

AD-R122 017

HOW ONE BECOMES A LIEUTENANT(U) FOREIGN TECHNOLOGY DIV
WRIGHT-PATTERSON AFB OH I CHICHKIN 15 OCT 82
FTD-ID(R5)T-1302-82

1/1

UNCLASSIFIED

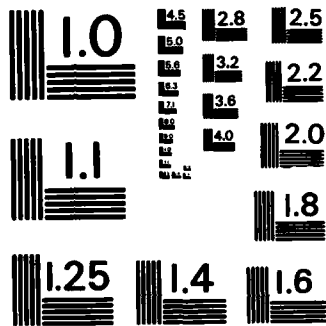
F/G 5/9

NL



END

FILED
DTIC



MICROCOPY RESOLUTION TEST CHART
NATIONAL BUREAU OF STANDARDS-1963-A



AD A 122 017

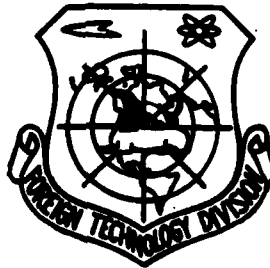
FOREIGN TECHNOLOGY DIVISION



HOW ONE BECOMES A LIEUTENANT

by

I. Chichkin



DTIC
ELECTE

1982

Approved for public release;
distribution unlimited.



82 12 02 079

WTR FILE COPY

EDITED TRANSLATION

FTD-ID(RS)T-1302-82

15 October 1982

MICROFICHE NR: FTD-82-C-001325

HOW ONE BECOMES A LIEUTENANT

By: I. Chichkin

English pages: 9

Source: Kryl'ya Rodiny, Nr. 2, February 1968,
pp. 18-19

Country of origin: USSR

Translated by: Joseph E. Pearson

Requester: FTD/TQTM

Approved for public release; distribution unlimited.

Accession For

NTIS GRA&I

ERIC TIB

Unannounced

Justification

By

Description

Availability

Source

Dist



A

<p>THIS TRANSLATION IS A RENDITION OF THE ORIGINAL FOREIGN TEXT WITHOUT ANY ANALYTICAL OR EDITORIAL COMMENT. STATEMENTS OR THEORIES ADVOCATED OR IMPLIED ARE THOSE OF THE SOURCE AND DO NOT NECESSARILY REFLECT THE POSITION OR OPINION OF THE FOREIGN TECHNOLOGY DIVISION.</p>	<p>PREPARED BY: TRANSLATION DIVISION FOREIGN TECHNOLOGY DIVISION WP-AFB, OHIO.</p>
---	--

U. S. BOARD ON GEOGRAPHIC NAMES TRANSLITERATION SYSTEM

Block	Italic	Transliteration	Block	Italic	Transliteration
А а	<i>А а</i>	A, a	Р р	<i>Р р</i>	R, r
Б б	<i>Б б</i>	B, b	С с	<i>С с</i>	S, s
В в	<i>В в</i>	V, v	Т т	<i>Т т</i>	T, t
Г г	<i>Г г</i>	G, g	У у	<i>У у</i>	U, u
Д д	<i>Д д</i>	D, d	Ф ф	<i>Ф ф</i>	F, f
Е е	<i>Е е</i>	Ye, ye; E, e*	Х х	<i>Х х</i>	Kh, kh
Ж ж	<i>Ж ж</i>	Zh, zh	Ц ц	<i>Ц ц</i>	Ts, ts
З з	<i>З з</i>	Z, z	Ч ч	<i>Ч ч</i>	Ch, ch
И и	<i>И и</i>	I, i	Ш ш	<i>Ш ш</i>	Sh, sh
Й й	<i>Й й</i>	Y, y	Щ щ	<i>Щ щ</i>	Shch, shch
К к	<i>К к</i>	K, k	Ъ ъ	<i>Ъ ъ</i>	"
Л л	<i>Л л</i>	L, l	Ы ы	<i>Ы ы</i>	Y, y
М м	<i>М м</i>	M, m	Ь ь	<i>Ь ь</i>	'
Н н	<i>Н н</i>	N, n	Э э	<i>Э э</i>	E, e
О о	<i>О о</i>	O, o	Ю ю	<i>Ю ю</i>	Yu, yu
П п	<i>П п</i>	P, p	Я я	<i>Я я</i>	Ya, ya

*ye initially, after vowels, and after ь, ь; e elsewhere.
When written as ë in Russian, transliterate as yë or ë.

