

From: Dan Pemberton [<mailto:dhpinto@aol.com>]

Sent: Saturday, January 14, 2017 12:34

Subject: Charlie Walton



Chris

The Association has just been notified that Charlie Walton passed away on 9 January 2017. Three months ago he had been diagnosed with brain cancer and passed peacefully at home on Monday. Chuck was a true Guard baby having enlisted in the 146th in 1947 at age 17. His Basic Training was at Van Nuys and most of his 40 plus years of military service were at Van Nuys. In those 40 years he flew over 10,000 hours as a Flight Engineer-- 8,500 of those hours in the C-130.

The family will advise us when they plan a celebration of life service will be on 25 February at the 94th Aero Squadron probably in the afternoon.

Dan Pemberton
Secretary

The Alumni association lost a founder and long time active participant, with the passing of Charlie Walton. He was a link with the very beginnings of our Wing, dating from it's very reforming following WWII. Charlie was a link across our units and their migration through multiple missions and weapons systems. He witnessed the growth from post WWII fighters and bombers through F-86's of Korean War Mig Killing fame. He participated in the changes to multi-engine transports and world wide missions. Through all this he excelled in every skill and position. He was a quiet treasure chest of information who was willing to share his considerable knowledge. There was also the non-military side of Charley Walton where he had his activities with classic motorcycles, popular music and other varied activities. He even entertained us at our 25th Anniversary Dinner, singing with his barbershop quartet, Charley will be missed in so many places with so many people. Wishing him fair skies and tailwinds on his final journey west. EdB



The Walton brothers were talked into joining the Guard by an older brother, a retired Air Force Pilot. Jim, on the Left, was in the 195th from '54 thru '56 and is now a school teacher and minister in Albuquerque, N.M. In the Center is Chuck, a flight engineer technician in the 195th. Ward, on the Right, was in the 195th from '46 thru '59. He was shot and killed by a bullet from a deer hunter's rifle while flying his light aircraft over mountainous terrain in Idaho in 1960.



F-86 Flightline on Van Nuys ANGB Inner Ramp

CMSgt Charlie Walton

(Biography provided for the Old Timers and Vietnam Era events)

In December 1947 my brother and I enlisted in the 146th Wing at Van Nuys. We had been advised by an older brother who had flown the B-26 during WWII and was currently a B-36 pilot at March AFB. We had both recently graduated from high school in Salem, IL. I was on enlistment orders for seven months and assigned to the Band while waiting for a slot to join my brother in Base Flight. I even attended summer camp at Victorville, AFB without orders and without pay with the okay of the Wing First Sergeant. I had a partial uniform with parts borrowed from my brother. I spent most of my time on the flight line although I was supposed to be in the Band.

Sometime in 1948 I was officially on enlistment orders and the wing relocated to the Burbank Airport. Mobilized for the Korean War in April 1951, the 115th was sent to Langley AFB and I went with the 146th Air Base Group to Moody AFB, GA. I attended a Basic Training refresher course and Aircraft Mechanic Course at Sheppard AFB. While at Sheppard I made E-4 and was selected to be a B-36 Flight Engineer. Unfortunately the Air Force found out I was a Guard call in and overturned my selection.

The unit was demobilized in December 1952 after 17 months of very active duty. I reported back to Van Nuys as an E-6 and fully qualified Aircraft Mechanic. From 1952 to 1960 I spent many happy years as a Flight Mechanic on flight status working on the B-26, B-25, C-47, and C-45 as well as Flight Chief on the T-6, P-51, and T-33. Episodes at summer camps in Boise and Guard trips would fill a large book.

In 1960 the Wing converted to the C-97 and all mechanics were screened to be Flight Engineers. Those of us selected reported



to Travis AFB for training in less than 15 days. I was assigned to the 115th for the next three years, completed Flight Engineer training and was promoted to E-7. I was on the first flight crew to fly to Japan in the C-97.

In 1970 I made Chief in the 115th and was a Flight Simulator Instructor and Assistant Chief Engineer. I later transferred to the 195th as Chief Flight Engineer. In the 10 years I flew the C-97 I logged over 10,000 hours and held the positions of Chief Flight Engineer and Simulator Instructor.

