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10000/135/142

10000/135/142

FLYING ACCIDENT ANALYSES, IAF
FEB.-NOV. 1946

0981

LOOSE MINUTE.

Lt. FAVANO.

note

This is a spare copy of the AHQ Italy weekly summary of Flying accidents. You will see how they are subdivided into pilot errors, etc. and that each accident is considered separately on page 2. The Italians do not seem to do anything like this and I feel sure that if they did they would have all their flying personnel more flying accident conscious.

I suggest you either visit the I.A.M. accident branch with this specimen or else have it translated and sent to them.

But see Rail 5(7) to R.F.S.C./5G Air.

Christiansen

C.M.M. GRECE W/Cdr.
Air I.

5th November 1946.

1781

m3AIR II

Ref SA. ~~See~~ the I.A.M. I asked the
 submit other flying accident reports in a similar
 manner to the R.A.F. (u) the number of
 accidents per 10,000 hours. by type, or by
 unit. we would then be able to
 compare their accident rates with ours.

Johnstone
2-11-46

M.4.

Dir SA ^{8/11} Enclosure 5A and the comparative chart is
 D.D. ^{8/11} interesting & quite convincing.
Air III ^{8/11} 2. I still think however that the I.A.M. could do more,
~~and~~ that they should circulate their accident
 analysis more frequently, & that they should
 mitigate each specific accident.

3. Will air III visit I.A.M. and suggest that they
^{Japan} use a monthly summary on the same basis as
¹⁹⁴⁵ the M.E.M.H.C. ^{monthly} Summary (obj at 6A).

Chittenden
Air I

6/4.

D
DD
FEB 15

M.1.

Ref 1A note. Col Corsini, chief of air staff,
has already started on the first monthly
accident report. The outline, as given in 1A,
was accepted without change.

efface
my re.

21/5/46

M.2.

Note of Action: No report had been received by 16th August
from the Italian Air Ministry or Enclosure 2A.

Air I & Lt Favares visited Col Andreoletti on
16 August and arrived an undertaking ~~that~~
that the reports would be produced & forthcoming
in future.

.. Chihibane Jr
Air. I.

17 August 1946.

M.3.

Lt Favares. I think we should have a general
report on accidents during August from I.A.M.
for possible inclusion in the Air Report.

So far nothing has arrived. Would you
please chase this up & let me have
a brief statement for the Air Report.

Chihibane Jr. Air.

8 Sept '46.

0954

FROM : Air Forces Sub-Commission, A.C., Rome.

TO : Italian Air Ministry.

DATE : 9 November 1946.

S.M.F. : AFSC/56/Air.

REPORTS ON AIRCRAFT ACCIDENTS, I.A.F.

With reference to your report 105584/20-E/3595/Coll. we find that the comparative Chart on hours of flying per accident is interesting and quite encouraging. The Report should be made the subject of a talk by the Commanding Officers to the pilots and maintenance officers of all units.

2. However, it is felt that the report should circulate more frequently and that the report of investigation of each accident should be made.
3. Attached is a weekly summary of flying accidents in the R.A.F. of which it is suggested that the I.A.M. circulate a monthly summary on the same basis. In this summary you will notice that the accidents are subdivided into pilot errors, etc. and that each accident is considered separately on page 2. I am sure that another and more frequent report of this type made out by the operations and training Section would make your flying personnel more flying accident conscious.

p.f.

PATT PAVANO
1st Lt. Air Corps.
for Air Vice Marshal
Director
Air Forces Sub Commission.

1411

G 9 3 5
71

REPORTS ON AIRCRAFT ACCIDENTS, I.A.F.

Declassified E.O. 12356 Section 3.3/NND No. 785017

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p.f.

PATT FAVARD
1st Lt. Air Corps.
for Air Vice Marshal
Director
Air Forces Sub Commission.

