



In Loving Memory of

Charles Edward Gallagher: 1921-2014

The Celebration of Life Memorial Service

Beaverton Christian Church, 13600 SW Allen Boulevard, Beaverton, Oregon
February 4th 2014 at 6 o'clock in the evening

Music: Cheryl Albaugh

Visual Memories

Music: Prerecorded by a professional pianist Lee Pizzuto, a
personal friend of Charlie and Marilyn

Scripture Reading and Prayer: Rev. Tom Nolen, Hospice Chaplain

Worship: Cheryl Albaugh

Eulogy: Duane Basham

Message: Lee Albaugh

Sharing Time: Family and Friends

Closing Prayer: Lee Albaugh

Closing Praise Song: Cheryl Albaugh

Refreshments:

All are welcome to stay for refreshments and time to celebrate with family and friends.

We appreciate all of the help in honoring the memory of Charles Edward Gallagher.
A special thanks to Katherine's close and loving friends and
Marilyn and Charlie's Bible Study group.

Charles Edward Gallagher

Born: November 5, 1921

Son of Charles Henry Gallagher and Mable Ruth Templeton
Parsons, Kansas

Married: June 30, 1973

Marilyn Louise Hagerty
La Mirada, California

Family: Father of 4: Clorinda Vee Dodds, Patrice Lee Basham, Charles Curtis
Gallagher, Michele Dee Slade.

Father of Honored 3: Katherine Louise Kelly, Kenneth Lee Kelly, James Jerome (J.J.)
Wehrle

Grandfather of 9, Great Grandfather of 15, Great-Great Grandfather of 1

Died: January 22, 2014

Beaverton, Oregon

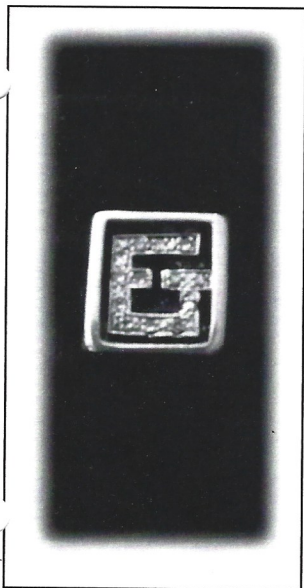
Inurnment: February 4th 2014 at 12:30 in the afternoon

Willamette National Cemetery

11800 SE Mt. Scott Boulevard, Portland, Oregon

Celebration of Life Memorial: Beaverton Christian Church

13600 SW Allen Boulevard, Beaverton, Oregon



The Charles and Marilyn Gallagher Family

4 Children: Clorinda Vee Dodds (Dan), Patrice Lee Basham (Duane),
Charles Curtis Gallagher (#1 Kimberly Jo Tripp, #2 Patricia Gallagher),
Michele Dee Slade (Bob)

3 Honored Children: Katherine Louise Kelly, Kenneth Lee Kelly (Rose),
James Jerome (J.J.) Wehrle

9 Grandchildren: Kenny Ray Dodds (Kim), Kara Michele Dodds-Hurst
(Chris), Traci Denise Siebold (Peter), Brian Edward Dodds, Katrina Joy
Laws (Randall), Travis Daniel Behrens, Korallynn Basham, Charles Caleb
Gallagher (Natasha), Nicole Elaine Dodson (James)

15 Great-Grandchildren: Tyler Dodds, Taylor Laws, Tucker Dodds, Isiah
Laws, Ella Hurst, Brennen Dodds, Alexandra Siebold, Nicholas Siebold,
Evan Hurst, Madison Dodson, Lucas Laws, Aubrey Olson, Jillian Dodson,
Addison Hurst, Kyla Gallagher

1 Great-great Grandchildren: Riley Dodds

This history is a tribute to the life and all the living that Charles E. Gallagher did while here on earth. He was a son, brother, father, grandfather, great-grandfather, great-great grandfather and cast a very wide circle of friends throughout his life. His strong belief in God was evident his whole life. His two favorite sayings were "Wouldn't that just be grand!" and "No one has a Better LIFE than I have."

Charles was the eldest of seven children, the son of Charles Henry Gallagher and Mable Ruth Templeton Gallagher. Charles: industrious, dependable, Leon: super-smart, supportive, Harold: fun, companionable, Florine; devoted Christian, teacher, Juanita: super-organized, efficient, Bill: charming, independent, Leatha: compassionate, caring. Florine made these descriptions in 1983, Juanita gave us the description of Florine.

Even though there were seven children, throughout their childhood and adulthood, whenever there was a family reunion or a sibling reunion, the subject would always come up...who was the Number 1 child? There was always an ongoing discussion to make the effort of one to claim a special status but in the end, all of us knew, we were ALL Number 1.

He was born in Parsons, Kansas, Labette County on November 5, 1921. The family moved back and forth between Parsons and Hutchinson, Kansas where he did most of his schooling. He graduated from Hutchinson High School.

When Charles was 12 years old, in 1933 his father started a creamery, a butter manufacturing company. They bought cream from all over Kansas, Southern Nebraska, Eastern Colorado, Oklahoma and Northern Texas. They shipped two railroad car loads of butter a week to Chicago. The drought came along and the government restrictions got too tough. So, his Dad went to work for the railroad and then moved to Los Angeles, California to work on the railroad. The family moved out there soon.

Charles went to work for Lockheed in July of 1941. He worked in production on the P-38. He was drafted into the Army Air Corps on March 4, 1943 – discharged on July 15, 1945. After his discharge he went back to Lockheed. The Hershey Bill was in effect and anybody that was inducted into the service was entitled to the job they had when they left. Charles decided he wanted something experimental. He ended up in the engineering flight testing program; he was the last one to go into the engineering flight test program for three years. Charles became the "chief flunky for flight test." Anytime a job came up that nobody wanted, he wanted it and he got it.