Near the end of 1970 the Wing changed to the C-130 in Tactical Air Command. I went back to the 115th as Chief Squadron Engineer and Simulator Instructor. In 1984 I became the Wing Stan-Eval Flight Engineer. I retired in 1988 after 40 years and 7 months in the Guard and almost 8500 hours in the C-130.



C-97 OFF THE COAST



B-26 Flightline at Van Nuys



P-51 Ramp at Van Nuys ANGB



Base Flight C-47 on the Van Nuys Ramp



Waltons at Laughlin, NV October, 2007



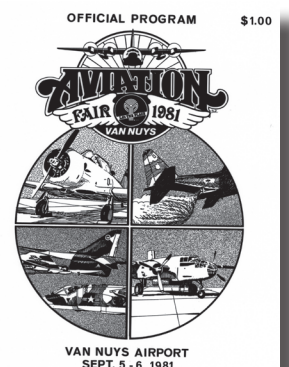
April, 2010 in Laughlin, NV.
Retired Chiefs Charlie Walton and George Connor



Jackson Soffa with Charlie Walton



OCT, 2010 Charlie with the Misterlys

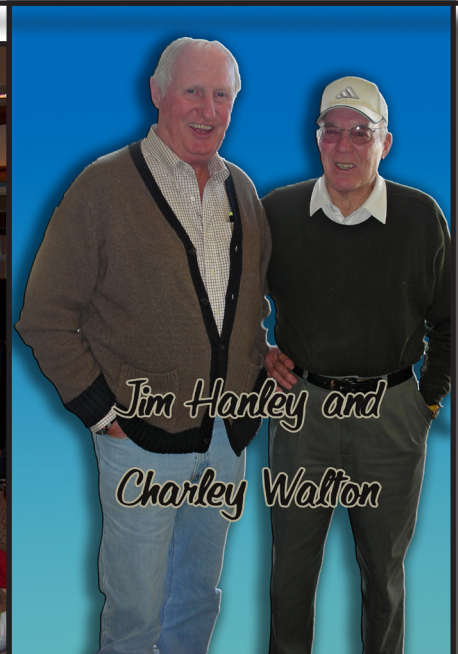




Nichols Gorham Walton 1979



Sandy Sutton, Iona Walton, Charlie Walton, Larry Powell, Willy Sutton



Jim Hanley and
Charley Walton



Airlift Heritage



VANGUARD

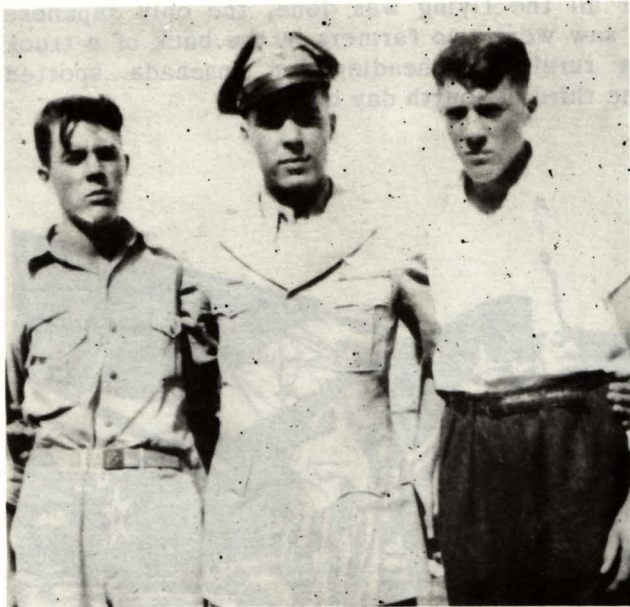
146TH TACTICAL AIRLIFT WING
CALIFORNIA AIR NATIONAL GUARD

APRIL 1987



CHARLES WALTON

39 YEARS OF SERVICE



Posing with his brothers Keith and Morris, a 17-year-old Charlie enlists in the Air Guard in 1947. (From left to right: Keith, Morris and Charlie)

Once, again it is time to bid farewell to one of our members of long standing. Indeed, a charter member: Chief Master Sergeant Charles "Charlie" Walton retired last December after serving over 39 years in the California Air National Guard, thirty-two of which were as an Air Technician at Van Nuys Air National Guard Base. From musician to flight mechanic to flight engineer, the Chief has had an illustrious career.