1878

14/11

12/11
JHM

From : GENERALE STAFF
1st Division
1st Section Ops. 3rd Training

To : COMANDO UNITA' AEREA
COMANDO 1° Z.A.F.
COMANDO 2° Z.A.F.
COMANDO 3° Z.A.F.
COMANDO 4° Z.A.F.
COMANDO AERONAUTICA DELLA SICILIA
COMANDO AERONAUTICA DELLA SARDEGNA
and for information to:
S.P.S.C. A.C. ROSE

Date : 25th October 1945

Ref. : 105584/20-E/3555 Coll.

Subject: REPORTS ON AIRCRAFT ACCIDENTS

This report refers to flying accidents which occurred in the I.A.F. during the April - June - 1945 period.

With the increasing number of accidents these reports become more important.

Through these, it is possible to follow the training activities and to draw interesting conclusions concerning the causes of accidents during the various periods.

Although the decrease in the number of flying accidents these last three months, cannot be solely attributed to the suggestions and to the instructions issued upon the strength of experience gained from latest collected from these reports, there is no doubt that the mere fact of being able to classify the various types of accidents, getting to their causes, through a study which makes these clearer, since deduced from schematic lines, helps to direct Commanders into findings and training methods more apt to give the best results with the least waste of time and of material.

The number of flying accidents during the period under review, compared favourably with the number of ~~4174~~ accidents which happened during the previous periods, as shown by the attached chart.

end for information to:
A.T.S.C., A.O. BUREAU

Date : 25th October 1946
Ref. : 105384/20-E/1599 Coll.

Subject: REPORTS ON AIRCRAFT ACCIDENTS



This report refers to flying accidents which occurred in the I.A.S. during the April - June - 1946 period.

With the increasing number of accidents these reports become more important.

Through these, it is possible to follow the training activity and to draw interesting conclusions concerning the causes of accidents during the various periods.

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The number of flying accidents during the period under review, compares favourably with the number of ~~117.47~~ accidents which happened during the previous periods, as shown by the summary schedules here attached.

Remarks and considerations which result from the comparison between the activity and the number of accidents at the Units during the April-June period.

1. The E.C. wing flew 500 hours more than during the previous period and had a percentage of accidents less than 50%.

2. The fighter Wing and The Seaplane Wing remained approximately in the same percentage with slight improvement.

3. The anti-atomic Squadrons and flights lowered the number of accidents from 7 to 1 although increasing considerably their activity.

At the Schools, the percentage rose with the increased activity.

It is obvious that the number of accidents at the Units is not to be compared with those at the Schools.

The personnel posted to the Units have a certain experience, culture and training, which the personnel at the school have to acquire? We can thus state that results at the schools are, rather good. It should add and point out that although a high percentage of accidents happened at the schools through professional causes, (which is obvious). The material being the oldest existing in the I.A.F. and the organisation still being improved;

STUDY OF THE CAUSES.

During the first three months period accidents were practically solely, due to professional causes. During the second three months period, accidents of this type happened at the Schools while at the Units, apart from one accident due to disciplinary causes, the highest percentage is due to technical causes, which in practically every case is due to fair wear and tear of old equipment.

Considering that the activity was carried out on training programs in period of evolution, with an organization in phase of improvement and on old aircraft, has given good results, we congratulate Commanding Officers and invite them to persevere in their work, to which are mostly due such results.

THE CHIEF OF THE GENERAL STAFF
by order

Translated by Sgt. D. KIAN

ASO 1/10/49 p. 3, at 1000 hours and after

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THE CHIEF OF THE GENERAL STAFF
by order

Translated by Sgt. F. KYAN

ASO /
Also /
Mr. and Company. talk to all pilots and
on flying units.
Sgt. Kyauk an Appendix to the 1776
Int'l body of the report
KMS/11
JUN 11

SA

Roma li 25 OTT 1946

STATO MAGGIORE - AERONAUTICA

1° REPARTO

2° Sistemi Operaz. o Addestramento

AL COMANDO UNITA' AEREA

=BARI=

AL COMANDO 1° Z.A.T.