What a career he lived and loved. Charles was a member of the Skunk Works. This group was top secret work and his family never knew where he would be working that day. He always carried a suitcase in his car. He could be gone a day, a week, or months at a time working "somewhere???" The following are projects he felt lucky enough to be involved and a part of creating: Constellation (C-121), P2V Neptune, F-90 Breaking the Sound Barrier at North Base, Edwards Air Force Base. A side note on the Sound Barrier, Kelly Johnson was up in the F-90 and reported "I'm going into such and such program". All of a sudden we heard the dog-gondest explosion you ever heard in your life. No one knew what it was. When Kelly returned, we went over the plane with a fine tooth comb and couldn't find a thing. The radioman kept calling for Kelly to respond. Finally, Kelly came in "I've been a little busy". . In the meantime, an F-4 had broken the sound barrier, after Kelly Johnson. Officially three months later, Chuck Yeager in the X-1 broke the sound barrier for the first time. So, Yeager was actually number three. Continuing with his projects, F-94 Starfire, F-104 – this is the first production dual double Sonic airplane, High Speed Test Track, Hurricane Mesa, Utah for testing the Martin Baker Ejection System on the German F-104. If you're going to launch at Mach 1, at the time of deployment, you had 50 lbs. to the square inch on your body. It took quite a while before we were able to develop a Mach 1 escape system. That was quite an experience. The Mesa experimental testing was the precursor to working on the SR-71(Blackbird). He worked on the Blackbird for 5 ½ years. In one day, they set 9 world records. Some of them still stand and they'll never be beaten. The SR-71 flew reconnaissance from about 1968-1995. We never lost an SR-71 to enemy action. 4,000 enemy missiles were fired at the plane, but they never touched this advanced aircraft.

In 1968, continued working in Burbank, California: S-3 Viking. In Yuma, Arizona went to work on the H-56 Helicopter. Then back to Burbank to finish out his career on the following projects: P-3 Orion and The Maintenance Shop. An amazing position for a man who understood avionics and was so organized and inherited a shop that a packrat was in charge of. He worked with a guy named Al that could build a plane with a piece of wire with a pin on the end of it and Charles wasn't ready to build an airplane unless he had everything. It was a great mix of qualities. One time, a field service rep called and said "We've got a P-3 down in Spain. It's been down for 2 months, can't get a connector. It's going to cost \$5000 and a year for us to get it." Three weeks later, Charles called and said I've got 3 connectors. Come and get them. The Field service rep asked what do I owe you? Charles, replies, nothing. The shop got an airplane back in service fast and didn't cost anything. At age 62, people were dropping by the shop to talk to him that had no business coming over to talk to him. He knew that they wanted him on the F-117, Stealth Bomber. "I didn't want to join that program because the flight test program was 7 years and I knew I didn't want to stay that long. So, I retired, on the last day of 1984."

Charles had four children, Clorinda, Patrice, Charles Curtis and Michele in his marriage to Patty Lou Thrush, February 14, 1948. They were married for 20 years.

On June 30, 1973 he married Marilyn Louise Hagerty. She brought Katherine, Kenny and J.J. into the marriage, that he always considered his honored children. They celebrated their 40th Anniversary June 30, 2013 with family and friends at a BBQ and block party in their neighborhood.

TRAVEL was what Charles loved to do. He dragged all four young children around the United States in the early years. Then he and Marilyn continued traveling. They also were able to go to Horham, England with the 95th Bomb Group five times to visit where he was stationed during WWII. In the last month of his life, he told us that if he won the lottery, which he never played, he would hire a limo driver and travel as long as he was able. The love of travel has been passed to all his children, who are always on the go.

World War II Service

Charles was drafted into the Army Air Corps on March 4, 1943. When he went to the induction center on Main Street in Los Angeles, there were 600 of us that day. The Sergeant said, G's go to the tank corps. I told him I had a letter he might want to look at. Heaven provided an officer, a Captain, walking by at that time. He said, Is this man giving you trouble, Sergeant? No, What is it? He said he has a letter I should read. Did you? No. Read it. The Sergeant read it and handed it back to me, G's go in the tank corps. The officer asked, what did it say? He's been working on airplanes. Do we have any Air Corps, today? Yes, but those are S's. The Officer said, well, how about Gallagher going to the Air Corps? No, those are S's, insisted the Sergeant. This is one G that is going to the Air Corps, said the Captain. There were 21 of us that went into the Air Corps that day. That is how I ended up in the 8th Army Air Corps, 95th BG, 336th Bomb Squadron.

He was sent to Shepherd Field, Texas for Basic Training and Aviation Mechanics School. Was assigned to the John A. "Jack" Cotner crew and went to Dalhart, Texas. We shipped out on the HMS Rangitata. It wasn't very pleasant – hot and smelly. The voyage took 7 days. He arrived in Horham in June 1944. He flew 35 missions as a Tech Sergeant Engineer /Top Turret Gunner on a B-17. He was discharged July 15, 1945. I came home from overseas, unannounced, and meeting my Mom by surprise, at 7th and Broadway, in Los Angeles. At first she didn't recognize me; war had changed me so much.

Charles continued, after the war, to be in contact with Pilot, John A. "Jack" Cotner, Co-pilot, Valgene M. Mathews, and Waist Gunner, Raymond V. Ptacek throughout their lives. In the mid-1980's he became very active the 95th BG Memorial Foundation attending yearly reunions across the United States and returning to his original base in Horham, England five separate times with family.

In our hearts and minds you will always be, loved in life, honored in death, treasured in memory and never forgotten....till we meet again in Heaven.....



Made with Love for our Father and Grandpa,
Clorinda, Patrice, Katrina and Korallynn