RUSSIAN AND ENGLISH TRIGONOMETRIC FUNCTIONS

Russian	English	Russian	English	Russian	English
sin	sin	sh	sinh	arc sh	sinh ⁻¹
cos	cos	ch	cosh	arc ch	cosh ⁻¹
tg	tan	th	tanh	arc th	tanh ⁻¹
ctg	cot	cth	coth	arc cth	coth ⁻¹
sec	sec	sch	sech	arc sch	sech ⁻¹
cosec	csc	csch	csch	arc csch	csch ⁻¹

Russian English

rot curl
lg log

GRAPHICS DISCLAIMER

All figures, graphics, tables, equations, etc. merged into this translation were extracted from the best quality copy available.

The readers ask...

How One Becomes a Lieutenant

Every day the editors' mail brings us many letters, in which the readers ask about the regulations for admission into the military aviation schools, about the medical requirements imposed on the candidates, about the admission exams and about the addresses of the flight and the technical schools. Aleksey Ryapolov from the Orenburg Oblast, Yuriy Kanygin from Omsk Aleksey Nabiulin from the Amur Oblast, Nikolay Martynov from outside Voronezh and many, many others are interested in these. The article, published below, answers the questions of our readers.

The strengthening of the defense capability of our Fatherland is one of the indispensable conditions of the successful accomplishment of the tasks of the building of Communism. The Communist Party and the Soviet Government are taking all the necessary measures for this. A new Law concerning universal military service, which will increase the interest in military service among our youth even more, has been directed towards the further increasing of the defense capability of our country.

The rapid growth of the Soviet economic structure, the outstanding achievements in science and technology have made it possible to equip our Armed Forces with nuclear missiles, with the most advanced technology and with various types of radio equipment and automatic equipment. However, even the most perfect technology by itself does not determine success. The main thing are the people, who master this technology to perfection.

The Soviet officers, including the officers of the Air Force, who in peace time and in battles with the enemies of the Fatherland have shown and show samples of high skill, courage and heroism, are the bearers of glory and combat might.

The training of officers for the Air Force is accomplished in the flight, technical and engineering military aviation schools, which have a good educational base, advanced aviation technology and experienced cadres on the command and teaching staff for this. The schools have given many generations of Soviet officers of aviation a pass into the heavens. And all the commanders of Soviet spaceships have passed through the cabin of an aircraft. The VVS (Air Force) schools give the future officers intensive and comprehensive knowledge, strong professional skills, strong volitional and physical tempering and impart command qualities.

In the aviation, military-educational institution system there are schools with different types of training, which makes it possible for the youth to select for itself a specialty taking into account its own capabilities and desire. It is possible to find out in one's rayvoen-komat (rayon military commissariat) where one resides about the types of training at one or another school.

The profession of military pilot is replete with heroism, valor and courage. With all its romantic quality it is not easy; it requires precise knowledge, skill and sangfroid, fast reaction and good health. But it is precisely in the difficulties, in overcoming them, in the sensation of happiness and fortune of victory over the enemy and over the insidiousness of the elements of the fifth ocean (the sky), that the true pilot sees the essence of his profession. It is not for everyone, not for those who are weak in body and in spirit, and nobody should take offense at this.

It is possible to become a member of the flight profession in the higher military aviation pilot and navigator schools. After completing the military school, the youth receives the higher education and the degree of pilot-engineer or navigator-engineer. He will be assigned to modern supersonic missile-carriers, high-speed turboprop aircraft and

powerful helicopters, on which he will fly.

In the units the graduates of the military schools have to possibility to master complex and powerful technology to perfection and to become first-class pilots or navigators. When they have acquired a specific amount of experience, they can be selected for the further updating of their knowledge. The graduates of the military schools can enter the Air Force Academy as full-fledged students or as correspondence students.

Not less honorable and romantic is the profession of aviation technician and engineer. The technician is the master of the aircraft. He prepares it for flight and releases it for flight missions. The man, to whom such a complex and powerful machine is entrusted, should know a great deal and know how to do a great deal. It is possible to obtain the necessary knowledge in the military technical-aviation schools. They train well-rounded specialists, providing them with a secondary technical education, which makes them qualified to maintain and service aircraft and helicopters of various designs. A graduate of such a school will gain a good understanding of radar, radio-electronic, electrical and instrument equipment on aircraft and of modern systems of air navigation and aircraft armament.

