

ACC

10000/135/142

10000/135/142

FLYING ACCIDENT ANALYSES, IAF
FEB. - NOV. 1946

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 Encl 5 (7) to A.F.S.C./56/ Air.

Chittam

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

5th November 1946.

M3AIR II

Ref SA. Could the I.A.M. be asked to submit their 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.

W. J. Cunningham
2-11-46

M4.

Dir ^{from} _{8/11} Enclosure SA and the comparative chart is
D.D. ^{8/11} interesting & quite encouraging.
Air III 2. I still think however that the I.A.M. could do more, ^{involvement} ^{involvement} that they should circulate their accident analysis more frequently, & that they should investigate each specific accident.
3. Tell Air III visit I.A.M. and suggest that they use a monthly summary on the same basis as the MEDINE biweekly summary (what 6A).

Chitkumov
Air II

6/4.

D / *[initials]*
DD 3211 21/5

M1.

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.

[initials]
may be.

21/5/46

M2.

Note of Action: No report had been received by 16th August from the Italian Air Ministry on Enclosure 2A. Air I & Lt Favaro visited Col Andriani on 16 August and received an undertaking ~~that~~ that the reports would be produced & forthcoming in future.

[initials]
Air.1.

17 August 1946.

M3.

Lt Favaro.

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 us have a brief statement for the Air Report.

8 Sept '46.

[initials] Air.1.

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

TO : Italian Air Ministry.

DATE : 9 November 1946.

REF. : AFSC/56/Air.

REPORTS ON AIRCRAFT ACCIDENTS. IAF.

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.

pf.
PATT FAVANO
1st Lt. Air Corps.
for Air Vice Marshal
Director
Air Forces Sub-Commission.

inf 14/11

REPORTS ON AIRCRAFT ACCIDENTS. IAF.

71
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P.F.
PATT FAVANO
1st Lt. Air Corps.
for Air Vice Marshal
Director
Air Forces Sub Commission.

1878

1878
12/11

1878
12/11

5A
(E)

From : GENERAL STAFF I.A.F.
1st Division
1st Section Ops. and Training

To : COMANDO UNITA' AEREA
COMANDO 1° Z.A.T.
COMANDO 2° Z.A.T.
COMANDO 3° Z.A.T.
COMANDO 4° Z.A.T.
COMANDO AERONAUTICA DELLA SICILIA
COMANDO AERONAUTICA DELLA SARDEGNA
and for information to:
A.F.S.C. A.C. ROME

BARI
MILANO
PADOVA
ROMA
BARI
PALERMO
CAGLIARI

Date : 25th October 1946

Ref. : 105584/20-E/3595 Coll.

Subject: REPORTS ON AIRCRAFT ACCIDENTS

This report refers to flying accidents which occurred in the I.A.F. 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 comparing 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 data 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, compares favourably with the number of flying accidents which happened during the previous periods, as shown by the



and for information to:
A.F.S.C. A.C. ROME

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The number of flying accidents during the period under review, compares favourably with the number of flying 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 P.T. 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 autonomous Squadrons and flights lowered the number of accidents from 7 to 4 although increasing considerably their activity.

4. 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. We 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.P. 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 organisation 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. P. KYAN

ASO

By Mr. 4 para 3, at same time as the other three

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by order

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ASO

Ref. Unit 4 para 3, at same time as above these
little is made to subject of a talk to all pilots & maintainers

on flying units.

I suggest an appendix to the report, making mention

in the body of the report

JFM
8/11

8/11

Roma li 25 OTT 1946

STATO MAGGIORE - AERONAUTICA

1° REPARTO

2° Servizio Operaz. e 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=

Prot.n.

105584/g. 20-E/3595 alle.

AL COMANDO AERONAUTICA SARDEGNA

=CAGLIARI=

alla A.F.S.O./A.C.

=SDE=

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. E' 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'esperienza 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 o 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 sostanziale 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 acquisirlo. 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 vetustà 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 veli di vecchia costruzione, ha dato buoni risultati si elogia i Comandanti e si invitano a perseverare nella loro opera alla quale, in gran parte, va il merito di tali risultati.



IN CAPO DI STATO MAGGIORE
DELLA AERONAUTICA
IL SOTTOCAPITO DI STATO MAGGIORE
DELLA AERONAUTICA
(col. P. A. Biondini)

PER COPIA CONFORME

T. Calhoun

0992

5B. SPECCHIO COMPARATIVO DEI REPARTI 1773

DAL 1° APRILE AL 30 GIUGNO 1946-

REPARTI	RAGGRUPPAMENTO S.B.M. GUIDONIA	RAGGRUPPAMENTO IDRO TARANTO	RAGGRUPPAMENTO CACCIA LECCO	SQUADRIGLIE E SEZIONI AUTONOME	S.O.U. LECCO
NUMERO DI VOLI	2647	457	1765	835	2
NUMERO DEGLI INCIDENTI	4	1	7	1	
NUMERO DEI VOLI PER INCIDENTI	660	457	252	835	



0993

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

785017

SPECCHIO COMPARATIVO DEI REPARTI

1773

AL 30 GIUGNO 1946-

RAGGRUPPAMENTO
S. B. T.
GUIDONIARAGGRUPPAMENTO
IDRO
TARANTORAGGRUPPAMENTO
CACCIA
LECCESQUADRIGLIE E
SEZIONI
AUTONOMES U O L E
LECCE-FROSINONE

2647

457

1765

835

2084

4

1

7

1

9

660

457

252

835

231



BEST COPY POSSIBLE

RENDICONTI CONFERABILI DEI REPARTI

Dal 1° aprile al 30 giugno 1944

REPARTI	RACCOMANDATO D. S. F. GUIDONIS	RACCOMANDATO RNO TARANTO	RACCOMANDATO GALLIA VERON	STABILIMENTO DESIGN ANTONINO	S. C. V. O. LEON-PA
ore di volò	1334	627	1345	750	981
ore di volò per incidenti	4	1	7	1	9
ore di volò per incidenti	732	627	1338	749	972



0997

4A

FROM : AIR FORCES SUB COMMISSION A.C. ROME
TO : AIR HEADQUARTERS ITALY R.A.F.
DATE : 22 OCTOBER 1946.
REF. : AFSC/56/Air.