Charlie enlisted in the Air Guard in 1947 at the tender age of 17. His first assignment was with the band, but it was only a brief tour. It was not long before he moved over to maintenance to work as a crew chief on the C-45.

In 1951 the Wing was called to active duty for the Korean Conflict and he soon found himself in the "real" Air Force stationed at Moody AFB, Georgia. Unfortunately, being a low-ranking Guardsman, he was destined for seven weeks of basic training in Savannah before returning to work on the unit's F-51s. He still fondly remembers the times he performed high speed taxi tests on the classic '51s. Always a lover of music, he also found time to organize and play with a band that performed for the local community.

It wasn't long before he was on the move again. This time to a seven-month Airplane and Powerplant mechanic school at Sheppard AFB, Texas. As the ranking man with three stripes, he was placed in charge of his class of four hundred and assigned to march them daily to and from class. His assistant was Bill Shroeder, a friend who would later become famous as the first human artificial heart recipient. He and Charlie kept in touch up until Bill's recent death. After school Charlie returned to California and a new assignment at George AFB.

It was at George AFB that Charlie began his flying career as a target tow operator and flying crew chief on the B-26 in the 4th Tow Squadron. He remained there until his release from active duty in November 1952.

continued

Upon returning to Van Nuys, Charlie picked up where he left off as a crew chief working and flying on the C-47, T-6 and the B-26. It was in the B-26 one night, he recalled, that he and the crew landed on Rosamond Dry Lake for a crew "break" at Pancho Barnes' place, a local hangout for the Edwards AFB test pilots and other assorted aviators.

In November 1953 he was selected for pilot training at Parks Air College at Hamilton AFB, California. However, he decided to get married and take an Air Technician's job here at Van Nuys, giving up a chance to fly the 115th F-86s. Charlie remained a crew chief until the wing moved into the airlift business in 1960.

1960 brought a major change to the 115th TFS as the classy F-86s were replaced by the big and lumbering C-97s. Charlie wasted no time in moving into a flight engineer slot, jumping from maintenance to operations. He was still flying and enjoying the global missions in the "comfortable" C-97 when, in 1970, the 195th MAS and 115th MAS joined to become the 115th TAS and moved into the world of "Tac" airlift in the newly acquired C-130As.

By the time retirement came last December, Charlie had accumulated over 17,000 flying hours in nine different military aircraft during nearly four decades of service to his country.

We of the 115th applaud this achievement and offer our thanks for a job well done and our best wishes for a long, happy and well-earned retirement.

April 15th

FEDERAL INCOME TAX DEADLINE

Vanguard/April 1987

On This Date — April

April 1

Month of the Military Child begins.
National Child Abuse Prevention Month begins.
U.S. Air Force Academy established, 1954.

April 4

NATO established, 1949.

April 5

Daylight Saving Time begins in United States.

April 6

Cmdr. Robert E. Peary raises first U.S. flag at North Pole, 1909.

United States enters World War I, 1917.

April 9

Civil War ends. Lee surrenders to Grant at Appomattox Court House, Va., 1865.

April 11

Navy accepts its first submarine, the USS *Holland* (SS 1), 1900.

Army establishes its first permanent flying school, College Park, Md., 1911.

April 12

U.S. Civil War begins at Fort Sumter, S.C., 1861.

April 13

Thomas Jefferson, third president, born, 1743.

National Library Week begins.

April 14

Pan American Day

Passover begins.

April 15

Federal income tax due.

April 18

Paul Revere makes his famous ride, 1775.

April 19

Easter

American Revolution begins, 1775.

April 21

Spanish-American War begins, 1898.

April 22

National Secretaries Day

April 23

Army Reserve established, 1908.

April 25

United Nations organized, San Francisco, 1945.

April 26

Captain John Smith and English colonists establish the first permanent settlement in the New World, at Cape Henry, Va., 1607.

April 30

Navy Department established, 1798.