=MILANO=

AL COMANDO 2° Z.A.T.

=PADOVA=

AL COMANDO 3° Z.A.T.

=ROMA=

AL COMANDO 4° Z.A.T.

=BARI=

AL COMANDO AERONAUTICA DELLA SICILIA

=PALERMO=

Frot.n. 105584/gi.20-E

/3595 All.

AL COMANDO AERONAUTICA SARDEGNA

=CAGLIARI=

atp.s.

alla A.F.S.C./A.G.

=SMIDE=

OGGETTO: Relazioni incidenti di volo.-

Questa relazione si riferisce agli incidenti di volo accaduti nel periodo Aprile-Giugno 1946 nell'Aeronautica Militare.

L'utilità di questo tipo di relazione risulta sempre più evidente man mano che aumenta il numero delle stesse. È infatti possibile osservare meglio l'andamento dell'attività e trarre deduzioni interessanti e utili ai fini dell'addestramento dal parallelo fra le cause che hanno determinato gli incidenti nei vari periodi.

Per quanto la diminuzione degli incidenti di volo di questo trimestre non si possa completamente attribuire agli accorgimenti suggeriti ed alle norme emanate in seguito all'esperienze ed ai dati tratti dalle precedenti relazioni riassuntive è indubbio che il fatto stesso di poter caratterizzare e raggruppare i vari tipi di incidenti giungendo a interpretarne le cause, attraverso un esame panoramico e sempre più chiaro, in quanto dedotto da linee schematiche, serve ad orientare i Comandi verso accorgimenti e metodi di addestramento più idonei ad ottenere il maggior rendimento con il minor dispendio di tempo e materiale.-

Il numero degli incidenti di volo (di questo II trimestre del 1946) sia in relazione ai totali delle ore di volo e del numero dei velivoli, sia in relazione alle ore di volo ed al numero dei voli effettuati dai singoli Reparti, è molto più soddisfacente di quanto non sia stato nei mesi precedenti.- La comparazione appare evidente dal confronto degli specchi riassuntivi dalle tre relazioni fino ad oggi redatte.-

Osservazioni e considerazioni risultanti dal parallelo fra le attività ed il numero degli incidenti dei Reparti nel II trimestre 1946:

- 1); Il raggruppamento BT la cui attività di volo supera di circa 500 ore quella del trimestre precedente ha avuto una percentuale di incidenti minore del 50,00.

- 2). Il raggruppamento Caccia ed il Raggruppamento Idro sono rimasti pressapoco nelle stesse percentuali con leggero miglioramento.-
- 3). Le Squadriglie e le Sezioni autonome hanno dimostrato sostanzialmente miglioramento facendo scendere il numero degli incidenti da 7 a uno nei confronti di una attività notevolmente più forte.-
- 4). La percentuale presso le scuole è invece aumentata sia pur con l'aumentare dell'attività.-

E' chiaro come non sia il caso di fare un paragone tra il numero degli incidenti dei Reparti e quello delle Scuole.- Infatti, mentre il personale che viene assegnato presso i vari Raggruppamenti ha già un discreto patrimonio di addestramento, cultura ed inquadramento militare, il personale presso le Scuole deve ancora aquisirlo.- Ne deriva quindi che, in senso relativo, il risultato ottenuto anche per le Scuole è abbastanza buono.- A quanto detto è bene aggiungere e mettere in rilievo che, se pur una forte percentuale degli incidenti avuti nelle Scuole è derivata da cause professionali, cosa questa spiegabile, il materiale è fra il più vecchio che esiste in Aeronautica e l'organizzazione è ancora in fase di perfezionamento.-

ESAME DELLE CAUSE. Nel I trimestre del 1946 gli incidenti dovuti a cause professionali caratterizzavano in certo qual modo l'attività di quel periodo. In questo secondo trimestre, invece, si nota una polarizzazione di quel determinato tipo di incidente là dove è più facilmente comprensibile, cioè alla Scuola, mentre nei Reparti, a parte un solo caso dovuto a ragioni disciplinari, la percentuale più forte è dovuta a cause tecniche imputabili, nella quasi totalità, alla veduta e forte logorio del materiale.-

