



**1<sup>st</sup> Lt. Brian McCallum**

**531st Fighter Bomber Sqd.**

**21<sup>ST</sup> Fighter Bomber Wing**

This story in the “Whatever Happened To” segment is being done differently than other published stories. Quentin J. Morris, a member of the Chambley Alumni, submitted the following information to allow us some insight on what has happened to his friend and fellow pilot over the years since their assignment to Chambley Air Base during the early 1950’s. We hope that you enjoy the information.

## Fast Action Averts Crash At Brussels

On Thursday January 12, 1st Lt. Brian K. McCallum of the 531st Ftr. Bmr. Sq. and 1st Lt. John W. Cunningham of the 416th Ftr. Bmr. Sq. were on a cross country instrument flight in a T-33 when they experienced a flame-out 14 miles south of Brussels at 25,000 feet in the air. Existing weather consisted of a solid layer from 8,000 to 28,000 feet with scattered clouds, continuous rain showers and low visibilities underneath.

**An emergency was declared and acknowledged by the Brussels control tower and as they passed the Brussels beacon in their descent the battery became too weak to operate the transmitter and receiver or the radio compass. While Lt. McCallum flew an instrument penetration by dead reckoning methods, Lt. Cunningham attempted several air starts unsuccessfully.**

On breaking out beneath the overcast, Lt. Cunningham was able to scrape a small hole in the heavy frost on the canopy and took control of the aircraft. He chose an isolated area and jettisoned the tip tanks. Lt. McCallum sighted a field slightly to their left and they turned toward it.

Lt. Cunningham noting he was approaching the field downwind, planned a 90-270 degree visibility type approach. He rolled out on a downwind as he turned off the aileron boost and lowered the gear. When the gear continued to indicate unsafe both pilots actuated the emergency gear extension. A successful landing was accomplished 2,000 feet down a 7,900 foot hard surfaced runway.

**In short, Lieutenants Cunningham and McCallum successfully performed an IFR penetration by dead reckoning methods with a powerless aircraft through 17,000 feet of weather without communications or radio navigational assistance. Simultaneously they accurately executed every applicable emergency procedure in its entirety. Their steadfast courage, scrupulous judgement and precise technique are of a calibre worthy of emulation by every Air Force Officer.**

Brian McCallum graduated from Ricker College in Houlton, Maine, in 1963 with an Associates Degree in Math. He is currently completing a B.S. in Business Administration at Kennedy Western University and doing parallel studies to obtain an MBA. Brian entered the United States Air Force in 1951. As a pilot and officer, Lieutenant Colonel Brian McCallum served in more than ten locations worldwide, flying aircraft of all types and sizes. A

veteran of the Korean and Viet Nam wars, his last assignment was Commander of the 1st Strategic Reconnaissance Squadron, flying the SR-71, the world's fastest, highest-flying jet aircraft. In 1973, Brian retired from a distinguished 23-year military career to enter full-time ministry.



Brian and his wife June served as associate pastors at a church in California. They also operated a ministry for troubled youth in Grass Valley, California for five years, where they saw the Lord perform many miracles of salvation and deliverance. After the McCollum's graduated from RHEMA in 1979, they pioneered a church in 1980. Brian also served as a pilot for Kenneth Hagin Ministries.

For the past 19 years, Brian has served as an instructor at RHEMA, and he was Dean of RHEMA from 1991-1996. He has ministered in crusades, seminars, and churches in Canada, Great Britain, India, and Norway, as well as traveling ministry in the U.S. for the past 20 years. Brian is the author of seven books on a variety of subjects, including end-time events, the Book of Revelation, the ministry of God's angels, and ministering to the lost or backslidden. Brian and his wife June have been married since 1975. They have eight children, 21 grandchildren, and six great-grandchildren.

### **About Brian McCallum**

**[www.doubleblessing.com](http://www.doubleblessing.com), 26 Dec 2002 [cached]**

After serving twenty-three years as a pilot and officer in the U. S. Air Force, Brian K. McCallum answered the call to the ministry in 1974. Since then, he has been led to serve the Body of Christ as an associate pastor, director of a Christian ministry for troubled youth, pilot for Kenneth Hagin Ministries, and for over twenty years as an instructor, five of those

**Brian McCallum**  
**Brian McCallum, a retired ...**  
**www.rhema.org, 1 Jan 2009 [cached]**

Brian McCallum, a retired U.S. Air Force lieutenant colonel and current RHEMA Bible Training Center instructor, doesn't have to imagine it. He lived it.

"I had a double-engine flame-out (when both engines stop working) one time in an SR-71," he said. "It just started falling. This happened to us at about 75,000 feet. You can't get it started again until you are under 50,000 feet."

After free-falling for 25,000 feet, Rev. McCallum tried to get the engines started several times with no success. He told his navigator, "'If the right engine doesn't start this time, we're bailing out.' We tried one more time, and that engine rumbled and started. I was so glad to hear that. No one wants to lose a \$45 million airplane, which is what they cost back then. I'd say over the years I had five or six 'close calls' like that."

Rev. McCallum joined the Air Force in 1951, fulfilling a desire birthed in him as a child as he watched planes fly overhead from a nearby Air Force base. Thirteen years later, he accepted Jesus as his Savior while watching Billy Graham on television. But God, Who sees the end from the beginning, had His eyes on Brian McCallum for a long time before that.

"I had another incident in an F-86 (the United States' first swept-wing jet fighter) where I lost control of the airplane on a very high-altitude dive bomb run from 20,000 feet," he said.

"I didn't understand in those days because I wasn't saved yet, but God was watching over my life," Rev. McCallum said with a smile.

Rev. McCallum was active during the Vietnam War and flew many missions in the SR-71, taking photographs of enemy movements. He was actually one of the first 20 Air Force people to ever pilot the plane, which flew above 80,000 feet at more than 2,200 miles per hour. He said he could fly from the Mississippi River to Northern California in 30 minutes.

"There's not a sensation of how fast you're going, because you're so high when you're going that fast," he said.

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During his 'close calls,' Rev. McCallum was able to remain calm due to the countless hours he spent rehearsing what to do in case of an emergency.

"All of the training they gave us paid off," he said. "Your training keeps you from getting overly engrossed in what's wrong. All of the time we spent in training was never wasted. It prepared us for unexpected things that happened to us."

As a 1979 RBTC graduate and instructor since 1981, Rev. McCallum saw an obvious parallel between his training for the military and for the ministry. "It's the same in your walk with God," he said. "The more time you spend in His Word and acting on it, the more preparation you're giving yourself for unexpected events. When they do occur, it's supernaturally natural to walk in the Word instead of what your senses tell you."

Rev. McCallum served 23 years in the military, and upon his retirement immediately started serving people. Before attending RHEMA, he served as an associate pastor and supervised a home for 50 troubled youth for five years. Knowing he needed more training, he and his wife, June, moved to Broken Arrow, Oklahoma, to attend RBTC. More than 30 years later, they are still here-and still serving. He worked as the ministry's pilot, as a part-time instructor, and for five years as dean of the school. He is still a full-time instructor. "I was blessed to spend the years in the Air Force that I did," Rev. McCallum said, "It was a privilege to serve my country."