MONTH	DAY	PILOT'S NAME	HOURS FLYING EXPERIENCE
19 October 1944	2330		

FLYING EXPERIENCE (YEARS)

NAME AND RANK OF PILOT: KRAUS, George K., Ens.

SERVICE AND GROUP: AVN, USNR

ORGANIZATION: CASU-27

DATE OF PILOT RATING: 12-16-43 FLYING EXPERIENCE (YEARS)

HRS. THIS MODEL LAST 3 MOS: 149.6 TOTAL HOURS: 683.3 267.2

PREVIOUS ACCIDENT RECORD: None 3.8

INJURIES: Fatal A

NAME AND RANK OF OTHER PERSONNEL	INJ.

AIRCRAFT: CLASS

MODEL AND NUMBER: F6F-5N #70519

DAMAGE	A	B	C	D	E	M
AIRPLANE	X					
ENG. 1	X					
ENG. 2						
ENG. 3						
ENG. 4						
ENG. 5						
ENG. 6						

REMARKS: Crashed and burned; Total loss.

NATURE OF ACCIDENT: A

PERCENTAGE EACH CAUSE: 100% O.P. (lack of experience)

LOCATION: Norwich, Conn.

PURPOSE OF FLIGHT: Night interception - AIA Gear

FLYING OR LANDING CONDITIONS:

ANALYSIS

A-4 Collision during interception exercise. (a) (2) closed too fast, pulled up into target plane.

At 2310, 19 October 1944, Ens. G. K. Kraus, AVN, USNR, File: (b) (6) was acting as Target plane in F6F-5N, BuNo. 70519, during an authorized Night Interception Exercise. The Fighter plane was flown by Ens. M. H. Longnecker, AVN, USNR, File: (b) (6) Thelast transmission was heard from the Fighter plane and Target at approximately 2315, the attacking plane was closing for a "splash". The G.C.I. station, "Cousin", was controlling the problem, which had gone three minutes from original contact report. The planes were found two miles from Norwich, Conn. It is believed the attaching plane, (F6F-5N BuNo. 70826) pulled up into the Target Plane, as a result of closing too fast on Target.

The problem was being worked at 6000' and was a refresher type, in which the Target maintains one altitude, one speed, and one heading. There were no withesses.

The night was clear and moonless, wind 5 knots from the west.

RECOMMENDATIONS:

No further investigation or action necessary by Bureau or Contractor. An Administrative Report is Entered on Pilot's Card.

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FORM N. AER. 339-A

AIRCRAFT TROUBLE ANALYSIS

being made covering further details of this accident.

BUAER COMMENTS:

Possibly making contact at 1 mi. range pilot did not slow down quick enough and if on gunsight he could have crashed into target. Indicates the better arrangement of a radar operation informing the pilot of target's location and pilot keeping a sharp lookout. Interesting to note 1 mi. range of one radar and other inoperative. (VF Design)