norrbohm

All is well on the home front. We still have money in the amount of \$5659.57 as of 7/16.

We also took on a new member, Michael Ronnie. Welcome Aboard!

Contest Calendar

- | | |
|----------|--|
| 9-11-04 | IPMS-Will-Cook
The SHOW X
Millenium Cafetorium
18211 Aberdeen Street
Homewood, IL
Contact: Ed Mate
815-478-4432
obviouschoice@juno.com |
| 9-25-04 | IPMS Fort Crook
Mid-America Center
One Areal Way
Council Bluffs, IA
Theme: Good Morning Vietnam
Contact: Mike Cavell
402-496-9669
mcavell@tconl.com |
| 10-9-04 | IPMS Des Moines Hawkeye
I CON 04
Northwest Community Center
5110 Franklin Ave.
Des Moines IA
Contact: K. Long
kalong41@aol.com |
| 10-23-04 | IPMS Glue Crew
Park Inn Conference Center
2101 N. Mountain Road
Wausau, WI
Contact: Joe Drew
jdrew@dwave.net |
| 11-13-04 | IPMS Butch O'Hare
22nd Annual
Lakeview Junior High School
701 Plainfield Road
Darien, IL 60516
Contact: John Wendt
jwendtoo1@aol.com |

On The Show Table

June 2004

Aircraft
Merrill Anderson
Aurora 1/48 Albatros C.III
Frank Cuden
Hobbycraft 1/72 Otter
Monogram 1/72
F-82 Twin Mustang
Jim Kaltenhauser
Eduard 1/72 La-7
Hasegawa 1/72 I-16
("On steroids")
ICM 1/72 Yak-9 (x2)
Steve Macey
Academy 1/72 F-8 Crusader
Miike Ronnie
Acc. Miniature 1/48 TBF
Tamiya 1/48 A6M3 Zero
Tamiya 1/48 Raiden
Dennis Strand
Hasegawa 1/48 P-38H
Fletcher Warren
Revell 1/72 Blackbird Drone

Armor
Johan Allert
Revell 1/72 Tiger I (WIP)
John Dunphy
Tamiya 1/35 Soviet T-55

Diorama
Jim Kaltenhauser
Japanese Crash Site

TCAH Calendar

September - Aircraft of the War on Terror.

October - TCAH salutes the United States Marine Corps.

November - Club election & auction
No theme.

December - Campaign Theme - Eastern/Russian Front.

January '05 - P-40 Allert Challenge contest, plus other stuff TBD.

Business Meeting

July 10, 2004

No business meeting was held in July.

From the President

by Ken Hornby

It's August already? I thought Summer went fast when I was still in school! The Flying Cloud airshow, annual Oshkosh fly-in and the IPMS Nationals will have passed by the time of our meeting. Anyone who attended any of these events is welcome to stand up and share their experiences with those members unlucky enough to have missed them. There is another aviation-related event coming up that some of you may be interested in. The "Great War Fly-In and Concourse" will be held at Creve Coeur Airport in St. Louis, Mo. on October 2-3, 2004. Displays will represent aircraft and automobiles from 1903 to 1929, with an emphasis on WWI. The fly-in features working replicas of WWI fighter aircraft.

Touching on displays – TCAH got a nice write-up in the Fleming Field Aviation Association Newsletter in July thanking us for our "superb", "beautiful new display" for Richard Fleming in the Terminal building.

There are several upcoming events closer to home that I would like to bring to your attention. The first is our Guadacanal Campaign Contest this month. The Guadalcanal campaign covers a wide range of subjects – aircraft, armor, ships and figures from a variety of nations: the US, Japan, Australia, and New Zealand. It also encompasses a broad era of transition from 1942 to 1944. Take your pick and enter something!

While I'm on the subject of contests, I want to remind everyone that in September we will be taking a vote on whether or not the club is willing to definitely go forward with supporting a Nordicon in 2005. Previously we had voted only to investigate the feasibility of putting on a contest. We will open the floor for discussion of this topic at this month's meeting and again in September prior to voting. I want to encourage anyone with questions to address them before the September vote.