Ext: 516.

FLYING ACCIDENT DIGEST.

It is noted that by A.E.O. N. 838 of 1946 the security classification of the above publication has been reduced from 'Confidential' from 'Confidential' to '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 this Headquarters five copies of this publication in order that it may be made available to flying units of the Italian Air Force.

Chilib.
O.M.N. SRECH W/CST.
AIR VICE MARSHAL
DIRECTOR
AIR FORCES SUB COMMISSION

For

K
3/11

29/10/46.

PF
4/11

3A
(t)

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

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/O.P.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"

11/11/46
147

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THE HEAD OF THE "STATO MAGGIORE"

1417

We spoke.

for results 14/12/49

Ph Air I stated it will

1417 15/9 1 PF 13/9

17/9 1880



Mod. 122*

Ve/v



Stato Maggiore. R. Aeronautica Militare

1° Reparto

1° Sezione Operaz. e Addestramento

Stato Maggiore. R. Aeronautica Militare

= R O M A =

Post. 1061 22/12/46 - E - 2434 Cell.

Proposta al P.C.

e P.C. AL COMANDO UNITA' AEREA = BARI =

Aseguito del colloquio tenuto presso questo S.M. tra il Col. Remondino ed il Col. Marek si specifica il procedimento adottato nei riguardi della trattazione dell'esame degli incidenti di volo a riguardo di quanto consigliato da codesta A.F.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'arna 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 AFSC. 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 invii a questo S.M. l'esito degli esami relativo 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 Aeronautici.-

1769

CAPO DI STATO MAGGIORE
D'ORDINE

1001

785017

= R O M A =

1° Reparto

1° Sezione Operaz. e Addestramento

104122/20-E / 2434 del

Proposta al P.C.

Oggetto Relazioni incidenti di volo.

e P.C. AL COMANDO UNITA' AEREA = BARI =

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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.-

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

1769



Il foglio inviato per copia alle Commissioni tecniche e tecniche di volo delle Reparti A.T.S.C. in osservanza delle disposizioni in vigore.

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

FLYING ACCIDENTS PUBLICATIONS

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. Devacqua.



Po/v

STATO MAGGIORE D'ARMATA

1° REPARIO

1ª Sezione Operaz. e Addestramento

Roma li 22 MAG 1946

2A

ALL'AIR FORCES SUB COMMISSION/ AC

= R O M A =

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

OGGETTO: Relazioni incidenti di volo.-

- 1)- In riferimento al foglio AFSC/56/AER del 23/4/46.
- 2)- Questo S.M. condivide pienamente il parere di codesta Commissione sull'utilità della pubblicazione della carta periodica in oggetto ed ha già impartite disposizioni per il suo impianto e la relativa distribuzione.-
- 3)- Copia di detta relazione verrà inviata in visione anche a codesta Sottocommissione.-

1767

IL CAPO DI STATO
D'ORDINEIL SOTTOSCAPO DI
DELLA R. A.E.

1004

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

1C

Squadron Leader
for Air Vice Marshall
Air Officer Commanding
AIR HEADQUARTERS RAF ITALY

AH I/204/1/Air

DISTRIBUTION

Internal:
1
1
1
1
1
1
ETC.

AIR II
This is ideal. Have added a few notes.
Suggest they keep it as simple and concise as possible.
Sent for R.T.I.
15/4.

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 commend or recommendations as regards to these and future accidents. *(this should 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

- Taxiing*
- a. 2nd February 1946, pilot flying a VENGEANCE aircraft, no. 444, of 13 A/CU 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.
- b. 100% pilot error, as investigation showed the tail wheel had locked whilst 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.
- c. A red endorsement was given this pilot for "Carelessness in Taxiing".

TAXIING

- 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.
- b. 100% pilot error, as investigation showed that he had taxied his a/c into an airfield marker, nosed over and damaged the propeller and hub.
- c. A red endorsement was given for "Carelessness in Taxiing" Luckily not hurt.

2. Information for the summaries

Para. 1 Date

Type of a/c and no.

Unit and place of accident

Experience of pilot on this type and total time.

Para. 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. Category for the summary

- a. Landing---Pilot error (obstructions, skids, swings)
Taxiing Mechanical failure (brakes, struts, etc.)
- b. Take off---Pilot error (swings, collisions, etc.)
Mech failure
- c. In flight-
- d. Landings-
- e. Acts of God- (Due to the elements)

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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.

Suggest this report should follow that of the C. A. S.

signed

Accident or Safety Office

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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. Tavano

COMPARISON OF WING EFFORT

FEBRUARY

WINGS	TRANSPORT CENTOCCELLI	BALTIMORES LITORIO	WGT. EMER. GUIDONIA	FTR. WING. LECCE	ETC.	TOTALS
TOTAL HOURS	-	-	-	-	-	-
NUMBER OF ACCIDENTS	-	-	-	-	-	-
FLYING HOURS PER ACCIDENT	-	-	-	-	-	-

In the future a graf or monthly compapison can be made for
general information;

DRAFT MINUTE

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Lt. Tavano

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