In definitiva considerato che l'attività effettuata con programmi di addestramento, in fase di evoluzione, con organizzazione tendente al perfezionamento e con impiego di velivoli di vecchia costruzione, ha dato buoni risultati si elogiano i Comandanti e si invitano a perseverare nella loro opera alla quale, in gran parte, va il merito di tali risultati.-

PER COPIA CONFORME



AL CAPO DI STATO MAGGIORE
DELLA AERONAUTICA
DIRETTORE
DEL SOTTOUFFICIO STATO MAGGIORE
DELLA AERONAUTICA
(Aut. Col. T. M. A. Aeronautica)

T. M. A. Aeronautica

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Declassified E.O. 12356 Section 3.3/NND No. 1785017

S P E C C H I O C O M P A R A T I V O D E I R E P A R T I

DAL 1° APRILE AL 30 GIUGNO 1946-

R E P A R T I	RAGGRUPPAMENTO GUIDONIA	RAGGRUPPAMENTO IDRO	RAGGRUPPAMENTO TARANTO	CACCIA LECCO	SQUADRIGLIE E SEZIONI AUTONOME	S C U LFOOC
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NUMERO DI VOLI	2647	457	1765	835		2
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NUMERO DEGLI INCIDENTI	4	1	7	1	
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NUMERO DEI VOLI PER INCIDENTE	660	457	252	835	
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Declassified E.O. 12356 Section 3.3/NND No.

785017

S P E C C H I O C O M P A R A T I V O D E I R E P A R T I

1773

IL 30 GIUGNO 1946-

RAGGRUPPAMENTO B.P.T. GUIDONIA	RAGGRUPPAMENTO VIDEO TARANTO	RAGGRUPPAMENTO CAOCIA LECCE	SQUADRIGLIE E SEZIONI AUTONOME	S C U O L E LECCE-FROSINONE
2647	457	1765	835	2084
4	1	7	1	9

660	457	252	835	231
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BEST COPY POSSIBLE

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Declassified 8-9-12356 Section 3.3/NNB NC

785017

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2013 年 6 月 25 日 于香港特别行政区



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Declassified E.O. 12356 Section 3.3/NND No.

1785017

卷之三十一

卷之二

卷之三十一 七

新嘉坡人所用之茶，多系中國茶葉，其味醇濃，無不為人所喜愛。而其價亦甚廉，每磅約一元，故在新嘉坡人中，飲茶者尤多。

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Declassified E.O. 12356 Section 3.3/NND No. 785017

4A.

FROM : AIR FORCES SUB COMMISSION A.C. N.Y.M.
TO : AFR HEADQUARTERS ITALY R.A.F.
DATE : 29 OCTOBER 1946.
REF. : AFSC/56/Air.

Exhibit 316.

FLYING ACCIDENT DIGEST.

It is noted that by A.P.C. N. 838 of 1946 the security classification of the above publication has been reduced from ~~Confidential~~ to ~~Secret~~ ~~Classification~~ 'Restricted'. This brings it within the range of publications which may be made available to the Italian Air Force.

2. You are requested therefore to forward to Third Headquarters five copies of this publication in order that it may be made available to flying units of the Italian Air Force.

Obhibit.

O.M.S. GREGG W/Cdr.
AIR VICE MARSHAL
DIRECTOR
AIR FORCES SUB COMMISSION

29/10/46.

For

31

PF
4/11

FROM : MILITARY AIR FORCE "STATO MAGGIORE"
 TU : AIR FORCES SUB-COMMISSION, A.C.C. ROME
 DATE : 20TH AUGUST, 1946
 REF : 2934 COIL.

REPORTS ON FLYING ACCIDENTS

Following the conversation between Col. Remondino and Colonel Marek at this "Stato Maggiore" we are herewith submitting to your attention the procedure adopted for examining and analyzing flying accidents in agreement with your Sub-Commission's proposals submitted in letter No. AFSC/25/AIR dated 28th April 1946.