Those who have completed the military technical-aviation schools are issued a degree of an All-Union form, conferring upon them the qualifications of a technician of an appropriate specialty. Upon the expiration of a two-year probationary period of stay in the officer's rank graduates of the technical-aviation schools can into training in the Air Force Engineering Academy with the regular or the correspondence faculties.

Along with the academy engineering personnel are also trained in the higher military aviation-engineering schools, where the young people from the civilian youth can also enroll.

The best representatives of Soviet youth have always had the right to study in the military aviation schools, the right to master military

science and technology in order to become selfless and brave defenders of our Fatherland. Among the students of the schools there are many honor students and medal-winners. Following the glorious revolutionary and combat traditions of our people, they begin with tremendous desire their path to the heights of military knowledge and skill.

The training of junior aviation specialists: gunner-radio operators, aviation mechanics, radio telegraphists and others is conducted in special military schools.

Service in the units of the Air Force, especially in positions among the flight personnel, requires high moral-volitional and physical qualities, the development of which it is necessary to begin at the earliest age possible. The piloting of an aircraft is an art in itself. Thus, the admission to military aviation schools is limited by age and by specific medical requirements.

Youths, aged 17 to 21, are accepted into the higher military aviation schools, and from 17 to 23, are accepted into the technical-aviation schools. The age is determined with respect to their condition on 1 September of the year of their admission.

All the entrants must be unconditionally fit with respect to health and have good physical development. Deviations from the requirements in the state of health during admission to the flight schools are impermissible, since they cannot guarantee flight safety.

The mastery of complex aviation technology is inconceivable without good general-educational training. The programs of instruction in all the military aviation schools are structured on the basis of the knowledge during the entire secondary school and are designed for persons, who have a secondary school certificate or a degree attesting to the completion of a technical school (technicum).

Youths, desiring to enroll in one or another military aviation school, submit their application to the rayvoenkomat (rayon military commissariat) of their place of residence before 30 April. In the case of the absence at the rayvoenkomat of a body of personnel for the

selection of candidates it is possible to send the application directly to the head of the selected school. There should be attached to the application: a detailed autobiography; a document attesting to the completion of the secondary school education (a certificate or a diploma), graduates of secondary schools enclose a table of their progress in their studies for the 9-th class and an extract of the table for the 10-th class (translator's note: this sounds something like a transcript); a birth certificate or a certified copy of it; a reference from one's place of work, and for students - a reference from the director of the school (technicum); a Party or Komsomol reference (for members and candidates of the CPSU or members of the VLKSM (All-Union Lenin Young Communist League); the conclusion of the medical committee at the voenkomat (military commissariat) concerning fitness for entering into the school; a certificate concerning one's place of residence and the occupations of one's parents; three certified photographs 3 x 4 cm in dimension (without headdress).

The originals of the documents concerning one's education and birth (if they were not attached to the application), the identity card, one's record of service and one's draft registration card are presented by the entrants to the school in person.

The selected candidates go to the military aviation schools at the times established for the taking of the exams or upon the summons of the head of the school. The travel is free with military transportation documents, which are issued at the voenkomats (military commissariats). For the return trip (in the case of being denied admission) the travel documents are issued at the schools. They also provide the candidates with quarters, medical and educational services, and also with free board.

All the candidates, arriving at the schools, are screened by the medical committee for the establishment of their fitness for training in the given school with respect to the state of their health. Those, who are acknowledged as fit are allowed to take the the competitive entrance exams.

Competitive entrance exams at all the schools of the VVS (Air Force) are conducted within the scope of the program of the secondary school on the following subjects: mathematics (written and oral), physics (oral), Russian language and literature (composition). In the higher military aviation schools the exams are conducted from 20 July through 20 August.



At a lecture on the theory of engines at the Vasil'kov Military Technical-Aviation School.

Photo by G. Rybal'chenko

Young people, who have completed civilian technicums (technical schools) with a degree with distinction or secondary schools with gold and silver medals, take the entrance exams only in mathematics and physics.