And speaking of voting...It's not too soon to think about running for

club office for next year. All four officer positions, President, Vice-President, Treasurer, and Secretary are open to any paid member of TCAH. Also, if you are interested in taking over either managing the TCAH website or Editorship of our newsletter, stop just thinking about it and let someone know. The elections are held in November and it's coming quicker than you might think.

Finally, I want to thank Steve Macey for handling the July meeting. He didn't quit afterwards and I didn't see any TV footage of him being burned in effigy, so he must have done a good job. Thanks, Steve.

News From Icarus Books A New Book from a too Little-known source.

By George Mellinger

He hasn't gotten as much attention as he deserves. That's Robert Repich, owner of Icarus Books. Icarus specializes in old and rare books. Though it seems as if his special love is World War I and the early Golden Age, he stocks rare books from all periods. He is also a good source to check for foreign publications. Not long ago Icarus established a Russian connection, and has been publishing selected titles, translated into English.

Icarus' first book was the excellent book by Mikhail Maslov, *Russian Aeroplanes 1914-1918*.

Now Icarus is doing it again. In August, Icarus will release, *Tupolev SB, Russian Fast Bomber*, by Mikhail Maslov, who has established himself as one of Russia's leading aviation historians. I have had a chance to review the chapter on the SB in China and Mongolia, and this promises to be an outstanding book. Like *Russian Aeroplanes* this book will be available exclusively from Icarus, and in a limited run.

For either the SB or any of his rare selections, you can find the Icarus catalog at or contact Bob Repich at Icarus Books, P.O. Box 296, Old Saybrook, CT. 06475, phone: (860) 669-3865; (800) 613-9347 Toll-Free For Orders.

The Master Builder The Perfect Model, Food for Thought

by Frank Cuden

I noticed a posting on an Internet site recently that asked the question: "What is a perfect model?" That got me to thinking as to whether or not I've ever seen one of those. Two builders immediately came to mind; Bob Steinbrunn and Jaraslov Galler. Yeah, we know who Bob is, (and no, he didn't pay me to write this article!) but Jaraslov?

About three or four years ago, Mr. Galler displayed the AMT 1/48th A-20B on the Internet site, *Hyper-scale*. He had gently gouged out the surface of the wings and fuselage to show metal stress, much like the forward fuselage on a B-52. The finish was natural metal with the rudder striped in red, white and blue. If you haven't seen it and have access to the Internet, it is visible at that site in the archives. Really worth a look, if you ask me.

Anyway, getting back to the topic, viewing the various photos, I was hard pressed to find any faults whatsoever. Maybe it wasn't the "perfect" model because one could not see into the cockpit so maybe it wasn't detailed. What I'm getting at is the overall view one gets when looking at a model. When Bob brought his gems to meetings and, yes, even his USS Kidd, they were "eye candy" to me. Keep in mind that Bob was scratchbuilding his cockpits and other areas. Today, with the plethora of resin and etched frets of detail, the job has become a little easier. I marveled at his Avenger, P-80, Buffalo and others. While I can't really say that his were "perfect", they indeed came awfully close. I was taught that only Deity is perfect and everything else is something less. Consequently, the models we view in the print magazines, on the Internet, and "On The Table", while approaching perfection, still are not the perfect models. I can honestly say that Mr. Galler's A-20 was about as close as I've come, as is true with Bob's models.

When I build, I strive to get it as

close to the real thing as I can possibly achieve. That means extra work on any given kit. However, in my mind, I'm no where near the perfect model. With today's builders, I would dread being a judge at a National Convention. Yes, aftermarket products have made the job easier but one must still come up with a convincing and well done paint job, an accurate and realistic cockpit, overall detailing, and realistic weathering. We all have the skills to follow the instructions and build well but from there, the sky's the limit. Do I add this? Do I scratch that? And that's where the degree of perfection gets started. How far is one willing to go on a project to achieve a personal standard? Drop the flaps? Cut out the elevators? Add brakelines? Aftermarket decals? So, as you can see, we start to eliminate some builders that way. I'm certainly not advocating that everyone try to build the perfect model! On the contrary, I'm trying to get you to think if you feel you've ever viewed the "perfect model." Quite possibly, it doesn't exist, nor will it. But, then, maybe you've seen one in your travels. Or, maybe you feel you've even built one! If so, good for you! But it sure is neat to think about making one of those, isn't it? What would you do to a kit to make it "perfect" in your eyes? I find that thought fascinating. The mind races, thinking about how far to take a kit.