- 1) With letter No. 103136/OP.20, dated 17th June 1946, this "Stato Maggiore" submitted a complete report of all the accidents occurred during 1945.
- 2) From various elements it was ascertained that a complete report on flying accidents cannot be made at the end of each month since it is likely and also highly hopeful that no accidents occur during the month. We therefore deem it advisable to examine reports on flying accidents every three months.
- 3) With letter No. 104129/OP.20 dated 17th August 1946 sent to your AFSC for information, instructions have been given to the Comando Unita' Aerea, through its technical Commission for flying accidents to follow the procedure adopted and forward to this Stato Maggiore the results of the analyses of accidents occurred in its units.
- 4) Moreover, this "Stato maggiore" will submit comments and remarks concerning the reported accidents and also report all the other accidents occurred in other units not depending from the unita' Aerea.
- 5) A summary prospectus with appropriate comments will be later forwarded to all the Air bodies.

THE HEAD OF THE "STATO MAGGIORE"

14 SEP 1946
C. M. C. / J. H. M. C. /

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THE HEAD OF THE "STATO MAGGIORE"

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Rome, 20 AGO 1946

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P.
Stab. Maggiorat. Uff. Vicinanza MILITARE
1° Reparto
1° Sezione Operaz. e Addestramento

Ind. 1061 R2/1.29-E/1934 Col.

OSSGETTO Relazioni incidenti di volo.

U// AIR FORCES SUB COMMISSION

= ROMA =

Proposta ad f.f.y.

ddt

e p.c. AL COMANDO UNITÀ AEREA = BARI =

A seguito del colloquio tenuto presso queste S.M. tra il col. Remondino ed il Col. Marek si è specificato il procedimento adottato nei riguardi della trattazione dell'essere degli incidenti di volo a riguardo di quanto consigliato da codeste A.P.S.C. con foglio n°25/AIR del 28 aprile 1946.-

1°- Con il foglio n. 103136/CP.20 del 17/6/1946 questo S.M. completava un esame totale degli incidenti avvenuti a tutto il 1945.-

2°- Dagli elementi emersi si è notato che la relazione non avrebbe avuto un buon rendimento se trattata mensilmente, in quanto la consistenza dell'arma è tale che potrebbe verificarsi il caso augurabile della mancanza di incidenti in qualche mese.- Pertanto si è creduto opportuno istituire l'esame a carattere periodico ogni 3 mesi.-

3°- Con il foglio n°104129/OP.20 del 17/8/1946, inviato a codesta A.P.S.C. per conoscenza, è stato disposto affinché il Comando dell'Unità Aerea attraverso le sue Commissione tecnica, appositamente costituita per l'analisi degli incidenti di volo, si ettenga alla procedura consigliata ed inviare a questo S.M. l'esito degli esami relativi agli incidenti avvenuti presso i propri Reparti.-

4°- Questo S.M. integrerà a sua volta tale esame con le proprie considerazioni e con gli incidenti che eventualmente si fossero verificati presso altri Reparti non dipendenti dall'Unità Aerea.-

5°- Lo specchio riassuntivo, opportunamente commentato verrà poi comunicato a tutti gli Enti Aerocautici.-

Moto Maggiore - Reparto

S.I.O.R.

1° Sezione Operaz. e Addestramento

1061 10/10-E/2434 C.R.

