

oil pressure read in excess of 50 PSI and oil quantity remained normal. I noticed no change in oil pressure or quantity up until ejection. As the engine unwound, I tried immediately to catch it with 100% power and a depression of the air igniter switch, although to no avail. The WOI was steadily increasing and I read a high of 7310. I then retarded the power to off. I turned inbound to the ship and tried an abbreviated air start even though the engine vibrations had increased to such a point that I had trouble reading my Tacan bearing and distance. I transmitted the air start attempt and my flight leader advised that he didn't feel there was much hope as he had observed a great many sparks coming from the engine. I steered the aircraft away from the ship and ejected using the face curtain at 8500', 250 RTS in a slight descent. The only unpleasant sensation about the ejection was a distinct feeling that the O₂ mask was being stuffed into my mouth. I got immediate seatman separation and full chute deployment. During descent I inflated my LPA-1, deployed my life raft, and transmitted on my PRC 63 first beep then voice to the effect that I was in my chute with no injuries. I activated my strobe light but turned it off when I realized I was going to land in the vicinity of an unknown ship. As I got closer to the water, I could see white caps, and as I got closer yet I could hear the noise of the waves. I positioned my hands on the koch fittings so I could release them when my feet hit the water. I distinctly heard the life raft hit the water and I released the koch fittings when my feet entered. The chute fell away and I never saw nor felt it again. I spun to the left but did not get into it as I saw the halo approaching. I fired FOUR 40 calibre tracer rounds from my pistol and the halo disappeared. I again spun on my stroke light, but in the end the halo did not have me spotted. I took out a M16 12 shot and left for the night end, but exploded the day end. On my second flare I was more successful and the flare went off in the water. Its position was not visible and I felt sure it had not been seen. I fired my PRC 63 but to no avail. I felt that I had probably been seen by the other crew members. The halo came back and I saw it as I lit my clipboard two M16 shots. The halo was very close to me and I saw the ship. I took out my PRC 63 and the halo disappeared. I then attached the HALO and attached the HALO. I then attached the HALO.

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