So the next time you start cuttin' plastic, remember this little newsletter article and let your mind wander a bit. Who knows? You might add something to the overall project that will take it just a step closed to the elusive "perfect model."

Turkish Airlines has ordered 51 airliners from Boeing and Airbus worth over \$4 Billion.

Boeing says that they will receive no 7E7 Dreamliner orders from U S airlines this year.

Northwest Airlines lost \$182 million in the second quarter of 2004.

Continental Airlines lost \$19 million in the second quarter of 2004.

Southwest Airlines earned \$113 million in the second quarter of 2004.

Airline Chatter

by Terry Love

Boeing has reached deals with 12 different airlines to sel about 200 of its new Boeing 7E7 Dreamliner jets. Virgin Atlantic will begin service between London and Sydney, Australia on December 7.

Pinnacle Airlines, the Northwest Airlines commuter air link, took delivery of its 100th CRJ on June 28. Finnair ordered 12 Embraerer Regional Jets for \$320 million.

Aeroflot, the Russian airline, will begin replacing their medium range airliner fleet over the next 6 or 7 years.

Sukhoi received an order for 50 regional jets from Siber Airlines - a small Russian airline.

Boeing delivered 75 commercial jet airliners in the second quarter of 2004.

Malaysian Airlines obtained a new Boeing 777.

Airbus A-380, the super jumbo 550 passenger double-decker airliner, is over weight - about 30,000 pounds heavier than planned.

Airbus delivered 161 commercial jet airliners in the first half of 2004, putting them on track for a predicted 305 aircraft deliveries for 2004.

Vietnam Airlines purchased 10 new Airbus A-321s for delivery between 2009 and 2010.

Boeing announced orders for two airlines for 10 of the new Boeing 7E7 Dreamliners worth \$1 Billion.

Austrian Airlines ordered another Boeing 737-800. It is their eighth Boeing 737-800.

GOL, the Brazilian low-cos airline, ordered two more Boeing 737-800s, making 17 on order for deliveries between 2006 and 2009.

Emirates Airlines ordered four Boeing 777 airliners with 9 more options worth \$3 Billion.

Etihad Airways - the Gulf-based Arab airline - ordered 36 airliners from Airbus including the super jumbo jet A-380. The deal is worth \$7 Billion.

Boeing has orders for the new 7E7 Dreamliner - production line is full through 2009 and 2010 is 80% full.

Kingfisher Airlines of India ordered 4 more Airbus A-320s with options for 8 more.

Russian SIGNALS

Russian Aviation Books

By George Mellinger



Recently I got a query through our web forum from one of our members looking for books on Russian Aviation. After giving a quick answer, I realized I had the makings of a column.

In English of course, this remains a big problem, the legacy of Cold War Russian secrecy reinforcing the inaccessibilities of the language. I will not bother with a number of early cold war books like those by Asher Lee, Robert Jackson, and Alexander Boyd. Written at a time when there was sparse information, they really have little to recommend themselves. They tend to focus on the best contemporaneous (mis)understanding of the modern VVS, with a bit of misinformation about the WW II period. They're 'classics' in the sense of being old. They are also generally hard to find. Otherwise there are a lot of books about the airplanes, but relatively little about aviation and aviators as such. And most of the attention is focused on WWII.