In the secondary military technical-aviation schools the exams are conducted from 10 through 30 July. Here graduates of the Suvorov Military Schools, and also those, who have completed technicums (technical schools) with a degree with distinction or the secondary schools with gold or silver medals do not have to take the entrance exams.

Candidates, who have an incomplete or complete higher education, take the competitive entrance exams to all the schools in the normal way.

Other things being equal the following persons enjoy preference with respect to admission to the schools: sergeants and enlisted men; the civilian youth, who have a production service record or who have completed the training in an appropriate specialty in DOSAAF (All-Union Voluntary Society for Assistance to the Army, Air Force and Navy of the USSR); those, who have completed schools of young cosmonauts, aviators, pilots and technicians; persons, who have received on the entrance exams the best evaluations with respect to the principal disciplines (mathematics, physics).

Candidates, fit for training with respect to the state of their health, who have successfully passed the exams and who have been successful in the competition, are enrolled as students by order of the director of the school.

Candidates, who were not successful in the competition in this school, can be in accordance with their desire directed by order of the appropriate directors for admission into other schools, in which admission is still going on, if they have passed the exams, which they took. In this case for their travel they are issued military transportation documents.

Persons, who have not taken the entrance exams or been accepted into the schools for other reasons, are sent to the rayvoenkomats (rayon military commissariats) at their place of residence. In this case, all the documents, submitted by them for application for admission, are returned to them requiring a personal signed receipt. Blue-collar workers, white-collar workers and kolkhozniks have their respective positions (work) reserved for them and their average earnings for the entire time of their stay in the school for the taking of the admission exams.

Students of military schools are considered on active military duty and are guaranteed all types of pay and allowances. The training time in a school is included in the total service time in the cadres of the Armed Forces.

The training period in the higher military aviation pilot and navigator schools is 4 years, in the higher engineering schools it is 5 years and in the secondary military aviation schools it is 3 years. During their training the students are annually allotted two weeks of vacation in the winter and a month's leave with free travel upon the completion of the academic year. Students, who have successfully passed their winter semester exams and who have no discipline infractions are permitted to travel to their homes during their vacation time at their own expense.

Those, who have completed the military aviation schools are commissioned with the officer rank of "lieutenant" or "lieutenant-technician" and are issued the prescribed chest insignia.

Collections of programs of the entrance exams for those entering the higher and secondary educational institutions are issued annually by the Ministry of Higher and Secondary Special Education of the USSR. It is also possible to obtain programs of the entrance exams at the military aviation schools.

The admission of students for the first-year course of study is advertised for 1968:

The Kachin Higher Military Aviation Order of Lenin Red-Banner Pilot School im. A. F. Myasnikov, Volgograd - 10; The Yeysk Higher Military Aviation Order of Lenin Pilot School im. V. M. Komarov, Yeysk - 1, the Krasnodar Krai; the Chernigov Higher Military Aviation Pilot School, Chernigov - 3; the Khar'kov Higher Military Aviation Pilot School im. S. I. Gritsevets, Khar'kov - 28; the Tambov Higher Military Aviation Pilot School im. M. M. Raskova, Tambov - 4; the Orenburg Higher Military Aviation Pilot School im. I. S. Polbin, Orenburg - 14; the Balashov Higher Military Aviation Pilot School, Balashov - 2; Saratov Oblast; the Syzran' Higher Military Aviation Pilot School, Syzran' - 7, Kuybyshev Oblast; the Chelyabinsk Higher Military Aviation Red-Banner Navigator School, Chelyabinsk - 15; the Riga Higher Military Aviation-Engineering School im. Ya. Alksnis, Riga - 31; the Kiev Higher En-

gineering-Aviation School, Kiev - 43; the Tambov Military Technical-Aviation Order of Lenin, Red-Banner School, Tambov - 6; the Voronezh Military Aviation-Technical School, Voronezh - 42; the Vasil'kov Military Technical-Aviation School, Vasil'kov - 3, Kiev Oblast; the 1st Khar'kov Military Technical-Aviation School, Khar'kov - 48; the 2nd Khar'kov Military Technical-Aviation School, Khar'kov -45; the Perm' Military Technical-Aviation School, Perm' - 12; the Achinsk Military Technical-Aviation School, Achinsk - 1, Krasnoyarsk Kray; the Irkutsk Military Technical-Aviation School, Irkutsk - 36.

Colonel I. Chichkin.