O G E T T O Relazioni incidenti di volo.

e.p.c. AL COMANDO UNITÀ AEREA = DARI =

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Rif. n. 103136/OP.20

presso il Col. Remondino ed il Col. Marek si specifica i procedimenti adottato nei riguardi della trattazione dell'esame degli incidenti di volo a riguardo di quanto consigliato da codesta A.P.S.C. con foglio n°25/AIR del 28 aprile 1946.-

- 1° - Con il foglio n. 103136/OP.20 del 17/6/1946 questo S.M. completava un esame totale degli incidenti avvenuti a tutto il 1945.-
- 2° - Dagli elementi emersi si è notato che la relazione non avrebbe avuto un buon rendimento se trattata mensilmente, in quanto la consistenza dell'arma è tale che potrebbe verificarsi il caso augurabile della mancanza di incidenti in qualche mese.- Pertanto si è creduto opportuno istituire l'esame a carattere periodico ogni 3 mesi.-
- 3° - Con il foglio n°104/29/OP.20 del 17/8/1946, inviato a codesta A.P.S.C. per conoscenza, è stato disposto affinché il Comando dell'Unità Aerea attraverso la sua Commissione tecnica, appositamente costituita per l'analisi degli incidenti di volo, si attenga alla procedura consigliata ed inviare a questo S.M. l'esito degli esami relativi agli incidenti avvenuti presso i propri Reparti.-
- 4° - Questo S.M. integrerà a sua volta tale esame con le proprie considerazioni e con gli incidenti che eventualmente si fossero verificati presso altri Reparti non dipendenti dall'Unità Aerea.-
- 5° - Lo specchietto riassuntivo, opportunamente commentato verrà poi comunicato a tutti gli Enti Aeronautici.-

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From : I.A.F. Stato Maggiore.
To : A.P.S.C., A.C., Rome.
Date : 22nd May, 1946.
Ref : 101993/op/20-A/1960/Coll.

FLYING ACCIDENTS PUBLICATIONS

1A

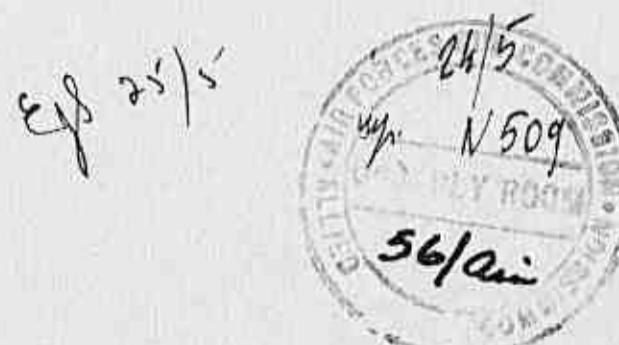
Reference is made to your AFSC/56/Air dated 28/4/46.

2. This Stato Maggiore agrees with your Sub Commission on the utility of the printing of the above mentioned periodical publication, and has issued instructions for its setting up and distribution.

3. Copy of the said publication will be forwarded to you for your information.

The Chief of Staff.

translated by J. De vacqua.



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Declassified E.O. 12356 Section 3.3/NND No. 785017

Po/v

STATO MAGGIOR R AER. ITICA
1° REPARIO
Sezione Operaz e Addestramento

J.B.

Roma li 22 MAG 1946

2A

ALL' AIR FORCES SUB COMMISSION/ AC

= R O M A =

Prot.n. 101993 / op. 20-A / 1960 Coll.

OGGETTO: Relazioni incidenti di volo.-

- 1)- In riferimento al foglio AFSC/56/AER del 28/4/46.
- 2)- Questo S.M. condivide pienamente il parere di
codesta ~~S~~Commissione sull'utilità della pubblicazio
ne della carta periodica in oggetto ed ha già impar
tite disposizioni per il suo impianto e la relativa
distribuzione.-
- 3)- Copia di detta relazione verrà inviata in visione
anche a codesta Sottocommissione.-

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IL CAPO DI STATO

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Declassified E.O. 12356 Section 3.3/NND No. 785017

HEADQUARTERS R.A.F. ITALY
ANALYSIS OF FLYING ACCIDENTS FOR FEBRUARY, 1946
DATE - 18TH MARCH 1946

Squadron Leader
for Air Vice Marshall
Air Officer Commanding
AIR HEADQUARTERS R.A.F. ITALY
AH/1/204/1/Air

DISTRIBUTION

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Page 1

AIR II

This is ideal. Please add a few notes.
Suggest they keep it as simple and concise as possible.