There are a few anthologies. *Soviet Aviation and Air Power* by Higham & Kipp was good for 1977 when it was written. The contributors are all noted specialists, and it has chapters addressing the early period, Golden Age, Civil Aviation and industry, as well as a major focus on the war and the cold war. Kenneth Whiting, who contributed a chapter on the 1928-1941 period to the foregoing book, published his own book in 1985, *Soviet Air Power*. Focused on the late cold war period, the book still has some discussion of the earlier periods. The latest anthology, *Russian Aviation and Air Power in the Twentieth Century* was edited by Higham, Greenwood & Hardesty, all veterans of the original Higham and Kipp. Its contributors include both some of the established experts and new writers. Published only in

1998, they were able to access much of the new information that started coming out of Russia after 1991. Each of these books is worthy, and each improves as Soviet secrecy relaxed. But all these books are general anthologies. They cannot give in-depth coverage, and tend to emphasize modern military aviation.

Durkota, Darcey, & Kulikov's *Imperial Russian Air Service* addresses WWI, though I have been informed by others that despite its authoritative tone, it is often terribly wrong. I have not yet looked into this topic enough to have my own opinion. But it is definitely big, expensive, and pretty. And all that is available in English.

The period from 1920 to 1941 is almost as great a problem. Most of the anthologies have chapters devoted to the period, but these tend to provide overviews. Fortunately, Lennart Andersson's *Soviet Aircraft and Aviation 1917-1941*, is an excellent source for the period, with much detailed information on the development of civil aviation and air-mindedness as well as the military and the aviation industry. I could quibble with some of the material in the section describing individual aircraft, but still, this is an essential volume.

About the Russian involvement in Spain, China, and Finland, there is little from the Russian perspective, and that is either in Andersson, or one of the anthologies.

For the World War II period the classic is, and will remain, Von Hardesty's *Red Phoenix*, which describes the airwar from the Russian side of the front. Ray Wagner has translated *The Soviet Air Force in World War II*. This book is a translation of the soviet official history. It is invaluable but has all the minuses as well as pluses of an "official history". Dmitry Loza & Jim Gebhardt's *Attack of the Airacobras* is another good WWII book, a focused look at Pokryshkin's fighter regiment and division. Loza, a tanker, who became a military historian and a friend of Pokryshkin postwar, wrote in Russian for Gebhardt to translate. Though in English, it really gives the full flavor and feel of the

best of the Russian-language aviation histories. Kaberov's *Swastika in the Gunsight* was a good memoir in the original Russian. Unfortunately, the English translation is so glaringly incompetent that it justifies the book's massive abridgement. In some cases the mistranslation actually reverses the meaning of the original work. Obviously to be avoided.

Of course you could always take a look at Mellinger's Osprey books.

Finally, for the designer's perspective, there is one real gem, and one seeming turd. *Stalin's Aviation Gulag* by L. L. Kerber, transl. & ed. by Von Hardesty. Kerber was one of Tupolev's associates and worked - and went to prison - with him during the 1920-1940s; memoirs of his experience and a history of Soviet aviation in general. Alexander Yakovlev's *Goal of a Life* is another memoir, however, I have not yet been able to get and read it, so I know only by reputation. Yakovlev was a "crawler", and is believed to be the one who gave the false denunciation which sent Tupolev and so many of his other rivals to prison (and several to their deaths). Russians have recently criticized this book, and I doubt that translation helped it very much.

There are also a few books about women in Russian aviation. However, they really have limited value to the aviation buff. In reality they are more about feminism in Russian aviation. They are tendentious, uncritical, and sometimes shrill. The worst of the bunch are those by Cottam, whose work seems based mainly on uncritical acceptance of her translations of agitprop articles from the Russian popular press. Pennington's work is somewhat better, because she has at least used somewhat more recent materials, but you can still sense the chip on the author's shoulder. The best of the bunch is by Annie Noggle. *A Dance With Death* is a series of interviews with surviving Russian women combat aviators. Though she could use a little more context and analysis, at least she does not leave the reader feeling harangued. About Bruce Myles' "classic", The

(Continued on page 6)

(Russian Books Continued from page 5)

Night Witches, the best that can be said is that it was written early, and is entertaining.

Finally, one might mention three memoirs by modern Soviet pilots. Belenko & Barron's *MiG Pilot*, and Alexander Zuyev's *Fulcrum*, are really Cold War treatises in an aviation context. Valuable for what they actually are, but that's not really aviation. Finally, in 1999 Stepan Mikoyan published his memoirs. He was the son of Anastas Mikoyan, the notorious Soviet political figure, and nephew of the famous designer, and went into a career in aviation, first as a combat pilot during the war, and later as a test pilot. In a number of significant instances he whitewashes details about his father and family friends, which is understandable from a human perspective, but he also gives a unique look inside Soviet aviation from the perspective of a test pilot who helped in the development of numerous history-making aircraft. As such it is valuable.

There are other books about Russian aviation, but these are the ones I think are the most important.



My Fortress is My Home

By Ivan Kudishin

Ivan is a noted Russian aviation and military journalist. And informal cartoonist. This sketch gives us a new perspective on the big B-17. Door-to-door Messerschmitts will not receive a friendly welcome.

Squadron/Signal News

by Terry Love

Here is the list of announced *Squadron/Signal* publications for the rest of 2004:

- 1- Lockheed P-3 Orion In Action
- 2- Tupolev SB-2 In Action
- 3- U S Destroyers In Action
- 4 -German Battleships World War II In Action
- 5- Grumman EA-6B Prowler Walk Around
- 6- Bell UH-1 Huey Gunship Walk Around
- 7- MIG-21 Fishbed Walk Around
- 8- M2/M3 Half-Track Walk Around

(Chuck Doyle Continued from page 1)

also did other car "acts" like roll-overs, 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 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 area, Doyle was hired to pull a banner stating "Minnesota Is 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 cov-

erage .

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 of 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

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(Chuck Doyle Continued from page 6)
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 now has four grandkids 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 owned 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 PBY 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 stream-lined 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 demilitarized. 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; ie 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. (Made it dramatic!) He finished fifth.

After the war, Doyle started cropdusting 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 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.

To be concluded September 2004.



Directions to the Club Meeting Location

Where: South St. Paul Municipal Airport, a.k.a. Fleming Field, located on the southern extremity of South St. Paul, south of I-494, west of Concord Street and East of Highway 52.

If coming from the western Twin Cities going east on 494:

- Exit at the 7th and 5th Avenue exit (Exit No.65)
- Turn right (South) on 7th Ave and go approximately .6 miles to a 4-way Stop sign. This is South Street W. To your left there will be a McDonald's; to your right front there will be a Walgreen's.
- Turn left (East) at the 4-way Stop onto
- South Street W and go approximately .6 miles. Along the way you will encounter three more Stop signs—the third Stop sign (Henry Avenue) will be a "T" intersection. At the "T" intersection on your left will be homes and on your right softball fields.
- Turn right (south) onto Henry Ave. and go approximately .2

miles toward the Fleming Field airport terminal building.

If coming from east Twin Cities on westbound 494:

- Exit at the 7th and 5th Avenue exit (Exit No.65)
- Turn left (South) on 7th Ave and go approximately .6 miles to a 4-way Stop sign. This is South Street W. To your left front there will be a small strip mall; to your right there will be an Amoco station.
- Turn left (East) at the 4-way Stop onto
- South Street W and go approximately .4 miles. Along the way you will encounter two more Stop signs—the third Stop sign (Henry Avenue) will be a "T" intersection. At the "T" intersection on your left will be homes and on your right softball fields.
- Turn right (south) onto Henry Ave. and go approximately .2 miles toward the Fleming Field airport terminal building.

The terminal is on the right with parking available.



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The group is open to aviation enthusiasts from teenagers on up who are interested in aviation modeling, photography, collecting, art and writing. For more information contact Ken Hornby at 651-552-0888

The Twin Cities Aero Historians (TCAH) meet the second Saturday of every month at 1:30pm.

See above for the new meeting locations and directions.

Mail Newsletter material and address changes to the treasurer.