See also R.T.I.
15/4/46.

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Declassified E.O. 12356 Section 3.3/NND No. 785017

FLYING ACCIDENT ANALYSIS

FEBRUARY 1946

1. A letter of general remarks should be written by the Chief of Air Staff of I.A.F. on accidents during the month.
2. His personal command or recommendations as regards to these and future accidents. (to be included in 1.)
3. Total hours flown by IAF and number of accidents.

signed by,

Chief of Staff
IAF HEADQUARTERS

ACCIDENT SUMMARIES

FEBRUARY 1946

1. Example taken from RAF report for February.

- a. 2nd February 1946, pilot flying a VENGEANCE aircraft, no. 441, of 3 MU at Ciampino ran off of the runway, struck an object, and the undercarriage collapsed. This pilot has 11 hours experience on this type a/c with a total of 475 hours time.
100% pilot error, investigation showed the tail wheel had locked while taxiing. The a/c ran off of the strip and struck an object causing the undercarriage to collapse, damaging the propeller and under side of the plane.
A red endorsement was given this pilot for "Carelessness in Taxying".

TAXYING

- a. 2nd February 1946, a pilot flying a SPITFIRE a/c no. 412 of 302 M.U. at Brindisi nosed over his a/c while taxiing. This pilot had 1 hour experience on this a/c and a total of 1373 hours time.
100% pilot error, investigation showed that he had taxied his a/c into an airfield marker, nosed over and damaged the propeller and hub.
A red endorsement was given for "Carelessness in Taxying" Luckily not hurt.

2. Information for the summaries

Part 1 Date

Type of a/c and no.

Unit and place of accident

Experience of pilot on this type and total time.

Part 2 Type of error, investigation and damage.

" " 3 Action and remarks.

(do not believe it is a good idea to name the pilot, it is very bad psychology)

3. Categories for the summary

a. Landing--Pilot error (obstructions, skids, swings)

Mechanical failure (brakes, struts, etc.)

b. Take off--Pilot error (swings, collisions, etc.)

Mechanical failure

c. In flight-

d. Landings-

e. Acts of God-(Due to the elements)

Page 1

GENERAL REMARKS ON ACCIDENTS

1. This should be the report or remarks by the Aircraft accident or Safety Officer.
2. Included should be the comparison reports on previous months giving unit and type of aircraft only.
3. Remarks should be listed in the same order as taxiing, take off in flight, and landing accidents as on the summaries.
4. Recommendations concerning these remarks.

Note: The report should follow that of the Command.

signed
Accident or Safety Office

*Report
Page 2*

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DRAFT MINUTES

This record should inform the pilots of the risks and ways and means to avoid them to assure better flying discipline and to show investigations and special attention are being made on all accidents.

This report is by no means a reprimand to pilots or commanding officers of squadrons concerned with accident reports. The analysis should be circulated to all pilots and officers concerned with flying so that these people will be more safety conscious and prevent future accidents.

Lt. Farano

1761 -

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COMPARISON OF WING EFFORT

FEBRUARY

WINGS	TRANSPORT CENTOCELE	BALTIQUES LITORI	IGT. BMBR. GUIDONIA	FTR. WNG. LECCO	ETC.	TOTALS
TOTAL HOURS	-	-	-	-	-	-
NUMBER OF ACCIDENTS	-	-	-	-	-	-
FLYING HOURS PER ACCIDENT	-	-	-	-	-	-

In the future a graph or monthly comparison can be made for general information;

Page 5

1762

DRAFT MINUTE

This record should inform the pilots of the risks and ways and means to avoid them to assure better flying discipline and to show investigations and special attention are being made on all accidents.

This report is by no means a reprimand to pilots or commanding officers of squadrons concerned with accident reports. The analysis should be circulated to all pilots and officers concerned with flying so that these people will be more safety conscious and prevent future accidents.

Lt. Farano

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